

योजना
Planning

दिल्ली विकास प्राधिकरण

— MOST IMMEDIATE
DRAFT MINUTES OF
THE TECHNICAL COMMITTEE
MEETING HELD ON

16.07.90

~~Sh. Subhash (5605)~~

अनुभाग Master Plan Section

प्रतिष्ठित संख्या F1(38)90-MP

दिपक्षणी

पत्र-व्यवहार

विषय

Draft Minutes of Technical Committee Meeting
of 16-7-1990

री सं०	तिथि	किस को भेजी	हस्ताक्षर	डायरी सं०	तिथि	किस को भेजी	हस्ताक्षर
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मालिय आने की | जाने की

कार्यालय आने की | जाने की

F-1640
20-7
VC
23/7

FV-71
30-7
Dr. DCEP
1-8

काम निपटारा

F-1222

9-90
DD(MP)
6/8

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

(1990)
Draft minutes of the 6th Technical Committee meeting held on 16th July, 1990 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh. C. Noronah, Vice-Chairman (In the Chair)
2. Sh. J.C. Ghambir, Commissioner(Planning)
3. Sh. S.C. Gupta, Director (DC&P)
4. Sh. R.G. Gupta, Director(TYA)
5. Sh. P.C. Jain, Director (AP&B)
6. Sh. Santosh Auluck, Addl. Chief Architect
7. Sh. K.K. Bandhopadhyay, Project Planner (Rohini)
8. Sh. P.N. Dongre, Joint Director(TYA)
9. Sh. N.K. Aggarwal, Joint Director(Plg.)I
10. Sh. Chander Ballabh, Joint Director (Plg.)II
11. Sh. A.K. Jain, Joint Director (ZP)
12. Sh. S.P. Bansal, Deputy Director(NCR&UE)
13. Sh. H.S. Sikka, Deputy Director(ZP)
14. Sh. B.K. Jain, Deputy Director (SA)
15. Sh. Kuldeep Raj, Deputy Director(SA)
16. Sh. M.N. Chakraborty Deputy Director(TI)
17. Sh. Shashi Kant, Deputy Director(Narela)
18. Sh. S. Pathak, Deputy Director(Monitoring)
19. Sh. P.M. Parate, Deputy Director(Plg.)I
20. Sh. H.P. Saxena, Assistant Director(MP)
21. Sh. Surendra Srivastava, Deputy Director(MP) (Convenor)

D.E.S.U.

22. Sh. S.P. Chopra, Superintendent Engineer(Plg.)I
23. Sh. A.C. Bhatnagar
24. Sh. S.C. Chattopadhyay, Executive Engineer
25. Sh. H.T. Krishna Murti, Executive Engineer
26. Sh. D.K. Suri, E.E. (Plg.)I

D.T.C.

27. Sh. K.C. Tiwari, Transport planner

LAND & DEVELOPMENT OFFICE:

28. Sh. L.D. Gannotra, Engineer Officer

P.W.D. (DA)

29. Sh. A.L. Garg, Executive Engineer

POLICE DEPARTMENT:

30. Sh. A.S. Cheema, ACP(T)

MINUTES OF THE TECHNICAL COMMITTEE MEETING HELD ON 16.7.90
UNDER THE CHAIRMANSHIP OF VICE CHAIRMAN, DDA

ITEM NO. 1:

Sub : Revised Master Plan of Jamia Millia Islamia University
F. Jt.Dir.(Plg.) Dy. No.422 dt. 2.5.89

DECISION

The Technical Committee examined the revised Master Plan prepared by Zamia Millia Islamia University. It was observed that within the proposed complex there are properties which belongs to other organisation/Government such as DDA, UP Government and others. Therefore, the Technical Committee desired that the matter be brought up again for consideration after incorporating the following :

- i) Boundary of Zamia Millia Islamia University should be clearly defined. However, the lands already allotted by the DDA and handed over to this organisation may form part of the complex.
- ii) The proposed alignment of 45 m wide road passing through this complex and its intersection with the road over-bridge on Mathura Road should be super-imposed on the plan. Also if there is any other major road shown in the Master Plan, ~~issued~~ the same should form part of the overall complex.
- iii) All unauthorised regularised colonies should be clearly indicated on the plan.

The Technical Committee also considered the proposal for change of land use of an area measuring 3.2 h and desired that the same may be taken up for processing after the approval of the overall Master Plan of Jamia Millia Islamia University.

ITEM NO. 2:

Sub : Road Link for Pocket A, Sidhartha Extension from
DESU Colony to Ring Road
F.3(4)90-MP

DECISION

Technical Committee examined the proposal for connecting the missing link between 13.5 m wide DESU Colony road and Sidhartha Extension Pocket-A. The Technical

..contd...2p.

Committee found the proposal technically feasible and approved the same and desired that this may be constructed by the DDA.

ITEM NO. 3:

Sub : Allotment of land for DTC Bus Terminal at Najafgarh Town
F.24(4)88-Instl.

DECISION

Technical Committee observed that the proposed sites (2 in Nos.) for DTC Bus Terminals in Najafgarh Township, earlier suggested, are not feasible as these have been squatted upon. Therefore, the site measuring 0.75 h shown on the plan (laid on the table) ^{was} found feasible and was approved for the allotment to DTC for construction of a bus terminal. The Technical Committee felt that the remaining land in this pocket which is likely to be affected in the proposed road alignment, may be utilised for providing other facilities as it may not be feasible to construct the road as proposed in the draft plan. The Technical Committee also desired that the Zonal Plan of this area should be taken up for finalisation, ^{and} taken into consideration all aspects and the decisions taken so far.

ITEM NO. 4:

Sub : Alignment Plan of Kali Dass Marg from its junction with New Rohtak Road upto its intersection with Road No.38
F.5(48)86-MP

DECISION

Technical Committee noted that ^{while} the alignment plan of Kali Dass Marg was earlier examined and was found feasible, however, as mentioned in the preamble, the information was to be collected and incorporated in regard to movement of traffic on Chander Shekher Road. ~~However,~~ the Technical Committee noted that the alignment plan of Chander Shekher Road is to be prepared by Municipal Corporation of Delhi and therefore, desired that the details of the alignment plan after its finalisation by the Municipal Corporation of Delhi may be incorporated for the improvement of the intersection with Kali Dass Marg. The Technical Committee also desired that MCD may ~~worked~~ out the requirement of the land to reallocate the affected properties/structures and after its approval, should take up the matter with the Lands Department

✓ of the Delhi Development Authority.

ITEM NO. 5:

Sub : Modified layout plan Mangolpuri Industrial Area,
Phase-II
FWS 3(2)84-Dir.(CP)

DECISION

✓ Technical Committee examined the proposal for carving out the additional industrial plots in Mangolpuri Industrial Area, Phase-II in the pockets of the land which ~~may~~ ^{were} not planned earlier. (After examining the proposed layout plan, the same was approved, however, subject to that in case similar size plots are required by Commissioner(Lands) DDA, the same may be incorporated in the plan and suitable modification be made accordingly.

ITEM No. 6:

Sub : Regarding clearance of project from National Airport Authority, the minutes of the meeting held with Director, (Aerodromes) on 14.6.90 as decided in the Technical Committee meeting held on 29.3.90 The minutes/decision are placed before the Technical Committee for information
F.3(46)87-MP

DECISION

✓ Technical Committee noted the issues which were discussed with the Regional Controller of Aerodromes and desired that para 4 & 5 pertaining to validity of NOC for a particular building/project for a period of two years and change in location of the building after the issue of NOC, should apply only in case of such buildings/projects which are located in the 'critical areas'. Such 'critical areas', however, may be identified by the Civil Aviation Authorities.

