

दिल्ली विकास प्राधिकरण

अनुभाग _____

मिसिल संख्या PA/DD/MP/88/36

टिप्पणी

पत्र-व्यवहार

विषय

13.1.89

पिछले संदर्भ

बाब के संदर्भ

विकास निषेधनी नं०

आवरी सं० 5-149

दिनांक 16/1/89

DD/MP
957

Note: - Correction done by DDCMP for Item No. 3.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Minutes of the meeting of Technical Committee held on Friday, dated 13th January, 1989 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh. V.S. Murti, Engineer Member
2. Sh. S.K. Chawla, Chief Engineer(WZ)
3. Sh. T.S. Punni, Chief Architect (H)
4. Sh. Santosh Auluck, Addl. Chief Architect(H)
5. Sh. D.R. Bhatia, Addl. Chief Architect(H)
6. Sh. J.C. Chhabir, Director(PP&B)
7. Sh. S.C. Gupta, Director(DC&P)
8. Sh. R.G. Gupta, Director(SP&A)
9. Sh. R.D. Gohar, Jt. Director(TYA)
10. Sh. N.K. Aggarwal, Jt. Director(Plg.)
11. Sh. P.N. Dongre, Jt. Director (Plg.)
12. Sh. Parkash Narain, Jt. Director(PPW)
13. Sh. Chander Ballabh, Dy. Director(ZP)
14. Sh. H.S. Sikka, Dy. Director(DC)
15. Sh. S.C. Poddar, DLM
- 16.9 Sh. Vijay Risbud, Jt. Director(Nerela)
17. Sh. A.K. Jain, Project Planner(PPK)
18. Sh. Ranbir Singh, Additional Commr.(Land)
19. Sh. K.K. Bandopadhyay, project planner(Rohini)
20. Sh. N.S. Gupta, E.E. E.D-1
21. Sh. A.K. Sarin, S.E. Circle-3
22. Sh. Mohan, Dy. Director(TYA)
23. Sh. H.P. Saxena, Asstt. Director(MP)
24. Sh. R.L. Chopra, Asstt. Director(MP)
25. Sh. Pradip Behari, Dy. Director(MP) (Convenor)

TOWN & COUNTRY PLANNING ORGANIZATION:

26. Sh. B.K. Arora, Associate, T.C.P.O

N.D.M.C.

27. Sh.A.D. Malik, Architect.

POLICE DEPARTMENT:

28. Sh. Randhir Singh, ACP(Traffic)

DELHI ADMINISTRATION:

29. Sh. N. Bahachandran, Jt. Director(Tpt)
30. Sh. M.S. Das, Architect For Item No.14

C.P.W.D.

31. Sh. T.K. Sinha, Architect.

P.W.D.

32. Sh. S.S. Juneja, S.E. For Item No.14 & 15
33. Sh. K.N. Agarwal For Item No.16
34. Sh. B.N. Sinha, S.E.

SPECIAL INVITEES:

BHARAT PETROLEUM:

35. Sh. Samir Bagehi Sales Officer(LPG) For Item No.12

DELHI FLOUR MILLS:

36. Sh. S.K. Jain, General Manager For Item No.3

37.8Sh. M.F. Siddiquee, Architect.

D.E.S.U.

38. Sh. D.K. Mukhopadhyay For Item No.11,19

B.T.P.S.

39. Sh. M.R. Rao, G.M. For Item No.17

DIRECTORATE OF TRANSPORT:

40. Sh. Kailash Chander, Dy, Secy.(Transport) For Item No.16

GENTRAL JAIL COMPLEX TIHAR:

41. Sh. G.L. Sharma. For Item No.14

Item No.1

Sub:- Change of land use of an area measuring 3.44 hec. from District Parks & Open Spaces to Residential (Group Housing) in zone G.17 Paschimpuri.

F.20(13)/87-MP.

This matter was discussed in the earlier meeting of the Technical Committee. The Technical Committee approved the change of land use from 'District Park and Open Spaces' to 'Residential Use' subject to equivalent area in the vicinity be kept reserved for district parks and open spaces.

The Technical Committee recommended that the area which is in continuation of the existing housing measuring 3.44 hec. and earmarked for district parks and open spaces, be used for 'residential purpose (Group Housing)' and equivalent area in the zone, may be ascertained for earmarking as district park.

Item No.2

Sub:- Change of land use of an area measuring about 25.48 hec. from Agriculture green to Residential located South of Mehrauli Mahipalpur Road.

F.20.(13)/88-MP.

The Technical Committee recommended that the land surrounded by the land earmarked for Spinal Injuries, monuments (Sultan Garhi), Vasant Kunj scheme and including National Airport Authority's land be changed from 'Agricultural Green Belt' to 'Residential'.

Item No.3.

Sub:- ^{Grant} Change of additional power load of 1700 HPEM in favour of M/s Delhi Flour Mill Company Ltd. situated at premises no. 8381, Roshanara Road.

F.3(88)/81-MP. Pt-I

The proposal for grant of additional power load in favour of M/s Delhi Flour Mills Company Ltd, situated at premises No. 8381, Roshanara Road, was discussed in detail. The Technical Committee observed that in other similar cases, the decisions have been taken by the licensing committee of Municipal Corporation of Delhi for increase of power load under the scheme of modernisation in its own ^{discretion} direction. It was also observed that non-conforming

uses existing prior to the enforcement of Delhi Master Plan are to be regulated further as per zoning regulations in force from 18.1.86. Therefore, even when considering the requirement of any additional power load for the purpose of modernisation, it should not create a situation or understanding as if such unit requires no shifting to a conforming area and the Licensing Department MCD should decide the case accordingly.

Item No.4.

Sub:- Modification in pocket 'AU' & 'CU' blocks of Pitam Pura residential scheme (h-5 Pt).

F.15(58-B)80-Instt.

The proposal placed on the table was explained and it was observed that the link is also proposed in the PDP-2001 but in the form of a cross junction at Ring Road. It was therefore, decided that the possibilities should be explored to have the alignment of 30 mt. road in the same manner as provided in PDP-2001. If the same is not possible due to the existing quarters, the possibilities may be explored by keeping the road along the Yamuna Canal and provided a right angle T junction with the Ring Road near its end. It was also decided to increase the R/W of the proposed road to 40 mtr. instead of 30 mtrs,

Item No.5

Sub:- Proposed peripheral 100 mtrs. R/W road in the urban extension as per draft MPD-2001-

PA/PP/PPK/DDA/88/98.

Postponed.

Item No.6.

Sub:- Alignment of approach road for LPG bottling Plant at Madanpur Khadar.

F.20(18)/86-MP.

Postponed.

Item No.7

Sub:- Modification in the part alignment plan of road no.43 including its junction/intersection design with 30 mt- r/w road of Mangolpuri Industrial area. Ph-II outer Ring Road.

F.5(18)/68-MP Pt-II

The proposal was examined and discussed from traffic management point of view and it was decided that the proposal put up is alright and only a control should be imposed for right turning traffic coming down from the fly over.

Item No.8.

Sub:- Allotment /Regularisation of land to Radha Sawami Satsang (Bias) Geeta Colony, Delhi.

F.7A(10)/79-LSB (Instl),

Postponed.

Item No.9.

Sub:- Change of land use of an area measuring 5.7 acres from Public and Semi Public facilities to Residential near Nigam Bodh Store, I Construction of Sweepers quarters of MCD.

~~F.20(96)/80-MP~~ F20(36)/80-MP

Postponed.

Item No.10

Sub:- Policy regarding allotment of land- FSP1(2)/88/Dir.(CP)

Postponed.

Item No.11

Sub:- Route alignment for laying of 2 nos 33 KV 3 x 300 sq. mtrs. XLPE under ground cable for extension of Lodhi Road Sub Station feeder from dastrubine to IP Estension Switch yard.

F.6(1)/88-MP.

It was observed that the proposal is for under ground cable between IP Thermal Power Station and upto opposite side to Azad Bhawan. The Technical Committee observed that the road under which the cable is to be laid is under the management and control of MCD. It was therefore, decided to refer the case to MCD and only after their approval the case should be processed further.

Item No.12

Sub:- Allotment of a site for LPG storage and godown in Ajmeri Gate UT Delhi to BPCL. to F.13(53)/87/CRC/DDA.

The case was discussed and it was explained that an overall policy is being worked out to work out the requirement of provision of gas godowns in Delhi. The Technical Committee desired that the policy should be finalised at the first instance.

Item No.13.

Sub:- Allotment of gas godown and SKO/LDO site to IOC in Patpar Ganj area, Delhi.
F.13(88)/85-CRC.
Postponed.

Item No.14.

Sub:- Construction of type one quarters double storey 16 numbers at Central Jail Complex Tihar, New Delhi.
F.13(46)/88-MP.

The case was considered and the Technical Committee decided that since the location is within the pocket of existing quarters and the requirement is essential in the Jail Complex, there is no objection to the proposal,

Item No.15.

Sub:- Layout plan for petroleum traders in Mangolpuri phase-I.
PA/Jt. Dir.(Plg-II)/9/88/315

The proposal was discussed in detail. It was pointed out that the number of plots which are 243 are in four categories which have been finalised and conveyed by the land section. The scheme was discussed and approved by the Technical Committee subject to the following:

- i. The roof design of the unit should be such that it may not be misused being single storey structure.
- ii. They should not be able to spread out on the road.
- iii. The layout plan/unit design be suitably modified.

Item No.16.

Sub:- Second ISBT at Sarai Kale Khan.
PA/JD/PPW/87/5073/ISBT.

The case was explained by Jt. Director(Transport) DA, and it was informed that the site was inspected by the

officers of DA, DDA and Railway and there after the proposal was prepared. It was also stated that the proposed site has the approved, of DUAC in principle. The Technical Committee after discussion agreed with the proposal subject to conditions that precautions be taken not to allow the use of Ring Road for parking etc. and for turning traffic, proper circulation be worked out.

Item No.17

Sub:- Acquisition of 460 hect. of land on eastern side of Agra Canal between Agra Canal and Yamuna Right Bank Bank Bandh for ash pond area of BTPS, issue of NOC, F.3(73)/88-MP.

The recommendations of the sub committee constituted to examine the proposal was put up to the Technical Committee. The Chairman TC mentioned that the BTPS should find out an alternative solution within three years time, to take care of the ash and should resort to alternative techniques. General Manager Thermal Power Station observed that three years time period is too short a duration to resort to alternative techniques and he insisted that at least six years time period should be considered for alternative solutions. After detail discussion it was decided that that land requirement for a period of three years about 50 hec. be approved for this purpose.

Item No.18.

Sub:- Construction of a school building at Tikri Kala. Change of land use there of.

F.9(2)/88-MP.

Postponed.

Item No.19.

Sub:- Loop in and loop out of Patpar Ganj Karkarduma 33 KV O/H line at proposed CBD Shadara sub station with 3x 300 sq. mm. XLPE cables.

F.6(3)/88-MP.

The case was examined and approved by the Technical Committee.

Item No.20

Sub:- Allotment of 15.0 mm. x 20.0 m site for storage of SKO/LDO on lease basis to Indian Oil Corporation in Trans Yamuna area for Dealership of Sh. Benam Singh.

F.13(97)/87/CRC/DDA.

Postponed.

Item No.21.

Sub:- Allotment of a site for LFG storage godown in Badarpur UT Delhi.

F.13(5)/87/CRC/DDA.

Postponed.

Item No.22.

Sub:- Allotment of land for gas godown for Rani Bagh/ Shakur Basti Saraswati Vihar area to IOC.

F.13(19)/88/CRC/DDA

Postponed.

Item No.23.

Sub:- Allotment of Gas Godown site no.2 at Basant Vihar near Priya Cinema for further distributorship of capt. SL Sharma.

F.13(78)/87/CRC/DDA.

Postponed.

Item No.24

Sub:- Allotment of 33 KV sub station site on GT Karnal Road Industrial Area.

F.6(10)/87-MF.

The case was explained and after discussion the proposed site by PPW was approved.

Item No.25.

Sub:- Allotment of 33 KV ESS in Hudson Lines and alternative allotment to shopkeepers of 11 Old Shops
FR2(1)/83/Dir.(CP)Pt-III.

It was explained that a site measuring 28 mtrs. x 92 mtrs. was earlier approved by the Technical Committee on 22.11.88. But in view of the existing shops on site even in this strip, modification have necessitated and have been done by increasing the width of the area by making 35 mtrs. x 75 mtrs. The layout for rehabilitation of the existing shops was also discussed and the layout plan for shops and plots and site for 33 KV sub station/school plots, was approved.

Item No.26

Sub:- Allotment of land for establishment of 33 KV sub station at Ashok Vihar.

F.6(3)/85-MP.

The proposal was approved by the Technical Committee.

Item No.27

Sub:- Layout plan of Mangolpuri Industrial Area Ph-II bounded by outer Ring Road no.43 Ordinance Depot and Delhi Rohtak Railway Lines.

FWS3(2)/84-Dir, (CP)

Postponed.

Item No.28.

Sub:- Change of land use of an area measuring about 110' x 1200' from Railway Operational to Residential use at Moti Bagh New Delhi for construction of quarters of Railway officers.

F.16(16)/87-MP.

The case was explained by the Chief Engineer (Railway)

It was stated that if gaugmen huts are to be constructed then no permission is required. It was also observed that railway's have given an undertaking that as and when this land is required for the 'Operational activity' they will demolish these quarters. In view of these observations it was opined that there is no need to process the land use change from 'Railway operation to Residential'.

Item no.29

Sub:- Land use notification under section 11-A of DDA ACT for acquires land in Narela.

Declaration of Narela project area as development Area of DDA. E.20(18)/88-MP.

Postponed.

Meeting ended with the vote of thanks to the Chair.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

PA/DD/MP/88/36.

16.1.89

Draft minutes of the meeting of the Technical committee held on 13.1.89 at 10.00 a.m. in the Conference Room of the Delhi Development Authority, 5th floor, Vikas Minar, IP Estate, New Delhi are submitted for the kind approval of the Vice Chairman.

Pradip Behari
(PRADIP BEHARI) 16/1/89
DY. DIRECTOR (MP)

Encls:

1. List of the participants.
2. Agenda copy of the Vice Chairman.

~~DIRECTOR (DC&P)~~

may kindly approve the minutes

AM. / VICE CHAIRMAN.

Seen: 21/1/89

21/1/89

Regular 17.1.1989

Dir (DC&P)

my son/son

Regular 21/1/89

Steno (H)

21/1/89

Needful has been done.