ITEM NO. 7:

Sub : Construction of shanks at RD 1950 m and RD 2450 m of left forward marginal bund in Yamuna River bed.
F.14(25)89/CRC/DDA

DECISION

The Technical Committee examined the proposal for acquisition of land for construction of shanks and felt

..contd...4p.

that there is no objection for the acquisition of the said land for this purpose.

ITEM NO. 8:

Sub : Regularisation of 5 plots falling between Shanker Garden Colony and Bodella Residential Scheme (Vikas Puri) F.50(8)69/Bldg.Pt.

DECISION

The Technical Committee noted that ^{these} 5 plots were not the part of the original approved layout plan of Shanker Garden, nor these were forming part of the plan approved by the Municipal Corporation of Delhi. It was further noted that while formulating the Vikas Puri residential scheme, ^{only those} ~~the~~ lands were taken into consideration ~~other~~ ^{which did not form} than forming part of the approved scheme of Shanker Garden. In Vikas Puri Residential Scheme, the land use was shown for a park and therefore, the same should be followed. Technical Committee further desired that in case there is some land which still remains unacquired and is to be developed as a park, necessary action should be taken by the Lands Section for their acquisition.

ITEM NO. 9:

Sub : Underground parking at Gandhi Ground Shahjahanabad F.3(67)89-MP

DECISION

It was noted that this matter was examined by the Technical Committee in its meeting held on 31.7.89 and it was decided that MCD should re-examine the proposal in its totality ^{with respect to the provision for traffic} ~~for~~ entry and exit to the proposed park ^{ing} lot and its ^{effect} ~~act~~ on the overall circulation pattern of this complex. In the light of this decision, the Technical Committee noted that the concept drawings showing the entry and exit received from the MCD, will not be feasible due to major right-turning movements and large number of DTC buses operating from the main roads in this area and because of large ^{no. of} ~~scale~~ slow moving traffic and different kinds of activities, large number of hawker/shops of

...contd....5/p.

informal nature functioning within right of way and all around. Keeping in view these facts, it was noted that as ~~studying the circulation plan, the Technical Committee~~ observed that in the absence of a proper circulation plan, it would not be desirable to develop the site for an underground parking at this location. The representative of DTC felt that there should be a proper location for having a bus terminal in this area with proper facilities ^{to} of passengers. The Technical Committee desired ^{to} and requested that the Technical Committee should also study the plan which is to be prepared by DTC for this purpose. The Technical Committee ^{also} desired that the MCD should take up the planning and implementation of the underground parking norms shown in PDP-2001, especially at the location earmarked in the vicinity of red fort. B.C.

ITEM NO. 10:

Sub : Allotment of land 11 KV ESS in Jai Mata Market, Lawrence Road
F.29(5)89-Instl.

DECISION

The Technical Committee examined the plan prepared by the Planning Cell for incorporating the electric-sub-station and two institutional plots, keeping in view the construction of the road by MCD and desired that it should be ^{submitted} moved after discussion with DESU especially with regard to whether their requirement ~~was~~ already discussed with Commissioner (Plg.), have been incorporated. The modified plan should be resubmitted for reconsideration.

ITEM NO. 11:

Sub : Modernisation of existing slaughter House and meat package plant at Narela
F.3(143)82-MP + F1(45)76-Dir.(TP)Pt.I

DECISION

Technical Committee examined the proposal submitted by the Municipal Corporation of Delhi for modernisation of existing slaughter house at Igan. After detailed

..contd...6p.

discussion and noting that in the Master Plan for Delhi as one of the alternative, the existing site is also recommended for proper improvement and modernisation, the Technical Committee agreed ^{with} ~~that~~ the proposal of the MCD, however, subject to ~~that~~ the existing capacity should not be ^{raised} ~~modernisation~~ of the existing slaughter house. ^{the proposal} to reduce the congestion and to ^{also} create better condition ^{are} welcomed. However, the production should be maintained at its present level.

Technical Committee also ^{felt} ~~desired~~ that there is a case to indentify 4 to 5 ^{other suitable} ~~proper~~ locations for ~~location of~~ similar plants as ^{meat} ~~needs~~ processing units which could be developed in phases and an exercise to identify such sites should be taken up.

The Technical Committee also felt that a proper sized slaughter house, having export component, may be established in the National Capital Region for which a reference ~~to~~ be made to NCR Planning Board to locate suitable sites.

ITEM NO. 12:

Sub : Route alignment of proposed 220 KV double circuit transmission line Samaypur - Ballabgarh to Mehrauli (Delhi Portion)
F.6(4)89-MP

DECISION

The Technical Committee examined the proposal of the route alignment for 220 KV double circuit transmission line between ~~Samaypur~~ - Ballabgarh & Mehrauli (passing through Delhi) and noted that the proposed route alignment was examined at site by the EM and other officers of the DDA and DESU. The Technical Committee approved the proposed route alignment and desired that DESU may obtain necessary approval/clearance as required under any other law/act/rules and regulations as the approval of the Authority is only with regard to Master Plan and the Delhi Development Act.

..contd...7p.

ITEM NO. 13:

Sub : Allotment of Gas Godown site to Indian Oil Corporation Limited for Shakti Nagar Area
F.13(37)89-CRC-DDA

DECISION

Technical Committee examined the proposal for location of gas godown and SKO/LDO in the vicinity of GT Road and Pambari Road as indicated on the plan (laid on table) and the same was approved for locating two plots for gas godowns and one plot for SKO/LDO subject to the condition that after the removal of the encroachment rest of the area be properly developed as green.

ITEM NO. 14:

Sub : Approval for the points alignment for erection of D/C Tower Line with ACSR (GOAT) Conductor between Wazirpur II and proposed 33 KV Sub Station at Ashok Vihar
F.6(4)90-MP

DECISION

Deferred

ITEM NO. 15:

Sub : Loop in and Loop out of existing 33 KV Rohtak Road Paschimpuri feeder by 33 KV 3x400 sqm PILDSFA Cable at proposed 33 KV Modipur Sub-Station
F.6(6)90-MP

DECISION

Technical Committee examined the proposed underground route alignment of laying 33 KV line as indicated on the plan (laid on table) and recommended the same with the conditions as given in the preamble.

ITEM NO. 16:

Sub : Route alignment proposal for erection of 33 KV D/C Tower line between 66/33 KV G-17 Sub-Station and 33 KV Sub Station at Mukherjee Park
F.6(6)89-MP

DECISION

Deferred

..contd...8p.

Item No. 2

Sub:-Road link for pocket 'A' Sidhartha Extension
from DESU Colony to Ring Road.

F.3(4)/90-MP

The residents of Sidhartha Extension pocket 'A' are representing for long for a passage through DESU colony to Ring Road as they have to go to their colony through a long road from pocket 'B' or through Sun Light colony. These approaches are very long. A majority of the residents of DESU colony have agreed for a link road between their colony and pocket 'A' Sidhartha Extension. So a proper road can be laid as per plan laid on the table (D-18). A 13.50 m road already passes through DESU colony and only a small stretch is required to be built to connect Sidhartha Extension pocket 'A' with DESU colony road of 13.50m. This road will lead to Ring Road and will meet the need of the residents of Sidhartha Extension pocket 'A'.