Dy. Dir (MP)

30/1/89

The note sent on 19.1.89 regarding item 4 & 7 has not been received back. kindly see for approval to incorporate it in the minutes

Dir (DC&P)

Regular 1/2/89

21/1/89

[विकास निदेशन]

हावरी सं. G-149

16/1/89

24/1/89

1/2/89

386
187/1/89

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

PA/DD/MP/ 88/63

19.1.89

In adverdently a mistake has occur in the draft minutes which is given as below:

In the draft minutes of the Tech. committee meeting held on 13.1.89 in which the decision of the TC for item no. 4 has been recorded under item no. 7. For item no. 7 the decision was as follows:

The proposal was examined and discussed from traffic management point of view and it was decided that the proposal put up is alright and only a control should be imposed for right turning traffic coming down from the fly over.

q/c *[Signature]*
(PRADIP BEHARI)
DY.DIRECTOR (MP)

[Signature]
19.1.89
DIRECTOR (DC&P)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of the meeting of Technical Committee held on Friday, dated 13th January, 1989 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh. V.S. Murti, Engineer Member
2. Sh. S.K. Chawla, Chief Engineer(WZ)
3. Sh. T.S. Punj, Chief Architect (H)
4. Sh. Santosh Auluck, Addl. Chief Architect(H)
5. Sh. D.R. Bhatia, Addl. Chief Architect (H)
6. Sh. J.C. Ghambir, Director(PP&B)
7. Sh. S.C. Gupta, Director(DC&P)
8. Sh. R.G. Gupta, Director(SP&A)
9. Sh. R.D. Gohar, Jt. Director(TYA)
10. Sh. N.K. Aggarwal, Jt. Director (Plg.)
11. Sh. P.N. Dengre, Jt. Director(Plg.)
12. Sh. Parkash Narain, Jt. Director(PPW)
13. Sh. Chander Ballabh, Dy. Director(ZP)
14. Sh. H.S. Sikka, Dy. Director(DC)
15. Sh. S.C. Peddar, DIM
16. Sh. Vijay Risbud, Jt. Director(Narela)
17. Sh. A.K. Jain, Project Planner(PPK)
18. Sh. Ranbir Singh, Additional Commr.(Land)
19. Sh. K.K. Bandopadhyaya Project Planner(Rohini)
20. Sh. N.S. Gupta, E.E. E.D-10
21. Sh. A.K. Sarin, S.E. Circle-3
22. Sh. Mohan, Dy. Director(TYA)
23. Sh. H.P. Saxena, Asstt. Director(MP)
24. Sh. R.L. Chopra, Asstt. Director(MP)
25. Sh. Pradip Behari, Dy. Director (MP) (Convenor)

TOWN & COUNTRY PLANNING ORGANIZATION:

26. Sh. B.K. Arora, Associate, T.C.P.

N.D.M.C.

27. Sh. A.D. Malik, Architect.

POLICE DEPARTMENT:

28. Sh. Randhir Singh, ACP(Traffic)

DELHI ADMINISTRATION:

29. Sh. N. Balachandran, Jt. Director(Tpt)
30. Sh. M.S. Das, Architect

For Item No.14

C.P.W.D.

31. Sh. T.K. Sinha, Architect.

P.W.D.

32. Sh. S.S. Juneja, S.E.
33. Sh. K.N. Agarwal
34. B.N. Sinha, S.E.

For Item No.14 &18
For Item No.16

SPECIAL INVITEES:

BHARAT PETROLEUM:

35. Sh. Samir Bagehi Sales Officer(LPG) For Item No.12

DELHI FLOUR MILLS:

36. Sh. S.K. Jain , Genetal Manager For Item No.3
37. Sh. M.F. Siddiquee, Architect.

D.E.S.U.

38. Sh. D.K. Mukhopadhyay For Item No.11,19

B.T.P.S.

39. M.R. Rao, G.M. For Item No.17

DIRECTORATE OF TRANSPORT:

40. Sh.Kailash Chander, Dy. Secy. (Transport) For Item No.16

CENTRAL JAIL COMPLEX, TIHAR:

41. Sh. G.L. Sharma. For Item No.14

Item No.1

Sub:- Change of land use of an area measuring 3.44 hec. from District Parks & Open Spaces to Residential (Group Housing) in zone G-17 Paschimpuri.
F.20(13)/87-MP.

This matter was discussed in the earlier meeting of the Technical Committee. The Technical Committee approved the change of land use from 'District Park and Open Spaces' to 'Residential Use', subject to equivalent area in the vicinity be kept reserved for district Parks and Open Spaces.

The Technical Committee recommended that the area which is in continuation of the existing housing, measuring 3.44 hec. and earmarked for district parks and open spaces, be used for 'residential purpose (group housing)' and equivalent area in the zone, may be ascertained for earmarking as district park.

Item No.2

Sub:- Change of land use of an area measuring about 25.48 hec. from Agriculture green to Residential located South of Mehrauli Mahipalpur Road.
F.20(13)/88-MP.

The Technical Committee recommended that the land surrounded by the land earmarked for Spinal Injuries, monuments (Sultan Garhi), Vasant Kunj ^{scheme and} ~~Delhi~~, including National Airport Authority's land be changed from 'Agricultural Green Belt' to 'Residential'.

Item No.3

Sub:- Change of additional power load of 1700 HPEM in favour of M/s Delhi Flour Mill Company Ltd. situated at premises no.8381, Roshanara Road.
F.3(88)/81-MP-Pt.

The proposal for grant of additional power load in favour of M/s Delhi Flour Mills Company Ltd. situated at premises No.8381, Roshanara Road was discussed in detail. The Technical Committee observed that in other similar cases, the decision have been taken by the licensing committee of Municipal Corporation of Delhi for increase of power load under the scheme of modernisation, ^{in its own discretion.} It was also observed that non-conforming uses existing prior to the enforcement of Delhi Master Plan are to be regulated further as per zoning regulations inforceable from 18.1.86. Therefore, ^{even when considering the} requirement of any additional power load for the purpose of modernisation, ^{or understanding} should not create a situation as if such unit requires no shifting to a conforming area and the Licensing Department ~~may make~~

Item No. 1

Suez - Change of land use of an area measuring 3.48 hectares from District Parks & Open Spaces to Residential (Group Housing) in zone C-17 Paschimpuri.

F.20(13)/87-88.

This matter was discussed in the earlier meeting of the Technical Committee. The Technical Committee approves the change of land use from District Parks and Open Spaces to 'Residential Use', subject to equivalent area in the vicinity to be reserved for District Parks and Open Spaces. The Technical Committee recommends that the area which is in continuation of the existing housing measuring 3.48 hectares and earmarked for District Parks and Open Spaces, be used for residential purpose (Group Housing) and equivalent area in the zone, may be ascertained for earmarking as District Park.

Item No. 2

Suez - Change of land use of an area measuring about 25.48 hectares from Agriculture Green to Residential located South of Nehru Park Mainpuri Road.

F.20(13)/88-89.

The Technical Committee recommends that the land earmarked by the land earmarked for Spinal Injuries, monuments (Sultan Garhi), Vasant Kunj, including National Airport Authority's land be changed from 'Agricultural Green Belt' to 'Residential'.

Item No. 3

Suez - Change of additional power loss of 1700 HP in favour of M/s. Bhandari Flour Mills Company Ltd. situated at premises No. 8381, Roshanara Road.

F.3(88)/84-MP-Pt.

The proposal for grant of additional power loss in favour of M/s. Bhandari Flour Mills Company Ltd. situated at premises No. 8381, Roshanara Road was also in detail. The Technical Committee observes that in other similar cases, the decision have been taken by the licensing committee of Municipal Corporation of Delhi for increase of power loss under the scheme of modernisation. It was also observed that non-conforming uses existing prior to the enforcement of Delhi Master Plan are to be regulated further as per zoning regulations introduced from 1984-86. Therefore, requirement of any additional power loss for the purpose of modernisation should not create a situation as if such unit requires no sitting to a conforming area and the licensing Department may should

✓ MCD should decided the case accordingly.

Item no.4

Sub:- Modification in pocket 'AU' & 'CU' blocks of Pitampura residential scheme (h-5 Pt).

✓ F.15(58-B) 80-Instt.

✓ Postponed.

Item No.5.

Sub:- Proposed peripheral 100 mtrs. R/W road in the urban extension as per draft MPD-2001.

PA/PP/PPK/DDA/88/98.

✓ Postponed.

Item No.6.

Sub:- Alignment of approach road for LPG botteling plant at Madanpur Khadar.

F.20(18)/86-MP.

✓ Postponed.

Item No.7

Sub:- Modification in the part alignment plan of road no.43 including its junction/intersection design with 30 mt. r/w road of Mangalpuri Industrial area.Ph-II outer Ring Road.

F.5(18)68-MP-Pt-II.

✓ The proposal placed on the table was explained and it was observed that the link is also proposed in the PDP-2001 but in the form of a cross junction at Ring Road. It was therefore, decided that the possibilities should be explored to have the alignment of 30 mt. road in the same manner as provided in PDP-2001. If the same is not possible due to the existing quarters, the possibility may be explored by keeping the road along the Yamuna Canal and provide a right angle T junction with the Ring Road near its end. It was also decided to increase the R/W of the proposed road to 40 mtr. instead of 30 mtrs.

Item No.8.

Sub:- Allotment /Regularisation of land to Radha Sawami Satsang (Bias) Geeta Colony, Delhi

F.7A(10)/79-LSB (Instl.).

✓ Postponed.

Item No.9

Sub:- Change of land use of an area measuring 5.7 acres from Public and Semi Public facilities to Residential near Nigam Bodeh Store, I Construction of Sweepers quarters of MCD .

F.20(96)/80-MP.

✓ Postponed.

Item No.10

Sub:- Policy regarding allotment of land FSP1(2)88/Dir, (CP)
Postponed.

Item No.11

Sub:- Route alignment for laying of 2 nos 33 KV 3 x 300 sq. mtrs. XLPE under ground cable for extension of Lohi Road Sub Station feeder from Mastrubine to IP Extension switch yard.

F.6(1)/88-MP.

It was observed that the proposal is for under ground cable between IP Thermal Power Station and upto opposite side to Azad Bhawan. The Tehnical Committee observed that the road under which the cable is to be laid is under the management and control of MCD. It was therefore, decided to refer the case to MCD and only after their approval the case should be processed further.

Item No.12

Sub:-Allotment of a site for LPG storage and godown in Ajmeri Gate UT Delhi to BPCL.to

F.13(52)/87/CRC/BDA.

The case was discussed and it was explained that an overall policy is being worked out to work out the requirement of provision of gas godowns in Delhi. The Technical Committee desired that the policy should be finalised at the first instance.

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Sub:-Allotment of gas godown and SKO/LDO site to IOC in Patpar Ganj area, Delhi.

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Sub:-Construction of type one quarters double storey 16 numbers at Central Jail Complex Tihar, New Delhi. F.13(46)/88-MP.

The case was considered and the Technical Committee decided that since the location is with in the pocket of existing quarters and the requirement is essential in the Jail Complex, there is no objection to the proposal.

Item No.15

Sub:-Layout plan for petroluem traders in Mangalpuri Phase-I .

PA/Jt.Dir.(Plg.II)/9/88/315

The proposal was discussed in detail. It was pointed out that the number of plots which are 243 are in four categories which have been finalised and conveyed by the land section.

The ~~rehabilitation~~ scheme was discussed and approved by the Technical Committee subject to the following :

i. The roof design of the unit should be such that it may not be misused being single storey structure.

ii. They should not be able to spread out on the road.

iii. The lay out plan/unit design be ^{substantly} modified.

Item No. 16:

Sub: Second ISBT at Sarai Kale Khan. PA/JB/PPW/87/5073/ISBT

The case was explained by Jt. Dir. (Transport) ^{DA} and it was informed that the site was inspected by the officers of ^{DA}, the DDA and Railways and there after the proposal was prepared. It was also stated that the proposed site has the approval of DUAC, in principle. The TC after discussion agreed with the proposal subject to conditions that precautions be taken not to allow the use of Ring Road for parking etc. and therefore, the ^{for} tuning traffic proper circulation be ~~worked out~~ ^{workout}.

Item No. 17:

Sub: Acquisition of 460 hect of land on eastern side of Agra Canal between Agra Canal and Yamuna Right Bank Banah for ash pond area of BTPS, issue of NOC F.3(73)88-MP

The recommendations of the sub committee, constituted to examine the proposal was put up to the TC. The Chairman TC mentioned that the BTPS should find out an alternative solution within three years time, to take care of the ash and should resort to alternative techniques. General Manager Thermal Power station observed that three years time period, is too short a duration to resort to an alternative techniques and he insisted that at least six years time period should be considered for an alternative solution. After detail discussion it was decided that the land requirement for a period of three years about 50 heccts be approved for this purpose.

Item no. 18:

Sub: Construction of a school building at Tikri Kala, Change of land use there of. F.9(2)88-MP

Postponed.

Item No. 19:

Sub: Loop in and loop out of Patpar Ganj Karkarduma 33 KV O/H line at proposed CBD Shahdara Sub station with 3x300 sq.mm XLPE cables F6(3)88|MP

The case was examined and approved by the TC.

Item No. 20:

Sub: Allotment of 15.0 mm x 20.0 m site for storage of SKO/LBO on lease basis to Indian Oil Corporation in Trans Yamuna Area for Dealership of Sh. Benam Singh. F.13(97)87/CRC/DDA

✓ Postponed.

Item No. 21:

Sub: Allotment of a site for LPG storage godown in Badarpur UT Delhi. F.13(5)87/CRC/DDA.

✓ Postponed.

Item no. 22:

Sub: Allotment of land for gas godown for Rani Bagh / Shakur Basti Saraswati Vihar area to IOC. F.13(19)88/CRC/DDA.

✓ Postponed.

Item No. 23:

Sub: Allotment of Gas Godown site no. 2 at Basant Vihar near Priya Cinema for further distributorship of capt. SL Sharma. F.13(78)87/CRC/DDA.

✓ Postponed.

Item No. 24:

Sub: Allotment of 33 KV sub station site on GT Karnal Road Industrial Area. F.6(10)87-MP

✓ The case was explained and after discussion the proposed site ^{by SPW} was approved.

Item No. 25:

Sub: Allotment of 33 KV ESS in Hudson lines and alternative allotment to shopkeepers of 11 Old shops. FR2(1)83/Dir(CP) Pt.III

✓ It was explained that a site measuring 28 mtrs. x 92 mts. was earlier approved by the TC on 22.11.88 But in view of the existing shops on site even in this strip, modification have ^{necessitated & have} been done by increasing the width of the area ^{by} and making 35 mtrs x 75 mtrs. The ^{lay out} site for shopping for rehabilitation of the existing shops was also discussed and the ^{lay out} plan prepared ^{for shops & jobs} was approved. ^{and also for 33 kv. sub - station / school plot}

Item no. 26:

Sub: Allotment of land for establishment of 33/~~11~~ KV sub-station at Ashok Vihar. F6(3)85-MP

✓ The proposal was approved by the TC.