2. The matter is placed before the Technical Committee for approval of construction of a small portion of road as extension of 13.50m road of DESU Colony.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

(1990)

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The following were present:-

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5. Sh. P.C. Jain, Director(AP&B)
6. Sh. Santosh Auluck, Asst. Chief Architect
7. Sh. K.K. Bandhopadhyay, Project Planner (Rohini)
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9. Sh. N.K. Aggarwal, Joint Director(Plg.)I
10. Sh. Chander Ballabh, Joint Director (Plg.)II
11. Sh. A.K. Jain, Joint Director (ZP)
12. Sh. S.P. Bansal, Deputy Director(NCR&UE)
13. Sh. H.S. Sikka, Deputy Director(ZP)
14. Sh. B.K. Jain, Deputy Director (SA)
15. Sh. Kuldeep Raj, Deputy Director(SA)
16. Sh. M.N. Chakraborty Deputy Director(TT)
17. Sh. Shashi Kant, Deputy Director(Narela)
18. Sh. S. Pathak, Deputy Director(Monitoring)
19. Sh. P.M. Parate, Deputy Director(Plg.)I
20. Sh. H.P. Saxena, Assistant Director(MP)
21. Sh. Surendra Srivastava, Deputy Director(MP) (Convenor)

D.E.S.U.

22. Sh. S.P. Chopta, Superintendent Engineer(Plg.)I
23. Sh. A.C. Bhatnagar
24. Sh. S.C. Chattopadhyay, Executive Engineer
25. Sh. H.T. Krishna Murti, Executive Engineer
26. Sh. D.K.Suri, E.E. (Plg.)I

D.T.C.

27. Sh. K.C. Tiwari, Transport planner

LAND & DEVELOPMENT OFFICE:

28. Sh. L.D. Gannotra, Engineer Officer

P.W.D.(DA)

29. Sh. A.L. Garg, Executive Engineer

POLICE DEPARTMENT:

30. Sh. A.S. Cheema, ACP(T)

MINUTES OF THE TECHNICAL COMMITTEE MEETING HELD ON 16.7.90
UNDER THE CHAIRMANSHIP OF VICE CHAIRMAN, DDA

ITEM NO. 1:

Sub : Revised Master Plan of Jamia Millia Islamia University
F. Jt.Dir.(Plg.) Dy. No.422 dt. 2.5.89

DECISION

The Technical Committee examined the revised Master Plan prepared by Jamia Millia Islamia University. It was observed that within the proposed complex there are properties which belongs to other organisation/Government such as DDA, UP Government and others. Therefore, the Technical Committee desired that the matter be brought up again for consideration after incorporating the following :

- i) Boundary of Jamia Millia Islamia University should be clearly defined. However, the lands already allotted by the DDA and handed over to this organisation may form part of the complex.
- ii) The proposed alignment of 45 m wide road passing through this complex and its intersection with the road over-bridge on Mathura Road should be super-imposed on the plan. Also if there is any other major road shown in the Master Plan, ~~issued~~ the same should form part of the overall complex.
- iii) All unauthorised regularised colonies should be clearly indicated on the plan.

The Technical Committee also considered the proposal for change of land use of an area measuring 3.2 h and desired that the same may be taken up for processing after the approval of the overall Master Plan of Jamia Millia Islamia University.

ITEM NO. 2:

Sub : Road Link for Pocket A, Sidhartha Extension from
DESU Colony to Ring Road
F.3(4)90-MP

DECISION

Technical Committee examined the proposal for connecting the missing link between 13.5 m wide DESU Colony road and Sidhartha Extension Pocket-A. The Technical

MINUTES OF THE TECHNICAL COMMITTEE MEETING HELD ON 16.7.90
UNDER THE CHAIRMANSHIP OF VICE CHAIRMAN, DDA

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F. Jt.Dir.(Plg.) Dy. No.422 dt. 2.5.89

DECISION

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- ii) The proposed alignment of 45 m wide road passing through this complex and its intersection with the road over-bridge on Mathura Road should be super-imposed on the plan. Also if there is any other major road shown in the Master Plan, ~~issued~~ the same should form part of the overall complex.
- iii) All unauthorised regularised colonies should be clearly indicated on the plan.

The Technical Committee also considered the proposal for change of land use of an area measuring 3.2 h and desired that the same may be taken up for processing after the approval of the overall Master Plan of Jamia Millia Islamia University.

ITEM NO. 2:

Sub : Road Link for Pocket A, Sidhartha Extension from
DESU Colony to Ring Road
F.3(4)90-MP

DECISION

Technical Committee examined the proposal for connecting the missing link between 13.5 m wide DESU Colony road and Sidhartha Extension Pocket-A. The Technical

..contd...2p.

Committee found the proposal technically feasible and approved the same and desired that this may be constructed by the DDA.

ITEM NO. 3:

Sub : Allotment of land for DTC Bus Terminal at Najaigarh Town
F.24(4)88-Instl.

DECISION

Technical Committee observed that the proposed sites (2 in Nos.) for DTC Bus Terminals in Najaigarh Township, earlier suggested, are not feasible as these have been squatted upon. Therefore, the site measuring 0.75 h shown on the plan (laid on the table) ^{was} found feasible and ~~was~~ approved for the allotment to DTC for construction of a bus terminal. The Technical Committee felt that the remaining land in this pocket which is likely to be affected in the proposed road alignment, may be utilised for providing other facilities as it may not be feasible to construct the road as proposed in the draft plan. The Technical Committee also desired that the Zonal Plan of this area should be taken up for finalisation, ^{was} taken into consideration all aspects and the decisions taken so far.

ITEM NO. 4:

Sub : Alignment Plan of Kali Dass Marg from its junction with New Rohtak Road upto its intersection with Road No.38
F.5(48)86-MP

DECISION

Technical Committee noted that ^{while} the alignment plan of Kali Dass Marg was earlier examined and was found feasible, however, as mentioned in the preamble, the information was to be collected and incorporated in regard to movement of traffic on Chander Shekher Road. ~~However,~~ the Technical Committee noted that the alignment plan of Chander Shekher Road is to be prepared by Municipal Corporation of Delhi and therefore, desired that the details of the alignment plan after its finalisation by the Municipal Corporation of Delhi may be incorporated for the improvement of the intersection with Kali Dass Marg. The Technical Committee also desired that MCD may ~~worked~~ out the requirement of the land to reallocate the affected properties/structures and after its approval, should take up the matter with the Lands Department

✓ of the Delhi Development Authority.

ITEM NO. 5:

Sub : Modified layout plan Mangolpuri Industrial Area,
Phase-II
FWS 3(2)84-Dir.(CP)

DECISION

✓ Technical Committee examined the proposal for carving out the additional industrial plots in Mangolpuri Industrial Area, Phase-II in the pockets of the land which ^{were} ~~may~~ not planned earlier. (After examining the proposed layout plan, the same was approved, however, subject to that in case similar size plots are required by Commissioner(Lands) DDA, the same may be incorporated in the plan and suitable modification be made accordingly.