Item no. 27:

Sub: Layout plan of Mangalpuri Industrial Area Ph. II bounded by outer Ring Road, Road no. 43, Ordinance Depot and Delhi Rohtak Railway lines. FWS.3(2)84-Dir.(CP)

✓ Postponed.

Item no. 28:

Sub: Change off land use of an area measuring about 110' x 1200' from Railway Operational to Residential use at Moti Bagh New Delhi for construction of quarters of Railway officers F.16(16)87-MP

The case was explained by the Chief Engineer (Railways). It was ~~x~~ stated that if ^{gangmen} ~~ganger~~ hut, are to be constructed then no permission is required. It was also observed that railway's have given an undertaking that as and when the land is required

for the operational activity they will demolish the quarters.
In view of these observations it was opined that there is
no need to process the ^{case} for change of land use from
Railway operation to Residential.

Item no. 29:

Sub: Land use notification under section 11-A of BDA ACT
for acquired land in Narula.

Declaration of Narula project area as development Area
of BDA. F.20(18)88-MP

Postponed.

Meeting ended with the vote of thanks to the Chair.

Refin

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Friday, the ~~15~~¹³th January, 1989 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

<u>S.No.</u>	<u>Subject</u>	<u>Page</u>
1.	Change of land use of an area measuring 3.44 hec. from District parks & Open Spaces' to 'Residential (Group Housing) in zone G-17 Paschimpuri. F.20(13)/87-MP. (Postponed)	1 to 2
2.	Change of land use of an area measuring about 25.48 hec. from 'Agriculture green to Residential' located south of Mehrauli Mahipalpur Road. F.20(13)/88-MP (Postponed)	3
3.	Grant of additional power load of 1700 HP/EM in favour of M/s Delhi Flour Mill, Company Ltd. situated at premises no. 8381, Roshanara Road. F.3(88)/81-MP-Pt. (Postponed)	4 to 7
4.	Modification in pocket 'AU' & 'CU' blocks of Pitampura residential scheme (h-5 pt.) F.15(58-B)/80.Instt. (Postponed)	8 to 9
5.	Proposed peripheral 100 mtrs. R/W road in the urban extension as per draft MPD-2001. PA/PP/PPK/DDA/88/98 (postponed)	10 to 13
6.	Alignment of approach road for LPG bottling plant at Madanpur Khadar. F.20(18)/86-MP (Postponed)	14
7.	Modification in the part alignment plan of road no.43 including its junction/intersection design with 30 mt. r/w road of Mangolpuri Industrial Area Ph-II outer Ring Road. F.5(18)/68-MP-Pt-II (Postponed)	15
8.	Allotment /Regularisation of land to Radha Sawami Satsang(Bhas) Geeta Colony, Delhi. F.7A(10)/79-LSB (Instt.) (Postponed)	16
9.	Change of land use of an area measuring 5.70 acres from public & Semi Public facilities to Residential' near Nigam Both, store, & I construction of sweepers quarters of M.C.D. F.20(86)/80-MP (Pos (postponed)	17 to 18

10. Policy regarding allotment of land. 19
F.SP1(2)/88/Dir.(CP) (Postponed)
11. Route alignment for laying of 2 nos.
33 KV 3 x 300 sq. mtrs. XLPE under-
ground cable for extension of Lodhi
Road Sub-Station feeder from dastruine
to I.P. Extensionswitch yard. 20
F.6(1)/88-MP.
12. Allotment of a site for LPG storage &
godown in Ajmeri Gate UT Delhi to BPCL. 21
F.13(82)87/CRC/DDA.
13. Allotment of gas godown and SKO/LDO
Site to IOC in Patpar Ganj area, Delhi. 22 to 23
F.13(88)/85-CRC.
14. Construction of type one quarters, double
storey 16 numbers at central Jail Com-
plex, Tihar, New Delhi. 24
F.3(46)/88-MP.
15. Layout plan for petroleum traders in Mangol-
puri, Phase-I 25 to 26
PA/JT.Dir.(Plg-II)/9/88/315.
16. Agenda for the Technical Committee for
second I.S.B.T at Sarai Kale Khan. 27 to 32
PA/JL/PPW/87/5073/ISBT.
17. Acquisition of 460 hect. of land on
eastern side of Agra Canal between
Agra Canal and Yamuna Right Bank Bundh
for ash pond area of BTPS, issue of
NOC. 33 to 34
F.3(73)/88-MP.
18. Construction of a school building at
Tikri Kala, change of land use there
of. 35 to 36
F.9(2)/88-MP.
19. Loop in and loop out of patpar ganj,
Karkarduma 33 KV C/H line at proposed
C.B.D. Shadara Sub/Station. with 3x300
sq. mm x LBE cables. 37
F.6(3)/88-MP.

Item No. |

Sub:- Change of land use of an area measuring 3.44 hec. in Pachim Puri Zone G-17 area from 'District Parks & Open Spaces' to 'Residential (Group Housing)'.

F.20(13)/87-MP.

A piece of land measuring about 3.44 hec. is lying vacant on the Eastern side of Outer Ring Road (Plan laid on the table) which is shown under district park and open spaces as per MP/ZP of the area. The plot is sandwiched between 384 MIG DDA flats and DTC Depot. Though the plot is shown as a part of district park Pachimpuri, but the same does not remain in contiguous with the Master Plan green due to construction of DTC Depot. To avoid mis use/encroachments on this plot, it was proposed to construct houses on this plot of land.

2. The site was visited by VC, DDA on 29.10.87 and he has concurred to the proposal for construction of houses on this piece of land.

Since the land was a low lying area and required earth filling to a depth of 2 to 3 mtrs. to bring it to the level of adjoining area/ roads, it requires pile foundations etc. Thus, it was proposed to construct SFS houses on this land as no other housing could be economical on this piece of land. This involves change of land use from 'District' Park' and open space to 'Residential'.

The matter was considered by the Technical Committee meeting held on 12.2.88 and it approved the change of land use from 'District Park & Open Spaces' to 'Residential' (Group Housing), keeping in view that equal area has been earmarked for 'District Parks in the vicinity'.

Commissioner (Plg.) desired that Director (PPW) may examine the proposal for change of land use for his comments. There upon Director(PPW) observed that the case may be reviewed by the Technical Committee because.

- i. The equivalent area earmarked on the plan on the West of Outer Ring Road is indicated as 'Green' in the Development Plan which has already been constructed upon unauthorisedly.
- ii. 3.44 hec. is a reasonably good chunk for the development of a good park.

5. The site was inspected by Commissioner (Plg.) on dated 19.8.88 along with the Director (PPW) Director (DCW) and Jt. Director (CP) during the site inspection it was observed that unauthorised construction has taken place on the land which was proposed to be left green in lieu of proposed DDA housing. Moreover, the proposed master Plan green area to be developed for DDA Housing is low lying, it will be appropriate that it should be developed as green area.

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

Item No. 2

Sub:- Change of land use of an area measuring about 25.48 hec. from 'Agricultural green' to 'Residential located south of Mehrauli Mahipal Pur Road.

F.20(13)/88-MP.

The Ministry of Civil Aviation/International Airport Authority had undertaken the construction of Indira Gandhi Airport Terminal in South Delhi, located in the west of National Highway No.8. In the acquired land for this scheme 2 villages namely Sarai Sohal and Nangal Devat are also affected and their lands have been acquired. A scheme for the resettlement of village Sarai Sohal has already been prepared and implemented near Palam Village however, the village Nangal Devat is still to be relocated.

2. Ministry of Civil Aviation in consultation with Delhi Administration (Land & Building Department) has acquired about 150 acres of land in the South of Mehrauli Mahipalpur road near Sultan Garhi monuments. DDA has been requested to prepare and implement the relocation plan scheme for village Nangal Devat as a deposit work. Initially an amount of Rs.1 crore has been advanced for this purpose. The land measuring 25.48 hect. has been placed at the disposal of the DDA for this purpose as marked red on the plan laid on the table.

3. The land use of this area as per Delhi Master Plan 1962, is 'Agricultural Green' and in PDP-2001 (Modified) is 'rural use zone'. Therefore, before taking final scheme for this area it would be necessary to process the change of land use from 'Agricultural Green' to Residential use'.

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

Item No. 3

Sub:- Grant of additional power of 1700 HPEM in favour of M/s The Delhi Flour Mills Co. Ltd. situated at premises no. 8381 Roshanara Road, Delhi under the modernisation scheme.

F.3(88)/81-MP.~~It~~

A request has been received from Additional Dy. Commissioner Factory MCD for issue of NOC for granting additional power load of 1700 HPEM to Delhi Flour Mills Roshnara Road Mori Gate. Subsequently they have also informed that similar clearances were issued by Delhi Administration earlier in case of M/s K.L. Rathi Steel Rolling Mills Shahdara, Birla Cotton Mills Subzi Mandi etc.

2. The Delhi Flour Mills was established prior to Master Plan 1962. The total area of the mill is about 16753.34 sq. mtrs. The total construction at present is 8126.90 sq. mtrs. The power load already sanctioned is 935.4 HP which is required to be increased by 1700 HP thus making a total of 2635.4 HP.

3. The reason of increase of this power load as given in the report of Sh. B.A. Anand Chartered Engg. is for modernisation of old and obsolete machinery with machines bases on latest technology for increased efficiency and productivity. For this purpose additional electric power load of 1550 HP is required and further additional load 150 HP is required for safety against fire. Following details have also been supplied in this connection.

1. The production in the month of March 1988 is 12302 MT
- ii. It has been assured that it will not increase the production in any way which will remain the same. However the efficiency and quality of products will improve by the latest technology, in modernisation scheme.
- iii. The number of trucks presently feeding the mill is about 20 and parking is within their own premises.

- iv. The mill is functioning day and night to meet the requirement of Delhi.
- v. The total number of workers and employees including casual labour is 500 and there will be no retrenchment of employees after modernisation.
- 4. The case has been examined and it is observed that it is a non conforming use and as per PDP-2001 also it falls in a special area and is earmarked for urban renewal with residential as predominant land use.
- 5. In the Master Plan-1962 on page 47 it is stipulated that if an undertaking is given by non conforming user that no compensation will be claimed then improvements to buildings, or machinery as stated below may be allowed.
 - i. Repairs, replacement modernisation or reform in any manner to improve productivity, efficiency and economy of the existing power plant and workshops and other auxiliary departments connected with the carrying on of the activities of the existing equipment.
 - ii. In the case of industrial non conforming use, additions either to building or machinery in extension of existing work space should not be allowed.
- 6. As per PDP-2001 on page 10 it is mentioned that extensive existing industries should be shifted to extensive industrial zone within a period of three years after the allotment of plots by various Government agencies. As per the policy indicated in the PDP-2001 for heavy and large industries it is stated as below:
 - a. No new heavy and large industrial units shall be permitted in Delhi.
 - b. The existing heavy and large scale industrial units shall shift to Delhi Metropolitan Area and the National Capital Region keeping in view the National Capital Region Plan and National Industrial Policy of the Govt. of India.
 - c. The land which would become available on account of shifting as administered in (b) above would be used for making up the deficiency, as per the needs of the community,

based on norms given in the Master Plan, if any land of past use of land is vacated is not needed for the deficiency of the community services, it will be used as per prescribed land use, however, the land shall be used for light and service industries even if the land use according to the Master Plan / Zonal Development plan is extensive industry.

d. Modernisation of heavy and large scale industrial units shall be permitted subject to the following conditions.

- i. It will reduce pollution and traffic congestion.
- ii. Whenever the unit is asked to shift according to the policies of the plan, no compensation shall be paid for assets attained because of modernisation.

7. MCD was also asked for the policy followed by them for additional power load. In response the additional Dy. Commissioner informed as follows:

a. Units running in non conforming prior to 1st Sept. 1962 are allowed to make improvement and alterations under the modernisation scheme as per the provisions of Delhi Master Plan in the industrial policy followed by Directorate of Industries, Delhi Administration however, subject to the following condition:

- i. That an undertaking that no compensation will be claimed for an non conforming use for the improvement to the buildings and machinery such as repairs, replacement and modernisation or reform in any manner to improve productivity, efficiency and economy of the existing power plant and workshop and other auxiliary departments connected with the carrying on of the activities of the existing equipments.
- ii. Existing medium scale industries, only to improve their working for better production and more employment.
- iii. Small scale industries which have grown or intend to grow into medium scale industries in the course of their natural growth and have adequate premises in non- conforming area.
- iv. Rendering special services to the metropolitan area need.

Yamuna canal in the north land allotted to Delhi Water
Item No. 1
Staff Quarters also earmarked for primary school in
Block 'AU' and 'CU' blocks
the south. In the east, the road is ring road
in the west (50-50) 50-50

3. In the modified plan the 30 mt. R/W road has been
proposed between the canal and Yamuna Water

8. It was also informed by MCD that the licensing
committee which consist of Dy. Commissioner (Tax) MCD,
Town Planner MCD, CFD, legal adviser, MCD, addition Dy.
Commissioner (Fac.) Jt. Director (CP) DDA, Jt. Director
(Ind.), Delhi Administration, Chief Commissioner of
(DESU) has already sanctioned additional power load to
the units namely.

M/s K.L. Rathi Rolling Mills Shahdara
M/s G.D. Rathi Steel Private Ltd.
M/s Grand Jay Cables and Wires Colony K. Camp
M/s Birla Cotton mills Subzi Mandi.

9. Delhi Development Authority has not issued any
objection in any of these cases and the cases are sanctioned
on the basis of the consent of the Members and recommenda-
tions of the Committee. MCD desired 'No Objection' for the
additional power load to the present unit be given.

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

Item No. 4

Sub:- Modification in pocket 'AU' and 'CU' blocks of Pitampura Residential scheme. (H-5pt.)

F.15(59-B) 30- Instl-

In the draft PDP 2001 a 30 mt. R/W road is proposed along the southern back of western Yamuna Canal to connect ring road and outer ring road. pocket 'AU' is located along the southern bank of western Yamuna canal near outer ring road and accordingly, the layout of this pocket has to be modified to integrate the proposed 30 mt. R/W road.

2. Earlier a college site of 6 hect. police post of 0.40 hect. 3 religious sites each of 500 sq. mts. a Dhobi Ghat 0.10 hect. and service personnel areas were proposed in 'AU' block of Pitampura. This area is bounded by western Yamuna canal in the north land allotted to Delhi Water Supply Staff Quarters site earmarked for primary school in the South, 18 mt. R/W road in the east and outer ring road in the west.