ITEM No. 6:

Sub : Regarding clearance of project from National Airport Authority, the minutes of the meeting held with Director, (Aerodromes) on 14.6.90 as decided in the Technical Committee meeting held on 29.3.90 The minutes/decision are placed before the Technical Committee for information
F.3(46)87-MP

DECISION

✓ Technical Committee noted the issues which were discussed with the Regional Controller of Aerodromes and desired that para 4 & 5 pertaining to validity of NOC for a particular building/project for a period of two years and change in location of the building after the issue of NOC, should apply only in case of such buildings/projects which are located in the 'critical areas'. Such 'critical areas', however, may be identified by the Civil Aviation Authorities.

ITEM NO. 7:

Sub : Construction of shanks at RD 1950 m and RD 2450 m of left forward marginal bund in Yamuna River bed.
F.14(25)89/CRC/DDA

DECISION

The Technical Committee examined the proposal for ~~re~~acquisition of land for construction of shanks and felt

that there is no objection for the acquisition of the said land for this purpose.

ITEM NO. 8:

Sub : Regularisation of 5 plots falling between Shanker Garden Colony and Bodella Residential Scheme (Vikas Puri) F.50(8)69/Bldg.Pt.

DECISION

The Technical Committee noted that ^{these} 5 plots were not the part of the original approved layout plan of Shanker Garden, nor these were forming part of the plan approved by the Municipal Corporation of Delhi. It was further noted that while formulating the Vikas Puri residential scheme, ^{only these} the lands were taken into consideration ~~other~~ ^{which did not form} than forming part of the approved scheme of Shanker Garden. In Vikas Puri Residential Scheme, the land use was shown for a park and therefore, the same should be followed. Technical Committee further desired that in case there is some land which still remains unacquired and is to be developed as a park, necessary action should be taken by the Lands Section for their acquisition.

ITEM NO. 9:

Sub : Underground parking at Gandhi Ground Shahjahanabad F.3(67)89-MP

DECISION

It was noted that this matter was examined by the Technical Committee in its meeting held on 31.7.89 and it was decided that MCD should re-examine the proposal in its totality ^{with respect to the provision for traffic} for entry and exit to the proposed park lot and its ^{effect} ~~fact~~ on the overall circulation pattern of this complex. In the light of this decision, the Technical Committee noted that the concept drawings showing the entry and exit received from the MCD, will not be feasible due to major right-turning movements and large number of DTC buses operating from the main roads in this area and because of large ^{no. of} ~~scale~~ slow moving traffic and different kinds of activities, large number of hawker/shops of

informal nature functioning within right of way and all around. Keeping in view these facts, it was noted that ~~as studying the circulation plan, the Technical Committee~~ observed that in the absence of a proper circulation plan, it would not be desirable to develop the site for an underground parking at this location. The representative of DTC felt that there should be a proper location for having a bus terminal in this area with proper facilities ^{to} of passengers. The Technical Committee desired ^{to} and requested that the Technical Committee should ^{also} study the plan which is to be prepared by DTC for this purpose. The Technical Committee ^{also} desired that the MCD should take up the planning and implementation of the underground parking ^{B.C.} norms shown in PDP-2001, especially at the location earmarked in the vicinity of red fort.

ITEM NO. 10:

Sub : Allotment of land 11 KV ESS in Jai Mata Market,
Lawrence Road
F.29(5)89-Instl.

DECISION

The Technical Committee examined the plan prepared by the Planning Cell for incorporating the electric-sub-station and two institutional plots, keeping in view the construction of the road by MCD and desired that it should be ^{submitted} moved after discussion with DESU especially with regard to whether their requirement ^{has} already discussed with Commissioner (Plg.), have been incorporated. The modified plan should be resubmitted for reconsideration.

ITEM NO. 11:

Sub : Modernisation of existing slaughter House and meat package plant at Narela
F.3(143)82-MP + F1(45)76-Dir.(TP)Pt.I

DECISION

Technical Committee examined the proposal submitted by the Municipal Corporation of Delhi for modernisation of existing slaughter house at Idgah. After detailed

...contd...6p.

discussion and noting that in the Master Plan for Delhi as one of the alternative, the existing site is also recommended for proper improvement and modernisation, the Technical Committee agreed ^{with} ~~that~~ the proposal of the MCD, however, subject to ~~that~~ the existing capacity should not be ^{raised} ~~modernisation~~ of the existing slaughter house. ^{the proposal} to reduce the congestion and to ^{may} create better condition ~~are~~ welcomed. However, the production should be maintained at its present level.

Technical Committee also ^{felt} ~~desired~~ that there is a case to indentify 4 to 5 ^{other suitable} ~~proper~~ locations for ~~location of~~ similar plants as ^{meat} ~~needs~~ processing units which could be developed in phases and an exercise to identify such sites should be taken up.

The Technical Committee also felt that a proper sized slaughter house, having export component, may be established in the National Capital Region for which a reference ~~to~~ be made to NCR Planning Board to locate suitable sites.

ITEM NO. 12:

Sub : Route alignment of proposed 220 KV double circuit transmission line Samaypur - Ballabgarh to Mehrauli (Delhi Portion)
F.6(4)89-MP

DECISION

The Technical Committee examined the proposal of the route alignment for 220 KV double circuit transmission line between ~~Samaypur~~ - Ballabgarh & Mehrauli (passing through Delhi) and noted that the proposed route alignment was examined at site by the EM and other officers of the DDA and DESU. The Technical Committee approved the proposed route alignment and desired that DESU may obtain necessary approval/clearance as required under any other law/act/rules and regulations as the approval of the Authority is only with regard to Master Plan and the Delhi Development Act.

...contd...7p.

ITEM NO. 13:

Sub : Allotment of Gas Godown site to Indian Oil Corporation Limited for Shakti Nagar Area
F.13(37)89-CRC-DDA

DECISION

Technical Committee examined the proposal for location of gas godown and SKO/LDO in the vicinity of GT Road and Pambari Road as indicated on the plan (laid on table) and the same was approved for locating two plots for gas godowns and one plot for SKO/LDO subject to the condition that after the removal of the encroachment rest of the area be properly developed as green.

ITEM NO. 14:

Sub : Approval for the points alignment for erection of D/C Tower Line with ACSR (GOAT) Conductor between Wazirpur II and proposed 33 KV Sub Station at Ashok Vihar
F.6(4)90-MP

DECISION

Deferred

ITEM NO. 15:

Sub : Loop in and Loop out of existing 33 KV Rohtak Road Paschimpuri feeder by 33 KV 3x400 sqm PILDSIA Cable at proposed 33 KV Modipur Sub-Station
F.6(6)90-MP

DECISION

Technical Committee examined the proposed underground route alignment of laying 33 KV line as indicated on the plan (laid on table) and recommended the same with the conditions as given in the preamble.

ITEM NO. 16:

Sub : Route alignment proposal for erection of 33 KV D/C Tower line between 66/33 KV G-17 Sub-Station and 33 KV Sub Station at Mukherjee Park
F.6(6)89-MP

DECISION

Deferred

..contd...8p.

ITEM NO. 17:

Sub : Route approval for laying of 2 nos. 33 KV 3x300 sqm XLPE cable from Patpar Ganj 220/33 KV station to 33 KV Guru Angad Nagar Sub Station
F.6(5)89-MP

DECISION

The Technical Committee examined the proposed underground route alignment of laying 33 KV line as indicated on the plan (laid on table) and recommended the same ^{subject to} with the conditions as given in the preamble.

ITEM NO. 18:

Sub : Layout Plan of the area on the west of marginal bund road and North of Wazirabad road for facilities, gas godowns and workshops (service repair shops)
PA/JD(TYA)90/2622

DECISION

The Technical Committee examined the layout plan of the area located in the west of marginal bund and North of Wazirabad roads proposed to be developed ^{for provision of} as facilities ^{such as} including gas godowns, service repair shops, etc. and approved the same subject to ~~that~~ the circulation pattern ^{being} ~~should be~~ improved by providing a loop ~~stay~~ around the proposed shopping area.

The meeting ended with a vote of thanks to the Chair.

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DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

Agenda for the meeting of Technical Committee to be held on 16.7.90 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Revised Master Plan of Jamia Millia University. F.Jt. Director(Plg.) Dy. No.422 dt.2.5.89 (deffered)	3-4
2.	Road link for pocket A, Sidhartha Extension from DESU Lonoly to Ring Road. F.3(4)/90-MP.	(Deffered) 5
3.	Allotment of land for DTC Bus Terminal at Najafgarh. F.24(4)/88-Instl.	8 (Deffered)
4.	Alignment plan of Kali Dass Marg from it junction with New Rohtak Road upto its intersection with Road no.38 along Najafgarh Drain. F.5(48)/86-MP	9-11 (Deffered)
5.	Modified layout plan for Mangolpuri Industtial Area, Phase-II. F.W.S.3(2)/84-Dir.(CP)	(Deffered) 12-13
6.	Regarding clearance of project from National Airport Authority, the minutes of the meeting held with Director, (Aerodrome) on 14.6.90 as decided in the Technical Committee meeting held on 29.3.90. The minutes/Decision are placed before the Technical Committee for information. F.3(46)/87-MP.	14-15 (Deffered)
7.	Construction of shanks at RD 1950 M. and RD 2450 M of left forward marginal bund in Yamuna river bed. F.14(25)/89/CRC/DDA.	16
8.	Regularisation of 5 plots falling between Shanker Garden Colony and Bodella Residence Scheme-Vikas Puri. F.50(8)/69/Bldg.Pt.	17-18
9.	Underground parking at Gandhi Ground , Shahjahanabad. F.3(67)/89-MP.	19-21

10. Allotment of land 11 KV ESS in Jai Mata Market, Lawrence Road. 22
F.29(5)/89-Instl.
11. Modernisation of existing Slaughter House and Meat peckage plant at Narela. 23-25
F.3(143)/82-MP+ F.1(45)/76-Dir.(TP) Pt-I
12. Route alignment of proposed 220 KV double circuit transmission line, Samaypur (Ballabhgarh) to Mehrauli (Delhi Portion) 26-27
F.6(4)/89-MP.
13. Allotment of Gas Godown site to Indian Oil Corporation Limited for Sakti Nagar Area. 28-29
F.13(37)/89-CRC/DDA.

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Sub:- Revised Master Plan of Jamia Millia University.
Jt. Director(Plg.) Dy. No.422 dated 2.5.89.

Jamia Millia has submitted a modified Master Plan for their complex converging a total area of about 154 acres. The plan has been approved by DUAC in conceptually. The plan is now submitted to DDA for sanctioning of additional buildings as per the revised Master Plan, this being a part of development area.

2. Commissioner(Plg.) in his note dated 20.4.89. desired for an overall exercise considering various planning factor to be taken up by DDA so that the plan could be scrutinised for implementation within the overall frame which they could develop their land.

3. The plan submitted by Jamia Millia has been studied with reference to approved zonal plan of this area and the proposals contained in the draft PDP-2001. There are three basic ppoints involved.

1) Ownership of land

Though the exact quantum of land is not know which is proposed to be taken/exchanged out of others land mainly BDA/U.P Government one of the stand of the JMI is that some of their land have been covered in the regularisation of unauthorised colonies located within and in the close proximity of their compus. These have been super imposed in the plan. This aspects will have to be decided by the lands Department.

ii. Change of land use:

The revised JMIM-aster plan has been super imposed on approved zonal plan and draft PDP-2001. According to this exercise there are a total of 9 pockets which involve change of land use either from 'green' or 'Residential' to 'Institutional' Considering the utilisation of 3 pockets proposed for residential development by the University the 'residential' to 'residential' change of land use may not be required.

The remaining 6 poeket where change of land use as per the notified zonal plan is from 'District park and open spaces'. Out of these 5 pockets have been covered in the draft PDP-2001 either for institutional use of

residential use. A view can be taken considering the processing of draft PDP-2001 whether change of land use may not require complete process and only Central Government could be requested to give approval.

One pocket measuring about 3.20 HA. marked pocket-2 on the plan placed opposite draft PDP-2001. This will certainly involve change of land use.

iii. 45 Mtr./R/W Master Plan Road.

The detailed study for the proposed Master Plan 45 mtr. road on which an over bridge is under construction over Mathura Road will have to be made with a view to examine the proposal of J.M.L. for reducing the R/W at certain point. Otherwise the R/W of 45 Mtr. will have to be maintained.

Besides the points mentioned above, the scheme has been found within the overall frame work of roads proposed in the Master Plan /Zonal Plan. There are no lands which can be taken up for development by the DDA excepting the green area the two points are for consideration.

- i. To consider no objection in the clearance of revised Master Plan of the University to Process the change of land use.
- ii. Denotify this area from DDA Development Area for Transfer to MCD.
3. The matter is submitted for the consideration of the Technical Committee.

Item No. 2

Sub:-Road link for pocket 'A' Sidhartha Extension
from DESU Colony to Ring Road.

F.3(4)/90-MP

The residents of Sidhartha Extension pocket 'A' are representing for long for a passage through DESU colony to Ring Road as they have to go to their colony through a long road from pocket 'B' or through Sun Light colony. These approaches are very long. A majority of the residents of DESU colony have agreed for a link road between their colony and pocket 'A' Sidhartha Extension. So a proper road can be laid as per plan laid on the table (D-18). A 13.50 m road already passes through DESU colony and only a small stretch is required to be built to connect Sidhartha Extension pocket 'A' with DESU colony road of 13.50m. This road will lead to Ring Road and will meet the need of the residents of Sidhartha Extension pocket 'A'.

2. The matter is placed before the Technical Committee for approval of construction of a small portion of road as extension of 13.50m road of DESU Colony.

Sub:-Allotment of land for the construction of underground reservior and booster pumping station at Lawrence Road.

F.23(4)/80-Instl. Pt-I.

The case was considered in the Technnical Committee meeting held on 20.10.87(Annexure A.) wherein following decisions were taken:-

"Matter was explained by Director (CP) for allotment of 4000 sq. mtrs. area for an under ground reservior and a pumping station. The site proposed was not accepted as it contained large number of trees, according to Shri C.B. Sharma, Director (Horticulture) Technical Committee decided that the site be inspected by Director (DC) and Director(Horticulture)".

2. The site was inspected by Director(DC&P) Director (Horticulture) and the Jt. Director(Planning)II and the Director (Horticulture) opiononed that since the land required is proposed to be allotted out green areas staff employed for maintenance becomes surplus and becomes very difficult to absorb surplus staff and has further suggested to reduce the requirement of the land to the extent that the trees are not affected.

3. Various alternate sites as shown on the copy of the plan laid on the table(details given below) have also been examined.

i. Area south of road No.37 adjacent to MCD officers being fully developed into a park is not agreed to by Director(Horticulture).

ii. Site in Block B-I suggested by Director(Horticulture) meant for Community Centre in the development plan of the area and therefore, will not be desirable to consider the allotment for the construction of underground reservior.