3. In the modified plan the 30 mt. R/W road has been proposed between the college and Delhi Water Supply Staff Quarters meeting the outer ring road in a right angle. Another road of 30 mt. R/W is proposed to connect Shalimar Bagh 'C' & 'D' blocks with Pitampura by having a bridge over western Yamuna canal. Sites for college police station from religious plots, club have been proposed as 4.0 hect. 400 sq. mt. 1.15 hect. and 1.0 hect. respectively as per PDP-2001 norms. The balance area has been proposed as CCF,

in 'AU' block of Pitampura. This area is bounded by western Yamuna canal in the north land allotted to Delhi Water Supply Staff Quarters site earmarked for primary school in the South, 18 mt. R/W road in the east and outer ring road in the west.

3. In the modified plan the 30 mt. R/W road has been proposed between the college and Delhi Water Supply Staff

as indicated in the plan. A green belt is proposed between western Yamuna canal and the facility sites which will be merged with the district park. Part of this green belt will be utilised for accommodating the high tension line to be taken along western Yamuna canal to connect Shalimar Bagh, 220 KV Sub-Station with the 33/55 KV Sub-Station at Wazirpur Industrial Area.

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

Item No. : 15

Sub:- Proposed peripheral 100 mt. R/W road in the Urban Extension as per Draft MPD-2001.

PA/PP/PPK/DDA/88/98-

The existing road network in the U.T. of Delhi shows a convergence towards the Central Area of the City which is getting increasingly saturated. Five National Highways terminating in Delhi are major traffic corridors which bring lot of regional traffic & pose problem of dispersal within the city. In the absence of any suburban by pass most of the regional goods traffic has to unnecessarily entry the core city chocking the already saturated road network within the existing urban areas.

In order to segregate the through traffic from Delhi bound & to encourage efficient dispersal & fast movement of traffic (Passenger & goods) within the city, concept of express way on the periphery of Urban Delhi has been envisaged in sketch plan of Urban Extension. Keeping in view the development activities proposed/taking place within the city and the adjoining towns of DMA, the tentative alignment of the proposed express way is shown on the plan of Delhi Metropolitan Area (DMA) Following are the main reasons for taking up this proposed road.

1. The proposed road, besides meeting the intra urban travel requirement would serve as a regional by-pass. Once implemented most of the through traffic (Goods/passenger) would be attracted on this road re-leaving the existing ring road & outer ring road from the heavy vehicles.
2. In the draft MPD-2001 four intergrated passenger cum Freight Terminals have been proposed on the urban periphery, one each in the following four directions:
 - i. Near Patparganj in the East.
 - ii. Near Madanpur Khadar in the South
 - iii. Near Bhartal in the South West .
 - iv. Near Holambi Kalan in the North.
3. The proposed 100 mt. road inter connects three of these four proposed intergrated passenger cum Freight Terminals

directly, while the fourth in trans Yamuna area would also be linked in this loop, when the NH-2 by pass is constructed. The proposed passenger cum Freight Terminals have already been agreed by the Railway Board in principle & also by the NCR planning Board in their document draft Regional plan for NCR -2001 AD. Further details for implementation for these terminals are being worked out by the PPW of the DDA. After the execution of these terminals, the proposed road would serve as a major link between them & thus discourage movement of goods & heavy vehicles into the city.

3. Besides merely being only pass & important movement line, the proposed 100 mt. r.o.w. road is conceived as a major utility corridor too. Trunk service like power Gas, Water, Sewer etc. would run along this road. Most of these infrastructure elements are essential prerequisite for the balanced urban development. Hence implementation of this road on priority basis is desirable to achieve the goals of planned growth/ development of Delhi.

4. Having examined the holding capacity of the existing urbanisable limits (which would systematically hold 32 lakhs) population approx. by 2001 A.D.) it has been estimated in the draft 2001 that about 18,000 to 24,000 ha. of land would be required over the next two decades to accommodate the balance 3-4 million population. In the plan, 4000 ha. (approx.) have been added to Delhi Urban Area limits- 31 thus the balance requirement would be of about 14,000 to 20,000 ha. It is also stated in the plan that the land required for various developments in the extended time frame by the year 2001 may be acquired from time to time, with due regard to the balanced development of the city.

5. The proposed road more or less defines the limits of Urban Extension by the year 2001 its execution at this stage may not only be easy but is expected to boost-up the development activities in the area towards a planned growth. In the recent past a tendency of unauthorised construction of land through unscrupulous property dealings in the areas adjoining the existing urban limits have come to the notice. This needs to be checked now before it is too late.
6. Simultaneous to the proposal of acquiring land for execution of this major by pass it may be stressed that there is a probability that after acquisition of land & initial construction of two/four lanes carriage way, the rest of the right of way & the adjoining green buffer may be itself become potential for unauthorised construction. An effective and ever alert implementation machinery is a must to check this happening. One of the ways to discourage this in the first instance could be plantation of trees/shrubs along the carriage way and also planning and development of some essential road side activities at the selected locations. Further it may also be essential to closely monitor any illegal transactions sub divisions of land for urban activities in the area confined within the boundary of the proposed major by pass. Creation of a separate land monitoring cell for this purpose may be worth consideration.
7. In view of all the above considerations, it may be desirable to acquire the land for the proposed 100 mt. row road in the Urban Extension. It may also be desirable that about 60 mt. wide strip of land on either side of the road may also be acquired which may be developed as a green buffer. A copy of the Delhi U.T. plan (1:40,000)

It is located on a proposed by-pass, however, with the development of freight complex, the site will show the proposed 100 mt. R/W road (as proposed in the

tentative structural plan of urban extension along with a proposed 60 mt. strip on either side (for green buffer) is marked and laid on the table for consideration. The length of the said road joining NH-1 (G.T. Karnal Road)

and NH-2 By Pass is about 73.7 kms. The area under the road plus green buffer as per the proposal is approximately 1600 ha. The above proposal is put up for consideration of the

Technical committee. The site acquired by the Indian Oil Corporation is different from the one as per the committee's report on the subject.

In a draft plan prepared for the area, the site has been recommended for the development of a race track. The site is located on a proposed by-pass, however, with the development of freight complex, the site will show the proposed 100 mt. R/W road (as proposed in the

tentative structural plan of urban extension along with a proposed 60 mt. strip on either side (for green buffer) is marked and laid on the table for consideration. The length of the said road joining NH-1 (G.T. Karnal Road) and NH-2 By Pass is about 73.7 kms. The area under the road plus green buffer as per the proposal is approximately 1600 ha. The above proposal is put up for consideration of the

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Item No. 6

Sub:- Alignment of approach road for LPG Bottling plant at Madanpur Khadar, Delhi.

F. 20(18) 86-MP.

Reference has been received from the Chief Engineer Manager(LPG) which is regarding approach road for LPG Bottling Plant at Madanpur Khadar, and he has submitted two copies of plan showing the suitable approach road as per decision of the Technical Committee meeting held on 11.12.86.

2. The case has been examined by the prespective planning wing and it was observed as under:

- i. The site acquired by the Indian Oil Corporation is different from the one as per the committee's report on the subject.
- ii. In a draft plan prepared for the area, the site has been recommended for the development of a race course subject to change of land use.
- iii. It is located on a proposed bye-pass, however, with the development of freight complex, the site will get connected with the Mathura road.

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

two copies of plan showing the suitable approach road as per decision of the Technical Committee meeting held on 11.12.86.

The case has been examined by the prespective planning wing and it was observed as under:

- i. The site acquired by the Indian Oil Corporation is different from the one as per the committee's report on the subject.
- ii. In a draft plan prepared for the area, the site has been recommended for the development of a race course subject to change of land use.
- iii. It is located on a proposed bye-pass, however, with the development of freight complex, the site will get connected with the Mathura road.

Item No. 7.

Subj - Modification in the part alignment plan of road No.43 including its junction/inter-section design with 30 mt.R/W road of Mangolpuri Industrial Area, Ph.II and outer Ring Road.

F.5(18)/68-MP.Pt-II.

Road No.43 is a master plan road with 45 mt. R/W Alignment plan of this road, from its junction with ring road near Britania Chowk upto its junction with outer ring road near Mangolpuri Kalan was earlier approved by the Authority vide resolution no.161 dated 26th July, 1971.

- 2.- Modification in the alignment of Road No.43 has been necessiated in order to integrate it with the layout plan of the group housing societies abutting this road as also with the layout plan of Mangolpuri Industrial Area Phase-II.
3. The 30 mt. R/W road from Mangolpuri Industrial Area, Ph-II has been taken perpendicular to road No.43 by joining it in a curve. Jimctopm desogm pf tjos rpoad and the inter-section of outer ring road have been integrated with the alignment plan. In the intersection of outer ring road with this road , slip road-s have been proposed on all the four arms for left hand turning. Traffic islands, zebra crossings for pedestrians and four, nased electronic signals are proposed at this intersection. The alignment of this read has bee n adjusted with the layout plans of Group Housing Area and Mangolpuri Industrial Area, Phase-II with minor adjustments.
4. In the above said proposal part of DDA park and rail- ing some electric poles and minor adjustments of existing services lines will have to be made.
5. The case is put up to the Technical Committee for consideration.

Item No 8

Sub:- Allotment /Regularisation of land to Radha Swami Satsang (Bias) Geeta Colony, Delhi.F.7A(10)
F.7A(10)/79-LSB (Instl.).

Radha Swami Satsang (Bias) Geeta Colony Gandhi Nagar had requested for allotment of 2400 sq. yds. plot bearing kh. no. 391/23/94 which was already under their possession.

The case was examined and it was found that the land was with the Ministry of rehabilitation earlier and therefore, it was not considered for regularisation. This was transferred to DDA by Ministry of rehabilitation along with other land in Gita Colony under a package deal. The land was finally handed over to DDA on 2.9.88.

2. The land was of the plot as per MPD-62 and draft zonal plan is 'District Park and Play Ground'. In the PDP-2001 it has been shown as 'residential'.
3. It has been pointed out by the land section that the area along the marginal bundh has already been converted to various uses such as residential, institutional etc, and therefore suggested to regularise the land already under the occupation of Radha Swami Satsang on usual terms and conditions.
4. It has been observed by the planning cell that the residential areas in Delhi are already short and therefore, such areas should be utilised by DDA for its own scheme. It has also been observed that it involves a change of land use which is not desirable till the finalisation of PDP-2001.
5. The case is now put up to the Technical Committee for consideration.

Item No. 9

Sub:- Change of land use of an area measuring about 5.70 acres from 'Public & Semi Public Facilities' to Residential' near Nigam Bodh store C-I construction of Sweepers Quarters of MCD. F.20(36)/80-MP.

The additional Town Planner, MCD had forwarded a scheme for construction of seepers quaters near Nigam Bodh store in zone C-I (Walled City). The change of land use was approved by the Authority vide its resolution no. 9 dated 19.1.87 and the same was refeffed to the Ministry of Urban Development Govt., of India, to convey the approval of the Central Government under section 11-A of DD Act-1957 to issue a Public Notice for inviting objection/suggestion from the Public vide this office letter dated 2.4.87. The Ministry of Urban Development conveyed the approval of the central Government vide their letter No-K-13011/17/87-DDIIA dated 7.12.87.

2. Accordingly, public notice was issued on 22.2.88. In response to that public notice two objection/suggestion were received, the one from Director(PPW) (Annexure-A2) and the other from Indian Chirsitian Cemetary Committee (Annexure-B).

3. The objection/suggestion were examined by zonal plan Branch. Regarding suggestion of PPW it has been observed that in fact while sending the letter to MCD, the suggestion of PPW should have been communicated which is basically related to construction of buildings in the same form and style as existing to the extent possible. This may now be forwarded to MCD for necessary action. (B) Regarding the objection realised by Indian Cristian Cemetary Committee.

Appendix 'A' to Item No. ~~29~~

A₁

The Secretary
Delhi Development Authority,
Vikas Sadan,
B-Block, INA,
New Delhi.

Ref: Your public notice no.F.20(36)/80-MP dated
22.2.88 published in the Indian Express dated
22.2.88.

...

Reg: Lothian Cemetery.

Dear Sir,

On behalf of the Indian Christian cemetery Committee
I am sending the objection against the use of Lothian
Cemetery land for Master Plan/Zonal Development plan
for Delhi. It is stated that Lothian Cemetery is the
memorial of the dead buried there and need not be used
for any other purpose. It is an emotional matter so that
the feelings of the Christian Community may not be hurt
Graves are monuments and their destruction is not proper.

I, therefore, request you to kindly leave the grounds
of the said Cemetery as it is.

Thanking you,

Yours faithfully,

(I.F.FRANKLIN)
INDIAN CHRISTIAN CEMETERY COMMITTEE
NEHRU BAZAR PAHAR GANJ,
NEW DELHI- 55.

REDEVELOPMENT/RECONSTRUCTION OF BUILDINGS IN
WALLED CITY.

As part of special area, walled city is proposed to have a comprehensive urban renewal plan along with detailed urban renewal plans for sub zones.

The predominant land use of this area is residential. The public and semi public uses and services like hospital, dispensaries, colleges, schools, police stations, fire stations, post offices, local government offices, parking etc. shall be retained in their present locations and also additional sites could be indicated in the urban renewal and sub-zonal plans. In change or additions there of shall be in accordance with the overall policy frame described in the plan.

As part of control for building/buildings within the use premises it is recommended that the building/buildings shall have to be constructed practically in the same form and style as existing to the extent possible. The spirit behind this recommendation is conservation of the traditional character (both in terms of architecture and lifestyle) prevailing in the walled city.

Appendix C to Item No. ~~10~~ ⁹
C,

दिल्ली नगर निगम
(नगर विद्युत निगम)

निगम भवन, पश्चिमी गेट,
दिल्ली ।

क्रमांक: टी पी/जी/794/88

दिनांक : 2-6-88

श्री सी. पी. रस्तोगी,
डिप्टी डायरेक्टर (रजिस्ट्री),
विद्युत निगम, धिंरगढ़,
विक्रम विहार, आई. पी. एस्टेट,
नई दिल्ली ।

विषय:- निगमोपार्ग स्टीर वर्कस आप में स्टाफ क्लॉक रखने
के संबंध में ।

प्रति,
प्रभोदय,

कृपया उपरोक्त विषय पर अपने पत्र क्रमांक एफ-20(36)80/
एन पी/496 दिनांक 25-4-88 का अवलोकन करें जिसमें आप द्वारा
प्रान्त की सात प्रतिलिपियां लगी गई हैं कि पर इन्डियन ग्रीन्सियन
सिमीटरी की साइट आवि मिली गई हो । आपकी इच्छानुसार मैं
इस पत्र के साथ प्रान्त की 7 प्रतिलिपियां भेज रहा हूँ जिसमें ताल
रंग से इन्डियन ग्रीन्सियन सिमीटरी की साइट दिखायी गई है । कुछे
आपको सूचित करता है कि उपरोक्त स्थान से इन्डियन ग्रीन्सियन सिमीटरी
की साइट प्रभावित नहीं होती है ।

संलग्न: उपरोक्तानुसार
(7 प्रान्त)

अतिरिक्त नगर, निगम (जी)

Item No. 10

Sub:- Policy regarding allotment of land.
F.SPI(2)/88/Dir.(CP).