4. No other suitable site being available for the purpose it is proposed to consider the allotment of land measuring about 0.8 hecets. at the back of the DDA offices in the area, for which as per the plan, the land use is parks, play grounds and open spaces wherein such uses are permissible i.e. the site remains the same as already

Item No. 3

Sub:-Allotment of land for D.T.C. Bus Terminal at Najafgarh.

F.24(4)/88-Instl.

BACKGROUND

A request for allotment of site for the terminal was received from the Transport planner DTC head quarters, I.P. Estate, New Delhi and from Najafgarh Welfare Association addressed to Lt. Governor, Delhi. They have mentioned about two sites:-

1. Land in front of vegetable market on Bahadur-garh Road.
2. Land near Watertank and Sain Baba Mandir.

SUBJECT MATTER

According to ZDP a site measuring about 1.4 hect. was marked for DTC Bus Terminal but the same has been encroached upon and so is presently not possible for the bus terminal. Keeping in view the necessity of Bus Terminal and parking which are presently parked on the main road, thereby causing congestion and traffic obstructions a site measuring about 1.5 hectares marked on the plan (Placed on the table) on main Najafgarh Road near Water Tank/Electric sub-station has been proposed.

2. The transport planner DTC has agreed that this site is feasible as informed vide letter no. IPSD/55.66/88/223 dated 18.4.90 (Appendix) and desired that the land should be got levelled. Presently it is low lying area. The land is allotted on 'as in where is' basis as a practice. In the draft ZDP the site is shown for recreational use (green area).

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

Appendix 'B' to Item No. 3

- B₁ -

DELHI TRANSPORT CORPORATION
(H.Q. I.P. ESTATE, NEW DELHI-110002)
RESEARCH AND DEVELOPMENT DEPARTMENT
(TRANSPORT PLANNING SECTION)

No. DPSP/55.66/88/223

Dated: 18.4.90

Sh. P.K. Tripathi,
Commissioner (Lands),
DDA, Vikas Sadan,
Near I.N.A., Colony,
New Delhi-23

Subject:- Allotment of land to DTC for bus terminals
at Najafgarh.

A
Sir,

Kindly refer to this office letter of even
no. dated 29.9.89 and subsequent 3 reminders on the
subject cited above.

It is once again requested that the agreed site
near Grain Mandi, Najafgarh may be got levelled through
your concerned Engineer Department and allotted to DTC.
Another site near Water Tank/Sub station may be also
be got earmarked levelled and allotted to the DTC for
the development of the terminals at an early date.

Thanking you,

Yours faithfully,
Sd/-

(K.C. TIWARI)
TRANSPORT PLANNER

Copy forwarded for kind information to:-

1. Development commissioner, Delhi Admn. 5,
Sham Nath Marg, Delhi.
2. Member (Engg.) Vikas Sadan, DDA, INA, New d
Delhi-23
3. Shri P.N. Dongre, Jt. Director, DDA, Vikas
Minar. I.P. Estate New Delhi.
4. G.M. (West)

(K.C. TIWARI)

Item No. 16

Sub :- Alignment Plan of Kalidas Marg from its junction with New Rohtak Road upto its intersection with Road No. 38 along Najafgarh Drain
F.5(48)/86-MP

Location : Kalidas Marg extends from New Rohtak Road (new Kamal Restaurant to Najafgarh Drain Crossing i.e. Road No. 38/48. As per the Zonal Development Plan/Master Plan, 1962 & Draft MPD-2001, the R/W of Kalidas Marg is 30.48 mtrs. This road provides access to important residential areas such as Gulabi Bagh, Sarai Rohilla etc. Industrial area such as Anand Parbat.

Background: An alignment plan of Kalidas Marg from old Rohtak Road to Bharat Nagar was prepared by T.C.P.O. in two parts i.e. from (i) Old Rohtak Road to Gulabi Bagh & ii) from Gulabi Bagh to Bharat Nagar. These were approved by DDA vide resolution No. 45 dated 20.5.75 and resolution No. 108 dated 29.4.77. Except the R/W line no other details were provided in the alignment plan EE, MCD vide letter No. EE(P)II/AE/(P) S/D(9) 3375 dated 16.9.88 submitted a P.T. Survey and requested for preparation of alignment plan for this road.

Existing condition:

- 1) A four lane divided C/W is in existence with a central verge of 0.5 mt. to 1.2 mts.
- 2) Foot paths along the main carriage was very from 2.5 mts. to 7 mts.
- 3) Light poles have been erected on the central verge and footpath.
- 4) The nature of traffic plying on this road are mix traffic ranging from heavy vehicles to light vehicles since this road provides access to major residential areas as Industrial Area.

Problems :

- 1) The intersection although are signalised lack proper geometrics to enhance a safe and smooth flow of traffic.
- 2) The C/Ws are not uniform throughout the street resulting in traffic bottlenecks.
- 3) Busbays have not been located which results in the traffic congestion during peak hours. Few Bus stops are also located right on the 'T' junction.

Salient features

of the proposal : A fresh composite alignment plan has been integrating all junction/intersection of 18 mts. as above roads. The R/W as proposed by TCPO has been retained to the extent possible as per the site conditions.

Appendix 'C' to Item No. 14
 List of affected land and properties affected in the Draft alignment plan of
 Kali Dass Marg from New Rohtak Road to Najafgarh Drain crossing (Shakti Nagar Extension).

Drg. No. A-1/89

LHS		Residential		Others		Total Remarks
S.No.	Commercial	Katcha	Unautho- rised.	Unautho- rised	Pacca	
	Pacca	Semi Pacca	In shed		Pacca	Tin
S.S. D.S.						
S.S. D.S. Shed						
A to B				-1		EP 28 Stair case of sarai Rohilla flyover.
B to C			3			4 1. DDA park with B/wall 2. Temple with land 1. Piao
C to D						9 3. DTC Shed 1. DTC Shed 1. Piao
Total:			3			13 1. MCD Dust bin
A to 4 RHS	1		16			3 1. MCD Store
						24 1. Police Beat Box 1. B/wall with open land of School
						23 1. Temple 1. Piao
						13 1. DTC Shed. 1. DDA land
Total	4		41		8	60 EP 38 TP 2 Trees 34 T. Signal 13

Appendix 'D' to Item No. 6

Item No. 282/89

The note of Ex. Engineer(P)II is reproduced as under:

Sub : Alignment Plan of Kali Dass Marg from New Rohtak Road to Najafgarh Drain crossing (Drg.No.PP.W1-89/A-I/89)-

The alignment of Kali Dass Marg from New Rohtak Road upto its intersection with road No.38 (align the left bank of Najafgarh Drain), No. N.P.P.W.1-89/A-I/89 was received from DDA vide letter No.F.5(48)-MP/626 dated 19.4.89 to study the feasibility from implementation point of view.

The proposed ROW of this road is 30.48 m. with the carriageways of 11.00 M a central verge of 1.20M and foot-paths of 3.00M to 14.60M and 11.00M to 13.20M, a central verge varying from 0.50M to 0.70M are existing at site.

The proposed alignment plan has been examined at site and it is observed that the present metalled width of this road is inadequate to cope with the ever increasing volume of vehicular traffic necessitating the widening of this road. It is also observed that if the road is widened as per this alignment plan a number of land and properties are affected in the proposed includes 50 nos. commercial properties (4 nos. single storey pucca + 7 Nos. double storey pucca + 44 Katcha/Tin shed), stair case of Sarai Rohilla Flyover, 5 nos. cultivated lands, 2 nos. DDA parks with B/Wm 6 nos. temples, 5 nos. piece, 13 nos. DTC Bus stops shelters, 2 nos. MCD Dust bins, 2 nos. MCD stores, 2 Nos. police beat booths, 1 no. B/W with open land of Government School 2 nos. DDA lands, Electric poles, 108 nos. telephone poles, 7 nos. traffic signals, 7 nos. and 45 Nos. trees etc.

The affected land and properties have been marked on the plan in red and red hatching respectively. The list of affected land and properties is also attached as Annexure 'A'. It is not possible to implement the proposal without acquiring land and properties affected in the proposed alignment plan.

-D₂-

Under the circumstances mentioned above the case may please be placed before LOSC for consideration and decision so that the comments be sent to DDA.

Item No.282/89

The decision of LOSC dated 05.9.89.

Subject : Alignment Plan of Kali Dass Marg from Rohtak Road to Najaigarh Drain crossing (Drg.No. N.P.P.W. A-89/A-I/89.

Alignment plan of the in question is approved. The Engineering Department may process the case further.

Sd/-

Head Clerk,
Town Planner Office,
M.C.D.

Item No. 5

-12-

Subject:-Modified layout plan for Mangol Puri Industrial Area phase-II.

F.WS 3(2)/84-Director (CP)

Vice-Chairman, DDA vide his orders dated 7.3.89 at page 36/n approved the layout plan of Mangol Puri Industrial Area ph.II wherein a total number of 1249 industrial plots of different sizes were carved out (plan laid on the table).

2. While implementing block-E of the Scheme EE ND-3 has informed as under:-

- i. There is a piece of land available in between the boundary of Block-E and land allotted to fenced by ESS, which if not utilised would be encroached upon subsequently.
- ii. In Block-E an area measuring 2.6 hect. was reserved for future use, and since the scheme is in the process of transfer to MCD. This should also be properly utilised by DDA.
- iii. The service road in between the scheme boundary and proposed grade separator on Outer Ring Road comes under the jurisdiction of PWD, Delhi Administration and as such it would not be feasible to construct this service road.

3. The case has been examined by the Planning Cell and following proposals have been made:-

- i. In the land lying vacant between the ESS and 'E' block scheme boundary 16 plots of varying as sizes detail given below in continuity of existing scheme plots have been carved out thereby making a total number of 175 plots against the earlier approved 159 plots in block-E besides the space for parking and informal shopping have been reserved in this area.

Details of additional plots in Block 'E'.

Size	Area sq. mtrs.	Nos.	Remarks
2 x 18	216	1	Corner plot
10 x 15	150	1	One corner plot
8 x 12.5	100	5	
6 x 10	60	9	
Total plots		16	

- ii. The land measuring 1.6 hect. reserved for future use has been utilised for carving out 75 plots. of sizes as given below besides making the provision for facilities like ESS, Bank/Post Office and informal shopping area.

Details of plots in Block 'F'

<u>Size</u>	<u>Area sq.mtrs.</u>	<u>No. of plots</u>	<u>Remarks</u>
11.11 x 18	200	11	one corner plot
10 x 15	150	12	one corner plot
8 x 12.5.	100	14	
6 x 10	60	38	
Total plots		75	

- iii. The service road referred to is proposed to be deleted without affecting the overall circulation in the scheme since the suggestion made by E.E. has not been found feasible as it would divide the green area left in the scheme.
4. The proposal contained in para three above, 91 additional plots and deleting the service roads as shown on the copy of the plan (laid on the table) is placed before the Technical Committee for its consideration.

Item No. 6

Subject : Regarding clearance of Projects from National Airport Authority (the minutes of the meeting held with Director (Aerodroms) on 14.6.90 as decided in the Technical Committee meeting held on 29.3.90. The minutes/decision are placed before the Technical Committee for information

F.3(46)/87-MP

The following officers attended the meeting :

1. Shri S.C. Gupta, Director (DC&P), DDA, (in the Chair)
2. Shri I.N. Tulli, Regional Controller of Aerodroms
3. Shri G.B. Singh, Aerodrom Officer
4. Sh. M.L. Khullar, Senior Architect, DDA
5. Sh. Surendra Srivastava, Dy. Director (M & P), DDA
6. Sh. M.L. Mukku, Architect, DDA
7. Sh. Ashok Kumar, Deputy Director (Dwarka), DDA.

Two major projects were discussed for clearance from NAA. The projects are WEST OF JNU (Including second diplomatic enclave) and DWARKA. The following decisions were taken regarding these two projects :

1. Chief Architect's Office will super-impose the plan of West of JNU on a copy of the plan supplied by the NAA. This super-imposed plan would indicate site elevations (Height above mean sea level) at various points. The intended/proposed height of building would also be indicated in various zones. This would facilitate in obtaining a one time clearance of Master Plan for Height Zoning.
2. The same exercise would be done by Project Planner (Dwarka) for Dwarka Project and would also have one time clearance of Master Plan for Height Zoning. If need be, individual projects can go for separate clearance. These two projects will be taken personally by concerned officers of DDA to Regional Controller of Aerodroms for clearance.

Besides these two projects, other issues were also discussed and decided relating to clearance from NAA and the same are given below :

- (i) The focal point/contact person for all clearances from NAA would be Regional Controller of Aerodroms, Shri I.N. Tulli.

ii) The NAA would also prepare definite guidelines for issue of clearance so that there is uniformity and it would also help in eliminating any ambiguity likely to arrive.

iii) In individual projects submitted for clearance to the Regional Controller of Aerodroms, would give details of :
(a) site elevation, (b) proposed height (proposed height would include any structure like Mumti, Machine Room Cooling Tower on roof top and accessories like Antenna, Aerials, etc. etc. (c) distance from the end of the run way.

3. The height of 15m as given in the zoning regulations is meant for making a distinction between low rise and high rise development and NAA is not concerned with the height.

4. NOC issued for a particular building/project would be valid for two years and if the building is not constructed within the stipulated period NOC be applied afresh.

5. Any change in the location of the building after the issue of NOC would necessitate fresh clearance from NAA. This change may not however include spacing building with in 5 to 10 m within the same parameters.

6. No clearance would be required at the time of completion of the project, if the building is within the height permitted.

7. A circular highlighting important issues relating to clearance from NAA may be issued to all implementing agencies, like NDMC, MCD, CPWD, containment Board, etc.

8. Shri G.B. Singh, Aerodrom Officer would send to DDA a copy of the printed forms on which NOC is to be applied.

Meeting ended with thanks to the Chair.

Subject : Construction of shanks at RD-1950
Mand RD 2450M of left forward marginal bund in Yamuna River bed.

F.14(25)/89/CRL/DDA

1. We have received a reference from Executive Engineer-IV, Irrigation & Flood Department, Delhi Administration regarding acquisition of land measuring 2.67 acre for shank at RD 1950 M and 2.37 acre for RD 2375 M as per the location indicated on Khasra map enclosed. A copy of the PUC is also enclosed.
2. The case has been examined and we have following observations :
 - a) The shanks are proposed for consolidation of left forward marginal bund by Irrigation & Floods Department of Delhi Administration.
 - b) It is noted that both the shank fall in the river bed (drawing indicating the same laid on table).
 - c) Similar case was earlier examined for construction of spurs along right marginal bund and the Technical Committee approved the same subject to clearance from Central Water Commission.
3. The case is put up for the consideration of the Technical Committee, in view of observation as given in para 2 above.