Lt. Governor vide his order no. dated 29.8.88 has stated as under:

' I understand that a lot of problems of Delhi are due to the fact that DDA has been allotting land without finalising the service plans for the provision of power water and outfall for storm water and sewerage. I would like this practice is to be stopped.

DDA should henceforth allot the land only after service plans are finalised and adequate details in this regard should be issued to the allottee along with the letter of allotment of land '.

2. Director(SP) has pointed out that a survey was consulted with regard to availability of physical infrastructure namely water line as well as roads in case of vishwas nagar institutional area(Trans Yamuna Area) The plan indicates that no water, sewerage lines, storm water drains and roads are available in the scheme except services on the periphery roads.

3. It is therefore, suggested that allotment in this institutional area should not be made. It was also observed that like wise the surveys of other areas should also be conducted to formulate a policy for such allotments prior to finalising the service plans.

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

Item No. 11

Sub:- Route alignment for laying of 2 nos. 33 KV
3 x 300 sq. mt. XLPE underground cable for
extension of Lodhi Road sub- station feeders
from gas turbine to I.P. Extension switchyard.
F.6(1)/88-MP.

The existing Lodhi Road sub-station is presently being fed from the gas turbine switchyard sub station by two nos. 33 KV underground cable feeders. Because of the conversion of the gas turbine switchyard sub-station into a regular 66 KV sub-station these two nos. underground feeders are proposed to be extended to I.P. Station Extension 33 KV switchyard. The plan showing proposed alignment of the underground cables as worked out by DESU is placed at flag 'A'.

2. The case has been examined and following observations needs consideration:-

- (i) The proposed r.o.w. of the ring road as per Draft MPD Perspective-2001 is to be 90 mts.
- (ii) According to the proposal of draft plan a LRT is envisaged to run along this section coming from ITO side and takes right turn along Bhairon Road. Exact space reservations for the proposed LRT within the road r.o.w. are yet to be worked out.
- (iii) A green buffer between the road carriage way and the boundary wall of I.P. Station exists. Hence it is proposed that proposed underground cables may be laid adjacent to the existing boundary wall of the I.P. Thermal Power Station. The proposal is marked in green in the plan placed at flag 'B'.

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

Sub:- Allotment of a site for LPG storage godown
in Ajmeri Gate UT Delhi to BPCL.
F.13(53)/87/CRC/DDA.

BPCL has requested for a site of LPG godown for distributorship in Ajmeri Gate. The area of operation of distributorship delineated is walled city area.

2. A site was initially proposed at the back of Raj Ghat near Rajghat Power Station. However it was observed that this is not a suitable site and therefore, the site be located elsewhere or across the river Yamuna. The matter was further examined by Jt. Director(TYA) and be observed that it is difficult to locate the gas godown site in the built up areas of Trans Yamuna but possibility could be explored near Gopal Pur village.
3. A letter was sent to BPCL for their consent to earmark a site for the gas godown near Gopalpur village. BPCL vide their letter dated 30.8.88 informed that the alternative site may be allotted nearer to the proposed distributorship and they also mentioned that if possible it may be located at Majnu Ka Tilla.
4. The case was further examined but it was found that no site could be made available in Majnu Ka Tilla area. Therefore, a site in Gopalpur area where other sites for Gas Godown have already been planned. (Site No.2) is proposed for approval for allotment to BPCL.
5. The case is now put up to Technical Committee for consideration.

Sub:- Allotment of Gas Godown and SKO/LDO site to IOC in Patpar Ganj area, Delhi.
F.13(88)/85/CRC.

Indian Oil Corporation vide their letter No. DDL/212 dated 10.10.86 had requested for allotment of LPG storage site for Sh. Ram Dhani Ram in the area Shakarpur Complex, who was issued a letter of intent for operating the same. This case was earlier examined by City Planning Wing, DDA and a layout plan carving out 3 gas godown sites was proposed in Shakarpur Complex (Flag 'A') which stands approved vide VC's orders dated 23.1.86 on page 6/n in file No. F.13(92)/85-CRC. The site No. 2 within this pocket was already handed over to Sh. Ram Dhani Ram.

2. It has been reported by Sh. Ram Dhani Ram in his letter dated 23.2.88 that local residents were opposing construction of gas godown and had damaged the foundation laid for construction of godown. We have also received a letter from the Secretary to LG forwarding the letter from the Minister of Parliamentary Affairs Sh. H.K.L. Bhagat, wherein it has been said that gas godown sites in these areas may not be allowed.

3. Therefore, the possibility of providing two alternative sites has been examined. A pocket located along Gazipur drain in Trilok Puri marked 'A' on copy of the plan at flag 'B' has been identified after site inspection. Detail plan of survey is enclosed at flag 'B'. There are some grown up trees around. However, within the site of gas godown no tree may be affected. This pocket is bounded by higher secondary School boundary wall in the north, resettlement colony Trilokpuri in the east, Gazi Pur drain in the south and vacant land in the west. The

residential building of re-settlement colony and school boundary are about 20 mt. to 25 mt. away from the proposed site. The land use as per development plan/PDP-2001 is district park. However, the location of the site does not permit its use, for a regular park/open space.

4. Two gas godown sites and one SKO/LDO sites are proposed to be carved out in this triangular pocket. One site each of gas godown is proposed for allotment to IOC/Sh. Ram Dhani Ram and Rakesh Gupta and one SKO/LDO site is proposed to be allotted to IOC/Sh. Bemam Singh, (plan laid on table).

5. The case was considered in the Technical Committee meeting held on 18.10.88 and it was felt by the Technical Committee that although the sites allotted on temporary basis but the fact is that these are more or less permanent sites. Therefore, allotment for gas go down and SKO/LDO sites and also of petrol pumps should be examined from financial point of view to make land available on permanent basis on commercial rates.

6. The case was further examined and it was felt that financial policy could be worked out by the Finance Department on the sites for allotment from planning point of view can be considered for approval. After the approval of the sites in principle the other details of allotment could be worked out by the lands section/Finance Department, before handing over these sites.

7. The case is now put up for consideration of the Technical Committee. Although the sites allotted on temporary basis but the fact is that these are more or less permanent sites. Therefore, allotment for gas go down and SKO/LDO sites and also of petrol pumps should be examined from financial point of view to make land available on permanent basis on commercial rates.

ILem No. 14

24

Sub:- Construction of type one quarters, double storey 16 numbers at Central Jail Complex, Tihar New Delhi.

F.3(46)/88-MP. ...

A reference from Sh. Rajiv Kala, Dy. Inspector General (Prisons) Delhi with proposed lay out plan, has been received for issue of No Objection Certificate for the construction of type one double storeyed 16 numbers quarters with in the permisses adjuscent to the existing quarters of Central Jail Complex, Tihar New Delhi.

2. The case has been exained and it is noted that a place of land measuring 39.6 ha. and 60 arcres jail extn. (approved by the Authority vide resolution no.65 on 14.5.88) being utilised as central jail and the same land use has been prescribed in the approved Master Plan for Delhi-62, PDP-2001 and draft ZDP G-13.

3 As per the norms prescribed in MPD-62 under zoning regulations at page-53 uses permitted in Public & Semi Public facilities' that residences and other uses incidental to main use and no way causing any nuisance or hazard, are permissible if allowed by Competant Authority after special appeal'.

4. Placed before the Technical Committee for consideration and approval construction of proposed quarters.

Sub: Layout plan for petroleum traders in Mangol Puri Phase I.

PA/Je.Dir.(PCg.II)/9/88/315.

The issue of resettlement of petroleum traders is under consideration in the Supreme court vide writ petition 1639-1642/1984 wherein the Authority was impleaded as a respondent in the above writ petition by an order of the court dt. 7th March, 1984. Since then there have been various meetings with the representatives of the petroleum traders welfare association and by an order dt. 6th April, 1987, the court directed the authority "to formulate and place before the court a complete scheme for allotment of alternative site to the petitioners who are dealers in petroleum and petroleum products within 2 months from today"

Subsequently by an order dt. 20th July, 1987, the court observed that the petitioners would be entitled to be heard during the proceedings for finalisation of the scheme. And after hearing the petitioners, a scheme in an area measuring about 2 hc. carving out of 298 plots with a break up of 174 plots (10 sq.mts.) 68 plots (20 sq.mts.) 21 plots (40 sq.mts. and 36 plots of 60 sq.mts. was presented to the Supreme Court wherein the size of the plots proposed to be allotted was not acceptable to the Association.

Keeping in view all the further directions of the Supreme Court of India, and decision taken in the meeting held in the room of Vice Chairman, DDA on 28.6.88 (minutes annexed) a scheme for the petroleum traders was formulated and approved by Vice Chairman DDA vide his orders dt. 7.10.86 in order to meet the commitments/dates set up by the Supreme Court.

The supr scheme approved by the Vice Chairman, DDA has further been modified and on the basis of detailed survey of the site and the same is placed for the consideration of the Technical committee. The salient features of the scheme are given as under:

1. Location: The proposed site for petroleum dealers is a part of approved scheme of Mangolpuri Industrial Area Phase I. The site is bounded by 18 m wide road in the North West, Railway line in the South, 30 m wide road in the east.

2. Requirement of plots: A total number of 243 plots as details given below have been provided in the scheme.:

Type	Size in mts.	Area in sq.mt.		No. of plots.
A	6.0 x 12.50	75.0	75.0	46
B	5.0 x 10.00		50.0	12
C	3.33x 7.50		25.0	42
D	2.50 x 5.00		12.50	131

3. Land use break up: Following is the land use break up of the scheme:

1.	Total area of the scheme		2.21 hc.	100.0%
2.	Area under the plots for petroleum traders (as per the details of plots)		0.7186 hc.	35.41%
3.	Facilities		0.462 hc.	21.81%
i.	Informal shopping	1 no.	0.033 hc.	
ii.	Fire post	1 no.	0.023 hc.	
iii.	Dispensary/first aid facilities.	1 no.	0.023 hc.	
iv.	Electric sub stn. 11 KV	1 no.	0.023 hc.	
v.	Public conveniences	2 nos.	0.017 hc.	
vi.	Association office	1 no.	0.013 hc.	
vii.	Land reserved for facilities etc.		0.345 hc.	
4.	Open green spaces		0.098 hc.	4.43%
5.	Circulation (Area under the internal roads, pathways/piazza and internal parking lots)		0.9114 hc.	41.24%

4. Standard Design: The shop plots proposed in the scheme would be constructed upon by the individual allottees on the basis of the standard design prepared for 12.5 and 2.5 sq.mts. (single storeyed, 100% ground coverage) and 50 sq.mts. and 75 sq.mts. (single storeyed with a provision of mezzanine floor within the building up area.

5. The layout plan and the standard designs are laid on the table for the consideration of the Technical Committee.

Item No. 16

AGENDA FOR THE TECHNICAL COMMITTEE FOR SECOND ISBT AT SARAI KALE KHAN

File No. PA/ID/PPW/87/5073/ISBT

Presently, there is one Interstate Bus Terminal in Delhi located at Kashmere Gate. This was developed in late sixties. MPD-2001 has recommended 5 additional sites each measuring about 10 hec. for interstate bus terminals. Four out of these are an integrated part of the four proposed metropolitan passenger terminals and the fifth one is only ISBT. The locations are :-

1. Trans Yamuna Area : To cater to population concentrated across River Yamuna in the East. This will also cater to part of NOIDA in U.P.
2. Okhla : To cater to South Delhi. This will also cater to the remaining part of NOIDA in U.P.
3. Bhartal : To cater to West Delhi & part of the proposed urban extension.
4. Holambikalan : To cater to North Delhi & part of the proposed Urban extension.
5. Dhaula Kuan/Ring Road near Nizammudin : To cater to central Delhi.

LOCATION OF SECOND ISBT

The present I.S.B.T. at Kashmere Gate was designed for 1,000 buses but is (in-coming and the same number out-going) presently dealing with about 1800 buses. This had lead to congestion within I.S.B.T. and also lack of facilities. Keeping in view it is proposed to develop the second I.S.B.T. As the integrated Passenger terminals are as recommended in the Master Plan for Delhi Perspective-2001 are likely to take some time for development, it is considered that the exclusive bus terminal at Dhaula Kuan/Ring Road near Nizammudin be developed first.

...2/-

The only feasible site for the new I.S.B.T. is on Ring Road near Nizammudin as the part of the site proposed at Dhaule Kuan has been developed as Smriti Vatika.

The site proposed for the second ISBT at Sarai Kale Khan is located between the Ring Road in the east and Railway line in the west and Bara Pula Nallah in the South. The proposed site is about a km. Southward from Nizammudin Bridge and Ring road intersection.

The Secretary, Ministry of Environment and Forest vide D.O.No.25/9/88 WLI dated 4.5.88 (Annexure-I) raised certain objections for the second ISBT site being located near Delhi zoo. The Lt.Governor, Delhi vide D.O.No.261/1991/LG/88/5467 dated 30.6.88 ensured the Secretary, Ministry of Environment and Forest that the points raised by him shall be kept in mind while selecting the location of the new ISBT.(Annexure-II).

On the suggestions of the Ministry of Environment, Delhi Administration requested the I.I.T., Delhi to carry out an environmental impact assessment study for the proposed ISBT at Nizammudin. This study shall involve environmental based line study at the proposed site as well as at the existing ISBT that a view to assess the air quality and noise pollution level at both sites in a predecided core area, the environmental impact investigations, environmental appraisal, scalling environmental inventory environmental reconnaissance and second interpretation relating to air and noise policy. The copy of the letter written by Joint Director(T), Delhi Administration to Director, Ministry of Environment is placed at Annexure-III.

The project was also discussed in the Urban Arts Commission in its meeting held on 6.4.88 and the observations of the Urban Arts Commission are as under :

- i) The proposed location seems to have been chosen as a result of only the elementary considerations like

the availability of land, proximity of the entry point and the Railway Station and preventing encroachments on the available land. The location of an ISBT is a very important matter affecting the traffic pattern in a big way as well as the development pattern of the city as a whole. It would require detailed indepth inputs before arriving at a rationalised final decision.

- ii) The location proposed is ultra-sensitive both from the point of view of aesthetic and environment in view of proximity of the Humayun's Tomb monument which is a piece of historical as well as architectural heritage only next to the 'Taj' as well as the relative location of the Zoological Park.
- iii) The future expansion programme of the Nizammudin Railway station also needs to be taken into account.
- iv) The impact on the existing and projected traffic network, flyovers and grade separated junctions needs an indepth study. The study should also take into account the movement of both the inter-state traffic as well as the local traffic to ensure streamlined movement and economical traffic management.
- v) An attempt should be made to minimise to and fro movement of the inter-state traffic on the Ring Road.
- vi) Other alternative location should also be examined based on the natural movement pattern of the inter-state traffic as well as the local traffic.
- vii) The other ISBT's should also be simultaneously planned, their development however, being taken up in phases depending upon the priority and traffic load. The letter no.19(1)/88-DUAC dated 18.11.88 from Secretary, DUAC is placed at Annexure-IV.

...4/-

A meeting was held under the Chairmanship of Shri Des Raj, Jt. Secretary, Ministry of Urban Development on the subject. In this meeting the representatives of the Ministry of Environment, expressed their opinion against the location of second ISBT on the sites opposite to Humayun Tomb and Delhi zoo. It was suggested that the Delhi Admn. may conduct the feasibility study for an alternative site in the Trans-Yamuna Area. The minutes are placed at Annexure-V.

The matter was further discussed in the meeting held on 12.10.88 at 11.00 A.M. under the chairmanship of Chief Secretary, Delhi Administration.

- i) In this meeting, the Chief Secretary, Delhi observed that the responsibility for determining the site for an ISBT, since the Delhi Administration has taken up the scheme, lay with the administration. It was also observed by the Chief Secretary that keeping in mind the sensitivity of Nizammudin tomb and zoo, the location of the proposed ISBT had been shifted southwards from what has been proposed opposite NH-24 on the West side of the Ring Road by more than one kilometer. The detailed site inspections had also been carried out by the L.G. and the Chief Secretary. The site inspection report is placed at Annexure-VI.
- ii) In this meeting the minutes of the meeting held under the chairmanship of Shri Des Raj, Jt. Secretary, Ministry of Urban Development were also deliberated. It was pointed out that Ministry of Urban Development had not been invited the representative of Delhi Administration, and without taking into consideration the views of the Delhi Administration decision had been taken that the second ISBT could not be permitted at Nizammudin and that an alternative site in Trans Yamuna area should be located.
- iii) Further Director (PP), DDA pointed out that the Nizammudin area for an ISBT does find place in the Draft Master Plan for Delhi-2001 along with other areas including Trans Yamuna Area etc.

.....5/-

- iv) The traffic studies conducted by NATPAC indicates sufficient evidence to indicate that desire line of traffic at Nizamuddin location were very efficient. This is because 50% of the interstate bus traffic now coming to ISBT, Kashmere Gate comes in from U.P., particularly along NH-24. Further, the traffic studies also indicates that more than 35% of the traffic which could be trapped at the Nizamuddin, ISBT coming in from U.P. in the East, Faridabad from the South along NH-2 etc. has its destinations in the various planning divisions of the city situated on the West of the Ring road. In addition it must also be appreciated that the relief to Ring road north on NH-24 upto Kashmere Gate as a result of trapping of inter-state buses at Sarai Kale Khan could be substantial both in terms of traffic congestion on the road and reduced air pollution at Kashmere Gate itself apart from the saving of fuel.

In the said meeting the D.C.P (Traffic) expressed reservations about the setting up of ISBT AT this stage in the Trans Yamuna Area because this could generate additional and avoidable traffic in smaller forms of para transit for passengers having destination west of the River Yamuna. The Secretary, Transport, informed that the background and the selection of the present site was visualised in terms of the need to decongest the ISBT at Kashmere Gate, on account of the fact that Kashmere Gate Terminals was already saturated on the one hand and that there were going to be tremendous problems of traffic management. Consequent upon the opening of the eight lanes fly over across the river Yamuna. In addition the site identified at Sarai Kale Khan also has the advantage, viz. the Kashmere Gate ISBT does not because of the Nizamuddin Railway Station.

Dr. Sanyal explained that on the basis of data collection in respect of interstate buses, it would be possible to terminate approximate 55% of the interstate buses coming from the U.P. and Faridabad side at Sarai Kale Khan itself.

The Commissioner of Planning, DDA also expressed the following points for examination :

- a) The area being lot-aligned the need for an efficient drainage system was imperative.
- b) Integration with the Nizammudin Railway station should be carefully worked out.
- c) The traffic congestion at the 'T' junction of Nizammudin and Ring road and also the entry and exit of buses and other roads in the ISBT should be planned carefully.

The Director(T) Delhi Admn. vide letter no. SECE190(1)/87/Tpt/1359 dt. 4.8.88 has requested that the matter be placed before Technical Committee. He has also informed that the site has already been approved by Chief Secretary & L.G., Delhi and the Planning Commission has also approved the Plan Scheme 'De-congestion & rationalisation of inter-state bus stations in Delhi and has provided Rs.250/- lakh for the proposed ISBT at Nizammudin. The copy of the letter is placed at Annexure VII.

2 In the Draft Master Plan for Delhi, the Dhaula Kuan Ring road near Nizammudin has been recommended for the ISBT. The Dhaula Kuan site partly has been developed as a Smriti Vatika. The studies conducted by the NATPAC, Nizammudin appears to be the suitable site for the development of second ISBT. This shall also help in decongesting the existing ISBT. However, as in the Draft Master Plan for the Perspective-2001 no site was indicated. So, the site if approved, by the Technical Committee shall need the change of land use.

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

Item No 17

Sub:- Acquisition of 460 hect of land on Eastern side of Agra Canal (Between Agra Canal and Yamuna Right Bank Bundh) for ash pond area of BTPS issue of NOC.

F.3(73)/84-MP.

The case was earlier received from BTPS for acquisition of 460 hect. of land on eastern side of Agra Canal for ash pond to dump ash for another 20 years. The case was examined and discussed in Technical Committee meeting held on 21.3.85. The Technical Committee observed that such a large chunk of land measuring 460 hect. is not available in the Union Territory of Delhi for ash dumping purpose. However, in case BTPS is interest to dump the fly ash in the land to be used for realignment of National Highway pass no.2 by the side of Agra Canal, they may be allowed and in that case the demarcation a plan may be supplied by PPW of the Authority.

2. The fresh request was then made by BTPS vide their letter dated 18.5.88 for acquiring about 200 hect. of land as against 460 hect., earlier requested by the side of Agra Canal. The revised reduced requirement of land was for ash dumping requirement of next 10 years, or so. The matter was again examined keeping in view the pressure and demand of land in the Union Territory of Delhi and the case was then discussed in the Technical Committee meeting held on 31.8.88. The Technical Committee after discussion decided that a group, under the Chairmanship of Commissioner (Planning) and comprising of Director(PPW) Director(DC&P) representatives from DESU, CCI, Sh. Tikku and department of environment with representatives of NTPC as convenor, may go into the whole question of earmarking

suitable sites/locations for dumping of fly ash and submit a report.

3. Vide OM No. PA/Dir.(DC) 88/350 dated the 12.9.88, the Vice-Chairman, DDA has constituted a Group to examine suitable locations/ lands to be used as fly ash pond by NTPC under the chairmanship of Sh. G.D. Mathur, Commissioner (Plg.) DDA and General Manager, DESU Director(Operation), CCI, representative of the Department of Environment, Ministry of Environment & Forests, Commissioner(Lands), Director (PP), and Director(DC) from DDA and General Manager, BTPS, National Thermal Power Corporation Ltd., as Convenor, with the following terms of reference:

- i. To identify suitable location/land to be used as Ash pond on short term and long term basis.
- ii. While suggesting the alternative location, the group should take into consideration whether dumping of ash causes problem around and de-maging crops apart from causing lot of inconvenience to the persons living around such locations.
- iii. In Delhi, there are large ravines created due to excavation of building material in the vicinity of Badarpur area whether such ravines could be made use for this purpose.

The group finalised its recommendations after various meetings and site inspected and submitted a report (Placed at Annexure).

5. The case is now put up to the Technical Committee to consider the recommendations made by the Group.

Appendix D to IGm No.17

D1

Sub:- Acquisition of land for ash disposal by Badarpur Thermal Power Station, New Delhi.

Vide M. No. PA/Dir.(DC)/88/350 dated the 12th September, 1988 the Vice-Chairman, D.D.A. has constituted a group to examine suitable locations/lands to be used as fly ash pond by NTPC under the chairmanship of Shri G.D. Mathur, Commissioner(Planning, D.D.A.) and General Manager, D.E.S.U., Director (Operation), C.C.I. representative of the Department of Environment, Ministry of Environment & Forests, Commissioner(Lands), Director (PP), and Director(DC) from D.D.A. and General Manager, BTPS, National Thermal Power Corporation Ltd. as convenor, with the following terms of reference:

- i. To identify suitable location/land to be used as Ash Pond on short term and long term basis.
 - ii. While suggesting the alternative location, the group should take into consideration whether dumping of ash causes problem around and damaging crops apart from causing lot of inconvenience to the persons living around such locations.
 - iii. In Delhi, there are large ravines created due to excavation of building material in the vicinity of Badarpur area whether such ravines could be made use for this purpose.
2. The group met in 5 meetings, held on 16.9.88, 20/21.9.88, 29.9.88, 3.10.88 and 3.11.88 and considered the various aspects given under the terms of the reference to the Group. Annexure 'A' indicates the names of the officers who attended the meeting. This group also visited the site on 20th and 21st September, 1988 to have the first hand information.
3. Shri O.P. Sharma, Superintendent Engineer(Irrigation & Flood) was also invited in the meeting held on 3.10.88,

to assess the impact of acquisition of land for this purpose at the location suggested by BTPS from the flood control point of view.

4. Badarpur Thermal Power Station, the unit of the Ministry of Energy Govt. of India, is meeting about 60% of the energy demand of the Union Territory of Delhi. Presently, it occupies about 158 heccts. of land for disposal of fly ash. This has been developed in two phases. Phase-I consists of 111 heccts. and Phase-II 47 heccts. The proposal for phase-III measuring about 200 heccts. is identified and indicated on the plan annexed 'B' phase-I is already filled up and phase-II at present is under operation having life span of another five months. In phase-I as observed on the site inspections, the site is partly covered with hushes and partly with grass.

5. The proposal for a No Objection Certificate to acquire 200 heccts. of land is to meet the requirement upto the year 2004, which is presumed to be the life span of the Plant.

6- Earlier, in the year 1984, a proposal was received from National Thermal Power Corporation Ltd. for a 'No Objection to acquire 460 heccts. of land which was considered by the Technical Committee of the Authority in its meeting held on 21.3.85 and it was observed that such a large chunk of land for ash dumping purposes is not available in the Union Territory of Delhi. However, suggestion was made that in the area of National Highway bye-pass No.2, which is to run parallel to Agra Canal, may be acquired and utilised for this purpose. But due to non-finalisation of the alignment no further progress could be made on this proposal. In the meanwhile, NTPC reviewed the requirement of the land from 460 heccts. to 200 heccts. proposing the depth of the fill to 8 mtrs. (Annexure 'C').

7. The revised requirement was discussed in the Technical Committee meeting held on 31.8.88. The committee after discussion decided that a Group under the Chairmanship of Commissioner(Plg.) and comprising of Director(PPW), Director DC&P), representative from DESU CCI, Department of Environment with representative of NTPC as convener to go into whole question of earmarking suitable sites/locations for dumping of fly ash & submit a report. Accordingly, Vice-Chairman DDA vide O.M. No. PA/Dir.(DC)/88/350/dated the 12th September, 1988 constituted the group.

8. The group has also gone into details about the utilisation of fly ash produced by Indraprastha Thermal Power Station. It was informed by Sh. Sampat Kumar, Chief Engineer, DESU that the fly ash is partly dumped in the nearby area and used as filling material, in addition they are transporting and dumping the ash to the low lying pockets and ravines in south Delhi. On this account, they are spending an amount to the tune of Rs. 2.5 crores as per annum. The Group also took note that NTPC is evaluating the fly ash for various purpose like making of bricks, supplying to the cement grinding unit, manufacture of concrete cellular blocks and freesale to the users etc.

9. After going through all the details the Group made following recommendations:-

- i. NTPC should switch over to modern technology thereby reducing production of fly ash and the problems of its dumping. They should examine the possibility of use of gas instead of coal.
- ii. It was also felt that the NTPC should examine dumping the dry ash into the excavated mines/ ravines on the pattern followed by DESU.
- iii. The use of fly ash for manufacturing of cement, fly ash bricks, cellular concrete blocks and disposal to the consumers should be adopted.
- iv. The group felt that the possibility of utilising the fly ash for river channelisation by studying its chemical effects with water, may also be

- iv. The group felt that the possibility of utilising the fly ash for river channelisation by studying its chemical effects with water, may also be explored. also wherever there are low lying area, this should be used as filling material. The group also recommended that the land in phase-I which is already filled up should be utilised for planned development of Delhi for recreational and other activities.
- v. Keeping in view the above suggestions, the Group suggested that to meet the requirement for a period of 5 to 6 years, the fly ash dyke may be allowed in an area minimum to the extent of 100 hec. while above suggestions be examined in details and be implemented.
- vi. It was also suggested that the area in the south of road leading to Noida barrage and in the area to be used as National Highway bye-pass No.2 should be taken up first for dumping of fly ash to raise the level of this area/ pocket for which the land be identified separately,
- vii. To improve the environment and reduce the pollution, it was felt that the pockets available after dumping of fly ash, should be properly land scaped and wherever necessary layer of sweet earth should be laid.
Such area may be handed over to DDA on mutually agreed basis after proper landscaping.

Sd/-
CHAIRMAN (G.D. MATHUR)
COMMISSIONER (PLG.) DDA.

Sd/-
(S.C. GUPTA)
DIRECTOR (DC&P) DDA

Sd/-
(J.C. GAMBHIR)
DIRECTOR (PP) DDA.

(G.K. PANDEY)
REPRESENTATIVE DEPP. OF
environment & forest.

Sd/-
REPRESENTATIVE OF DESU

REPRESENTATIVE OF CCI

Sd/-
(B.N. OJHA)
DEPUTY GENERAL MANAGER
BTPS.

Sd/-
(P.K. TRIPATHI)
COMMR. (LAND) DDA.

SD/-
(M.R. RAO)
GENERAL MANAGER,
BTPS

List of ParticipantsMeeting dated 16.9.88

1. Mr. G.D. Mathur, Commissioner(Planning), DDA.
2. Mr. S.C. Gupta, Director(Development Co-ordination) DDA.
3. Mr. J.C. Gambhir, Director(Perspective Planning), DDA.
4. Mr. G.K. Pandé, Representative of Department of Environment and Forest.
5. Mr. Pradeep Behari, Dy. Director(Master Plan) DDA.
6. Mr. M.R. Rao, General Manager, BTPS
7. Mr. B.N. Ojha, D.G.M.(C&M), BTPS
8. Mr. S.K. Gupta, Manager(Constn.) BTPS.
9. Mr. Munishwar Lal, Dy. Manager(Planning) BTPS.
10. Mr. Sanjay Singh, Dy. Manager (Constn.), BTPS
11. Mr. R.K. Batra, Asstt. Engineer(Civil), BTPS.
12. Superintending Engineer, DESU.
13. Mr. S.K. Mohindra, Chief Engineer, C.C.D.

Site round dated 20/21.9.88

1. Mr. G.D. Mathur, Commissioner(Planning), DDA.
2. Mr. S.C. Gupta, Director(Development Co-ordination) DDA.
3. Mr. J.C. Gambhir, Director(Perspective Planning) DDA.
4. Mr. G.K. Pandé Representative of Department of Environment and Forest.
5. Mr. Pradeep Behari, Dy. Director(Master Plan), DDA.
6. Mr. M.R. Rao, General Manager, BTPS
7. Mr. B.N. Ojha, D.C.M., (C&M), BTPS.
8. Mr. S.K. Gupta, Manager (Constn.) BTPS
9. Mr. Munishwar Lal, Dy. Manager (Planning) BTPS.
10. Mr. Sanjay Singh, Dy. Manager(Constn.) BTPS.
11. Mr. R.K. Batra, Asstt. Engineer(Civil) BTPS.
12. Mr. N.P. Singh, Sr. Supt.(O), BTPS.
13. Manager (Chemical), BTPS.
14. Representative of C.C.I.

Meeting dated 28.9.88

1. Mr. G.D. Mathur, Commissioner(Planning) DDA.
2. Mr. S.C. Gupta, Director(Development Co-ordination) DDA.
3. Mr. J.C. Gambhir, Director(Perspective Planning) DDA.
4. Mr. M.R. Rao, General Manager, BTPS.
5. Mr. B.N. Ajha, D.G.M.(D&M), BTPS.
6. Mr. S.K. Gupta, Manager (Constn.) BTPS.
7. Mr. Munishwar Lal, Dy. Manager(Planning) BTPS.
8. Mr. Sanjay Singh, Dy. Manager(Constn.) BTPS.
9. Mr. R.K. Batra, Asstt. Engineer(Civil), BTPS.

Meeting dated 3.10.88

1. Mr. G.D. Mathur, Commissioner(Planning) DDA
2. Mr. S.C. Gupta, Director(Development Co-ordination) DDA.
3. Mr. J.C. Gambhir, Director(Perspective Planning), DDA.
4. Mr. G.K. Pandé, Representative of Department of environment and Forest.
5. Mr. Pradeep Behari, Dy. Director(Master Plan) DDA.
6. Mr. M.R. Rao, General Manager, BTPS.
7. Mr. B.N. Ojha, D.G.M.(C&M), BTPS.
8. Mr. S.K. Gupta, Manager (Constn.), BTPS.
9. Mr. Munishwar Lal, Dy. Manager(Planning) BTPS.
10. Mr. Sanjay Singh, Dy. Manager (Constn.) BTPS.

11. Mr. R.K. Batra, Asstt. Engineer(Vivil), BTPS.
12. Mr. O.P. Sharma, Superintending Engineer,
Flood Control Department, Delhi Administration.
13. Superintending Engineer, DESU.

Meeting dated 3.11.88.

1. M Mr. G.D. Mathur, Commissioner (Planning), DDA.
2. Mr. S.C. Gupta, Director (Development Co-ordination) DDA.
3. Mr. J.C. Gambhir, Director (Perspective Planning) DDA.
4. Mr. Pradeep Behari, Dy. Director (Master Plan), DDA.
5. Mr. M.R. Rao, General Manager, BTPS.
6. Mr. B.N. Ojha, D.G.M. (O&M) BTPS.
7. Mr. S.K. Gupta, Manager (Constn.) BTPS.
8. Mr. Sampat Kumar, C.E. (Civil), DESU.

Appendix E to Plan No. 17

E₁

NATIONAL THERMAL POWER CORPORATION LTD.
BADARPUR DIVISION

BADARPUR NEW DELHI-110044.

M E E M O R A N D U M

(Kind attention ltd. Governor of Delhi)

Sub:- Acquisition of 200 hecets. of land for Ash pond
issue of 'No Objection Certificate' from D.D.A.

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Badarpur Thermal Power Station is owned by Ministry of Energy, Government of India and is managed by National Power Corporation. This Power Station is supplying more than 60% energy to Delhi State. B.T.P.S. has already acquired 158 hecets. of land for ash disposal area. This land was developed in two phases (i) 111 hecets. (phase-I) and (ii) 47 hecets. (phase-II). Phase-I of the Ash pond has been filled to its full capacity (more than 8 mtrs. height) and presently the ash is dumped in phase-II. It is estimated that with present rate of generation of 3500 M.T. ash per day the ash pond will be filled up within 6 months from now. The matter was taken up with Delhi Administration for acquisition of 460 hectares of land in sept. 1983 vide our letter no.W-203M/BTPPCIV/582-83 dated 16.9.88 (F/A) and we had received a demand letter from Under Secretary (Acq) of Delhi Administration that a taken money may be deposited through Ministry of Energy vide their letter No.F.7(15)/83-L&B/33395 dated 29.9.1983 (F/B) addressed to A.D.M. (LA) for prepring draft notification under section 4, 6, & 17 and taken money of Rs. 100/- was deposited in their office on 16.4.1984 (Draft no. 329084 dated 21.3.1984) by the Ministry of Energy vide their letter No.49(9)/84-D7/AS/ dated 11.4.1984 (F/C).

E2

A Technical Committee of D.D.A. was held on 21.3.1985 for acquisition of land 460 hec. We have subsequently reduced our requirement of land to 200 hec. by catering for utilisation of ash of 600 M.T. per day by other agencies keeping in view scarce land availability. We have been vigorously pursuing with LAC for acquisition of land and we have approached the LAC to send. The demand letter for 200 hectares of land vide our letter No.W-203/BTPP/Civ/1176 dated 20th August, 1987 (F/D). We have received a demand letter from LAC vide their letter NP.LAC/ME/87/479 dated 20th November, 1987 (F/E) for the 80% valuation of compensation i.e. Rs. 4.36 crores and the amount of Rs. 4.36 crores was deposited in their office on 28.3.1988 after obtaining due permission from Ministry of Energy. After this we have been pursuing with LAC for issuance of gazette notification for acquisition of 200 hec. of land in the villages of Ali and Jaitpur. However, in May, 1988, we have received copy of D.O. Letter no.F.5(15)/83/L&B/16668 dated 5th May, 1988 F/F) from Under Secretary (LA) addressed to additional District Magistrate (LA) Tis Hazari Court drawing attention to Circular dated 14.7.87 of Administrator, Union Territory of Delhi. It has been requested to make formal proposal for acquisition of land to DDA. Accordingly we have requested the D.D.A. Additional Commissioner (Land) vide our letter No.W-203M/BTPS/Civ./1582 dated 24.5.1988 (F/G) for issuance of 'No Objection Certificate.

Thereafter we have been trying to obtain NOC from DDA. The matter was discussed with the Joint Secretary (L&B) Member Engineering, DDA, also with vice-Chairman, DDA. and

E3

urgency of land for BTPS was explained to them but no concrete result has come so far inspite of regular reminders and follow up with DDA.

In view of above delay in issuing of NOC from DDA it is requested that necessary instructions may be issued to DDA for issuing NOC so that the undesirable situation of dislocation of power generation at this station does not arise. We are looking forward for the kind instructions of Lt. Governor with great anticipation and anxiety.

sd/-

(M.R.RAO)
GENERAL MANAGER (B)

Sub:- Construction of a school building at Tikri Kala change of land use there of.

F.9(2)/88-MP.

Dy. Director Education (Building construction) Delhi Administration had requested vide his letter dated 20.5.88 for per-mission for construction of a pucca school building in the village Tikri Kala. The total area of the proposed Co- education Sr. Secondary School is 35 hac. (35477 sq. mtrs.)

The case has been examined in the PPW of DDA and the observations are as below:

1. Village !Tikri Kala is located on the western border of Delhi Union Territory on Rohtak Road. The village is outside the proposed urban extensions as identified in the Draft MPD Perspective-2001.
2. In the Draft MPD-2001, 11 villages have been identified as growth centres for provision of higher level education, health facilities and rural industries depending on their road linkages and population growth rate. Village Tikri Kalan does not form a part of this list.
3. Accordingl to the standards of Draft MPD Perspective 2001, Sr. secondary school (standard vi to xii) is proposed for every 7500 population with th school strength of 1,000 students. An area of 1.6 hac. in all i.e. 0.6 hac. for school building and 1 hac. for play field is recommended in the plan. However for schools of class I to class xii without hostel facilities which is to be provided for 90,000 to 1 lakh population with a strength of 1500 students the area per school is to be 3.5 hac. of which 0.7 hac. for school building and 2.5 hac. for play field and

0.3 hac. for parking village Jharoda Kalan is a growth

centres in the Master Plan, which is every close to

village Tikri Kalan. It is, therefore, proposed that instead of taking up village Tikri Kalan, village Jharoda Kalan

may be suitable for developing a co-educational Sr.

Secondary School.

4. It is also recommended that the school should be

approved only if it forms part of the village development

plan.

5. The case is now put up to the Technical Committee

for consideration.

Item No-19

Sub: Loop in and loop out of Patparganj Karkarduma 33KV
C/H line at proposed C.B.D. Shahdara S/Stn. with
3x300 sq.mm. XLPE cables. F.6(3)88-MP

DESU has forwarded the proposal to provide 33KV

feed to their 33KV sub station at proposed Central Business
District Shahdara sub station. It is proposed to lay 2 nos.

of 33KV 3 x 300 sq.mm. XLPE under ground cables along

proposed 30 mtr. R/W road in front of Karkarduma sub stn.

from existing 33 KV over head line between Patparganj 220/33KV
sub stn. and Karkarduma sub stn. The cables are proposed to

be ready at a distance of 8.82 mtrs. from the centre of the

road as shown in the drawing. The land for 33 KV sub stn.

at CBD Shahdara has already been allotted to DESU by DDA.

The proposal has been examined by TPA Unit who have

recommended the proposal for consideration of the TC.

The case is now placed before the Technical

committee for approval.

Sub:- Allotment of 15.0m x 20.0m site for storage of SKO/LDO on lease basis to Indian Oil Corporation in Trans Yamuna Area for Dealership of Sh. Benam Singh.

F.13(97)/87/CRC/DDA.

M/s Indian Oil Corporation Ltd. vide its letter dated 23.11.87 has offered dealership for storage of SKO/LDO in Shakarpur Area. A Plot of land measuring 20m x 20m/20m x 15 m has been requested by the Company for the above said purpose.

2. The policy pertaining to allotment of SKO/LDO (Kerosene Storage) site in Delhi was approved by the Technical Committee in its meeting held on 11.5.87 under item No.3. The plot size approved by the Technical Committee is of 20m x 15m and it has been suggested that the site be earmarked in such a manner that it could serve 5 to 6 kms. area.
3. A site was earlier proposed in adjacent to 3 gas godown sites in Shakarpur area(Flag-A). The proposal was dropped considering the public protest for two approved gas godowns, whose cases were referred to this unit for alternative location. The possibility of locating this near railway line Shakarpur Area was also explored but the same was not found feasible as per the site report (page-6/n.)-
4. A triangular pocket near Trilok Puri re-settlement area along Gazipur drain has been identified for which a composite plan accommodating two gas godown and 1 SKO/LDO site has been prepared. Land use proposals as per PDP-2001 has been shown on the plan land use is recreational. The detail plan on the physical survey base showing the sites and proposed 9mt. approach road are placed at Flag-'C'. This site is about 25m to 30m away

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from any habitable building.

5. The proposed SKO/LDA site marked in red is put up to the Technical Committee for consideration.

Sub:- Allotment of a site for LPG Storage Godown
in Badarpur, U.T. Delhi.
F.13(5)/87/CRC/DDA.

The proposal for the location/allotment of 2 Gas Godown sites for Sarita Vihar/Badarpur area was placed in the Technical Committee held on 31.8.88. The location of these sites was proposed alongwith the peripheri of neighbourhood park along the 12 mtrs. wide road leading to Madanpur Khadar Cattle Dairy Farm. The Technical Committee however did not agree to the proposal as these were proposed in the Recreational area already developed. The Technical Committee also desired to re-examine the matter.

2. As desired by the Technical Committee meeting the matter has been examined again. 3 Gas Godown sites alongwith 2 SKO/LDO sites have been identified in the revised layout plan of Sarita Vihar in Block D & E as indicated in the plan. The sites are proposed towards Southern side of the Madanpur Khadar Cattle Dairy Farm after leaving the required fire safety distance. The access to the proposed sites is proposed to be given by extending the 12 mtrs. wide road leading to Madanpur Khadar Cattle Dairy Farm.

3. The land use of the site is for parks/recreational as per the layout plan. However, at site the park has not yet been developed.

No Objection from fire department for the said site is not yet obtained.

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

Sub: Allotment of land for gas godown for Rani Bagh / Shakurbasti / Saraswati Vihar area to IOC. F.13(19)88/CRC/LLA.

1. Indian Oil Corporation has requested for allotment of a gas godown site for Rani Bagh / Shakurbasti / Saraswati Vihar/ area for dealership of Sh. Satish kumar.
2. Two gas godown sites measuring 20-1 mt. x 26.2 mt. along with Chowkidar but were proposed in the green belt on the periphery of Shakurpur resettlement colony as indicated in the detailed layout plan as also in the part detailed plan of the area. Site no. 1 was approved by Comm. (L) and stands allotted to BPC. Site no. 2 is proposed for allotment in the present case. The sites are proposed in the peripheral green belt of the resettlement colony. Site no. 2 is lying vacant with euclyptus trees along the periphery. Community toilet blocks are existing in front of this site across the road. The sites are accessible by a 20 mt. wide existing road.
3. The site was inspected by Comm. (Plg.) along with Jt. Dir. (CP) and other officials of Planning Wing. The location of the gas godown site has been integrated with the Hr.- Sec. school site proposed in Shakurpur Resettlement colony. The site are not affected by Wazirpur District Centre as per the observations of Chief Architect. Approval of Fire Deptt. will be obtained after the sites have been approved by LLA.
4. The case was considered in the TC meeting held on 18.10.88 and it was felt by the TC that although the sites allotted on temporary basis but the fact is that these are more or less permanent sites. Therefore allotment of gas godown and SKO/LDO sites and also of petrol pumps should be examined from financial point of view to make land available on permanent basis on commercial rates.
5. The case was further examined and it was felt that financially policy could be worked out by the Finance Deptt. independently and the sites for allotment from planning point of view may be considered for approval. After the approval of the sites in principle the other details of allotment could be worked out by the Lands / Section / Finance Department, before handing over the approved sites.
6. The case is now put up for consideration of the Technical Committee.

Sub:- Allotment of Gas Godown site no.2 at Basant Vihar near Priya Cinema for further distributorship of capt. S.L.Sharma.

F.13(78)/87-CRC/LLA.

A site for Gas Godown in Vasant Vihar near Sidhartha Hotel was approved by the Vice-Chairman LDA for allotment to B.P.C. for distributorship of Sh. S.C. Sharma on 5.12.87. The case was again referred back for reconsideration on the request of the applicant as the site suggested was low lying, uneven and required filling of 12 ft. on a reference made by L.G. the site was inspected by Commissioner(Planning) on 15.7.87 and he suggested that an alternative site may be explored. The applicant request for a site in Mahipalpur, Vasant Kunj, Mehrauli area. A site inspection was again done by Commissioner(Planning) on 13.12.88 alongwith the Director(DC&P), Jt. Director(Plg.), DLM, (NL) and Deputy Director Planning-I for the Vasant vihar area. It was observed that out of four site earmarked on this location i.e. 2 for Gas Godown and 2 for SKO/LDO, adjustment can be done by shifting the site.

2. Accordingly a revised plan has been prepared in which the existing gas godown site no.1 as well as existing SKO/LDO site no.1 have been retained and the location of two vacant sites (One gas godown and one SKO/LDO) has been interchanged.

3. In the revised plan the high tension line is passing through the set back of gas godown site but leaving the approximate distance of three mtrs. from the structure. Necessary clearnace from the Fire Department may be required to be obtained for these high tension lines.

4. The case is now put up to the Technical Committee for its consideration of the modified layout plan.

Sub:- Allotment of 33 KV Sub-Station site on G.T. Karnal Road industrial Area.

F.6(10)/87-MP.

A request was received from Sh. S.C. Chattopadhyay, Ex. Engineer(Planning) LESU for allotment of a site for 33 KV sub-station on G.T. Karnal Road industrial area vide his letter dated 11.4.88. The request was examined by City planning Wing and they had explored two sites in the area. Site No.1 This site was located at the junction of G.T. Karnal Road and the 100 ft. (30.48 mt.) wide road leading to Ashok Vihar.

Site no.2 Another site was proposed on this area earmarked for group industries/park/parking.

The item was placed before the technical committee on its meeting held on 31.8.88.

These two alternative sites proposed for 33 KV sub station on G.T. Karnal Road Industrial Area were discussed in detail and it was observed that the locations could be examined as a part of the 'Facility Centre' (FC-2) earmarked in PDP-2001(Modified plan) located between the railway line, G.T. Karnal Road and the 30.48 mt.(100 ft.) wide road (fly over) leading to Ashok Vihar. Further it was decided that Director(PP) may prepare a plan for this area and a site for 33 kv sub-station be provided.

Facility Centre (FC-2)

The facility centre(FC-2) as proposed in the PDP-2001 (Modified plan) indicated an area of 5 ha. on both sides of the 30.48 mt.(100 ft.) wide road (fly over) leading to Ashok Vihar.

Existing condition:

On the south side of the fly over Arya Bhat Polytechnic has come up, only the land to the north of the fly

over is there, for the facility centre FC-2 which has been indicated as Master Plan green in the zonal development plan of C-18. The area of this pocket is nearly 2.7 ha, for which a plan of facility centre could be prepared.

The P.T. Survey was done for this master plan green bounded by the railway line. 30.45 mt. (100 ft) wide road leading to Ashok Vihar, G.T. Karnal Road and the industrial area. The P.T. survey indicated unauthorised occupancy of this master plan green by industries, Jhuggies etc. There are three LPG godowns and a DBA site office located on this land. The corporation has constructed two pucca toilet blocks for the jhuggies dwellers of this area, only a strip of land along the fly over is vacant with euclyptus trees on it.

These unauthorised structures and the LPG godowns on the Facility Centre site (FC-2) has restricted the preparation of a comprehensive plan for the facility centre.

Proposal

Due to large scale unauthorised structures and LPG godowns on the site of the facility centre (FC-2) it was decided to earmark a pocket for the 33 KV . ESS for DESU in the first instance, because of their urgent demand, and subsequently the plan for the facility centre be prepared. At the same time the concerned department be instructed to clear off the unauthorised structures and plantation be done on the land.

An area of 3390 sq. mtrs. (dimension indicated on the Plan) has been earmarked on the 33 KV ESS for DESU along the railway line and the fly over with the existing approach road. The area can be given access only from the service road and not from the main carriage way of G.T. Karnal Road. This 33 KV ESS would be incorporated in the facility centre plan subsequently.

Placed for approval of the Technical Committee.

Sub:- Allotment of 33 KV ESS in Hudson lines and alternative allotment to shopkeepers of 11 old shops.

FR2(1)/83-Dir.(CP)/ Pt-III

The case of the site for 33 KV ESS in Hudson lines was considered by the Technical Committee vide Item no.18 in its meeting held on 22.11.88. In this site a few existing shops were affected. The case of these shops is being dealt in in the file of lands department bearing no.S.1(7)/87/OSB. Therefore this case was discussed with the officers of DESU on 5.1.89 in the chamber of Director(DC&P) where Sh. Sampat, Chief Engineer, Sh.Kaushal, SE and Sh. Suri Executive Engineer all of DESU were present. Representatives of DESU explained that for proper detailed planning of the 33 KVESS. It is necessary that the minimum width of site should be 35 meters. They were informed that the minimum width of the site in the earlier plan was kept 28 meters so that minimum number of shops get affected. However, after detailed discussion DESU representatives emphasized that the minimum width of the site may be increased to 35 meters and the width of the other side can be kept as 75 meters, and also it was decided that simultaneously land for the allotment of plot shops to the affected persons may be prepared. Accordingly the plan has been prepared showing the modified dimensions of the 33 KVESS and the lay-out plan of shop plots for alternative allotment to the affected persons.

2. From Planning point of view also the modified site of the 33 KV ESS and the scheme of shop plots for alternative allotment to the affected persons is more feasible for the following reasons:

- i. The ESS site is facing main Kingsway Road of 100' right of way.
 - ii. The minimum width of the site of 33 KVESS has been made as 35 meters which will be more suitable and acceptable to DESU.
 - iii. A primary school site would also be available for allotment.
 - iv. The problem of affected persons will also be solved because otherwise a full fledged 33 KVESS could not have been planned.
- 3.. The plan is laid down on the table for consideration of the Technical Committee.

Sub : Allotment of land for establishment of
33/11 KV Sub-Station at Ashok Vihar.

F.No-F6(3)/85-MP-

1. Technical Committee in its meeting held on 23.12.86 approved a site measuring 75 mt x 45 mt. for establishing a 33/11 KV Sub-Station at Ashok Vihar and the site was handed over to DESU on 22.4.87 after the approval of the competent authority.
2. Supdt. Engineer(Plg.)I DESU vide his letter no. Se(Plg.I)/4(1)/139 dated 23.6.88 has now informed that the residents of the area have objected for the construction of electric sub station handed over by DDA and have suggested an alternate site marked red on the copy of the plan laid on the table (flag A).
3. The case is examined and discussed with the representatives of DESU in a meeting held in the room of Dir(DC&P) and the site marked red on the copy of the plan placed at flag 'B' is found feasible and acceptable to DESU.
4. The case is placed before the Technical Committee for resiting the electric sub station site as shown on the copy of the plan placed at flag 'B' laid on the table.
5. In case proposal in Para 4 above is acceptable land measuring about 786 Sq.m. marked green on the plan would also be handed over to DESU for care & maintenance.
6. Proposal in Para 4 & 5 above is placed before the Technical Committee for consideration.

Laid on Table

Sub: Layout plan of Mangolpuri Industrial Area Ph. II
bounded by outer Ring Road, Road no. 43, Ordinance
Depot and Delhi Rohtak Railway Lines. FWS 3(2)84-Dir.(CP)

The above matter was discussed in the TC meeting held on 31.12.87. The matter was explained by Director (CP) wherein he has stated that all the blocks except 'E' have already been implemented partly towards the rehabilitation of the traders due to the construction of Jakhira Fly over and the same was supported by ACL. Director (PPW) desired that the proposal contained in draft PDP-2004 should be implemented and pocket E should remain as green. He also had reservation with regard to major road of 100 ft. which would create serious problems of traffic. Tech. committee noted that the layout has been implemented except pocket E which should be left as green as per PDP-2001 and the proposed road to connect Jakhira fly over is to be redesigned and brought before TC.

2. According to the above decision of the TC, the layout of Mangolpuri Industrial Area phase II (laid on table) is revised and the proposed road to connect the 30 mt. R/W road of Mangolpuri Industrial Area, Ph. II with outer ring road is shown in block the pocket E has also been marked in green.

3. The matter is again placed for the consideration of the Technical committee.

Sub: Change of land use of an area measuring about 110' x 1200' from Railway Operational to Residential use at Moti Bagh New Delhi for construction of quarters of Railway Officers. F.16(16)87-MP

The Authority vide its resolution no. 88 dt. 10.8.87 had approved the change of land use of a strip of lands measuring 110' x 1200' from circulation (railway operational) to residential. A public notice was issued with the approval of Ministry of Urban Development under section 11 A on 22.2.88. The objections / suggestions received were considered in the TC meeting on 29.4.88 in which it was decided to inspect the site by VC with other officers of DDA. Accordingly, the site was inspected and the observations were conveyed to the Min. of Urban Development. The clarification received from the Ministry were then considered in the TC meeting, of 18.10.88 in which the following decision was taken.

"The case was explained by Chief Engineer Northern Railways, After discussing various observations made in this regard by TCE Ministry of Urban Development, it was observed that the area required for provision of railway tracks for inter city and intra city movement, should be identified first. The Northern Railway, should give details of the number of tracks and area required for, and thereafter, the case be brought to the TC again".

2. Dy. Chief Engineer Northern Railway was informed accordingly. Chief Administrative Officer (Constn.) Northern Railways vide his letter no. 291-W/103/W-II, dt. 5.12.88 (placed at page 165/c to 175/c) has submitted the following clarifications:

- i. The railway tracks presently exists on the Southern Segments of Ring Railway catering to inter city freight traffic and limited number of intra EMU services. Adequate space exists all along the Southern segments of Ring railway for two more tracks.
- ii. The railways has examined and is confirmed whatever may be the quantum of traffic; not more than 4 tracks has been catered for in the present proposal to meet the entire operational requirements of Rail ways both present and future, and it has been confirmed that above plot of land is not required for the operational use of Railways.

ii. The Chief Administrative Officer in his letter has referred above stressed that as and when the land will be required for the railway operational use the building will be demolished and the land will be made available for this purpose.

4. While conceiving this system for the intra urban use the railway station will not only consists the operational area for the railways but will also have the area provision for the parking of buses, the private vehicles and hired vehicle etc. Till now in principle it has been stressed by various planning agencies, that this existing railway tracks should be used for the intra urban passenger movement. This has also been decided in the meeting held on 10th June, 1988 under the Chairmanship of Cabinet Sect. Govt. of India. Now I understand that Chief Secretary and Director (Transport), Delhi Admn. are taking up the matter with the higher authorities of the Railways and also with the urban Development Ministry. Now to make the system viable & Effective, a study shall be required to provide proper approach from the road net work to the existing railways staff so that these stations can be effectively utilized by the intra urban passenger and can also be connected by DTC buses. In this case few stations may also need relocation. Thus it may be premature at this stage to conclude that the existing stations of Chanakyaeburi & Safdarjung shall be sufficient and shall meet the requirement of intra urban railway stations.

iii. Further if Railway has finally estimated its requirement and feels that the railway only needs land for the low additional tracks around existing two railway tracks then it may be worthwhile to take back the surplus land from the railways. This land initially could be thickly planted to reduce the impact of noise and vibrations on surrounding developments and to provide a better environment to the surrounding developments. In this way the Union Territory shall be able to preserve the land for the future use of intra urban transport system depending upon the requirements. This will also assist us to have proper planning for the better utilisation of the ring rail and its spurs.

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

- Sub:- 1. Land use notification under section 11 A of DDA Act for acquired land in Nerela..
2. Declaration of Nerela project area as development area of DDA.
F.20(18)/88-MP.

In Nerela Project 450 hect. of land has been acquired by DDA for planned development of Delhi. Beside this 240 hect. land has been notified for development of freight Complex. The action for establishing the land uses for these areas is to be taken. A proposal for dev. of 7158 hect. of land was prepared and this land forms the part of this proposal. The land use plan prepared is within the parameters of urban Extension plan 2001. The land uses proposed for this land are indicated on the plan enclosed (Flag 'A'). It is proposed that this be considered for approval so that notification under Section 11 A can be initiated and the land can be taken up for development in year 1989-90.

2. The project proposed on 7158 hect. of land was discussed in the meeting under the Chairmanship of EM DDA on 7.7.88. The project area was principally agreed upon. It is proposed that the land required for the project is to be acquired in next five years, so that development of project is completed in a span of 9 years. It is essential that the land required for the project is safeguarded against unauthorised colonisation a unplanned development. It is proposed that the area of the project be declared as 'Development Area'.

The boundary of the 'Development Area' proposed is indicated on plan enclosed (Flag 'B'). The boundaries are:

North & North West	- Union Territory of Delhi
West & South West	- Western Yamuna Canal

South

East

- Boudary of Dev. Area No.148
- Area across G.T. Road bounded by village boundaries of Sing-hola, Khempur, Bankoli, Aipur, Zindapur, Nangli, Punne, Siras-pur, Libaspur, Samepur.

SA/-

VIJAY RISEUD
PROJECT PLANNER
NERELA PROJECT.