Item No. 8

Subject:-Regularisation of 5 plots falling between
Shanker Garden Colony (Free-hold) and
Bodella Residential Scheme (Vikas Puri).
F.50(8)/69/Bldg. Pt.

5 plots A155, S34 to S37 were purchased by plots holders in the year 1967 and sale deed executed in their favour as reported by the President of Shanker Garden, who is representing the case for the regularisation of these plots. These plots are fully developed and various services like sewerage, water electricity, roads etc. are available near these plots.

2. Possession of these plots is with the owners and they have constructed boundary wall and no compensation has been taken so far by them.

3. Facts of the case are as under:-

- i. The coloniser of the colony submitted the lay-out plan for approval for development of residential colony on the land measuring 128 Bigha and 2 Biswa of village poosangipur to DDPA. The lay-out plan of 26.15 acres was approved by DDPA vide its resolution no.270 dated 9.10.57 carving out therein 218 plots.
- ii. The colony was transferred to M.C.D. on 11.4.58 and the layout plan of Shanker Garden at Najafgarh road Block (A&B) was approved by the Standing Committee of the M.C.D. vide its resolution no.9 dated 23.6.59.
- iii. BDA approved the layout plan in 1971 whereas the number of plots shown was 217.
- iv. As per the report of lands Section plot No.A-155 and S-34 to S-37 of on Khasra No. 42/11 and 12 are not fully acquired . As per acquisition proceeding award No,2183 the area of 800 sq. yds, is unacquired, and in Khasra No.42/12 the area of 400 sq. yds. is unacquired since the owners of these plots had constructed boundary walls. These could not be acquired. It has also

been confirmed by L.A.C. these plots holders have not taken any compensation.

v. It is also stated that out of the area of these plots some portion is in acquired area and the remaining area is unacquired but possession not taken.

vi. These plots are not coming in the Bodella residential scheme because the boundary wall of these plots are very old and, therefore, they were left out of Bodella Residential scheme.

vii. Though these plots are affected by Vikas Puri residential scheme of DDA were shown as plot no.A-155, and un-numbered (4 nos.) but were not forming part of the approved lay out plan of Shanker Garden, since they were outside the scheme boundary and the ownership of these plots was not with the coloniser at the time of submission of lay-out plan.

viii. These plots were shown as park in the set-back remarcation plan approved by DDA in 1971.

ix. Shanker Garden colony has been denotified from the development area of DDA vide notification No.F.12/22/87/L&B/Plg. dated 31.5.89.

4. The case has been examined in Planning Cell, and a view has been taken that since these plots were not forming part of the original approved plan of Shanker Garden and the colony has been denotified from the development area of DDA. No action is required for approving additional plots by DDA.

5. Keeping in view the facts stated above the matter regarding the regularisation of 5 p-lots as shown on the copy of the plan is placed for the consideration of Technical Committee.

Sub:-Underground parking at Gandhi Ground Walled City,
Shahjahanabad.
F.3(67)/89-MP.

Delhi Urban Art Commission vide letter no.23(29)/88-DUAC dated 22.2.89, requested to DDA to furnish comments on under ground parking project at Gandhi Ground, including the parking lot, earmarked in the Master Plan for Delhi as well as in PDP, 2001.

2. On the proposal submitted by MCD directly to DUAC, commission in its meeting held on 9.2.1989, expressed observations which are as under:

"The above mentioned proposal as directly submitted by Chief Architect, MCD was examined. It was pointed out that the area selected for the purpose of development of the meaningful open spaces and parks in the otherwise congested environs of the walled city of Shahjahanabad. This space, it was noted though not well maintained, had its own heritage value and served as an open space for various community and religious functions, and the abutting H.C. Sen. road, joining the main Chandni Chowk fountain and the road leading to Delhi main railway station is highly congested with city transport as well as the private vehicles and the traffic situation is chaotic. The provision of the regular parking facilities though probably need of the area, it was felt may encourage more traffic in the area and thus, lead to further traffic congestion. It was felt that the scheme should be treated and developed as a part of a comprehensive scheme for the open area between Chandni Chowk and Railway Station including the Town Hall gardens rather than being developed in an isolated manner".

3. As per the provisions and draft perspective plan 2001, underground parking projects have been suggested at following 7 locations:

1. Flight Lt. Jerry Marg
2. In front of Lal Quila
3. Delhi Gate
4. Ajmeri Gate
5. Turkman Gate-
6. Mori Gate
7. Purdah Bagh

4. Therefore, the proposed location of the Gandhi Ground for under ground parking is neither in conformity with the draft PDP-2001 nor with the Master Plan for Delhi-1962. The area in question was shown as green where MCD has now proposed the underground parking at Gandhi Ground which is near to proposed site at Lt. Jerry Marg.

5. The proposal of MCD is based on a study made by NATPAC on Traffic Management for walled city. The NATPAC proposal for underground car parking at Gandhi Maidan consists of two level underground parking lot having a capacity of (500 + 300) equivalent car spaces and the other half to remain as surface parking with a capacity of 500 equivalent car spaces (total 1300 car spaces). However, MCD has revised this proposal and they have proposed 404 car spaces in the underground portion and 361 car spaces, 284 spaces for scooters with an arrangement of 1500 seating spaces (during festive occasions) on the surface. (Plan laid on table).

6. The item was discussed in detail in the Technical Committee meeting held on 31.7.89 and it was decided that MCD may re-examine the proposal in terms of entry and exit of the proposed parking lot and its effect on the circulation of the main roads.

7. Chief Engineer(1), MCD vide his letter no. D/EE/(PR)/CZ/811 dated 6.3.90 has sent the revised drawings with regard to entry and exit and the same are examined specially with regard to entry and exit along with circulation. Following observations are made:

- i. A traffic volume survey was conducted of H.C. Sen marg and it was found that about 6000 equivalent vehicles are moving up and down on the H.C. Sen marg during peak hours. Out of these about 45% vehicles are slow moving in nature. The existing R/W of H.C Sen Marg is about 100' and a part of it is being encroached upon by hawkers/ dhabas/shops of informal nature etc. Thus, available R/W has been considerably reduced.

ii. In addition to above, the present traffic movement on H.C. Sen Marg is very slow due to many conflicting points in movements around fountain which will create great problem while entering to the proposed underground parking as well as the exit will also be difficult at peak hours in the morning/evening.

8. The existing use of the site under reference is 'green' as per MPS-62/Draft PDP-2001. This green has historic value and is an important lung space existing in the overcrowded city.

9. The letter received from Chief Engineer-I in this regard is placed in the Annexure. The extract from the letter as an under:

"The entry and exit to the Car parking has been modified, keeping in view of the decision taken in the technical Committee meeting of D.D.A. held on 31.7.89 and one set of concept drawings finally approved by M.C.D. is enclosed herewith for your record.

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

ENGINEERING DEPARTMENT

D.No.D/EE/(P)CZ/811

Dated 6.2.90

From:

Shri B.B. Nanda
Chief Engineer-I,

To:

Shri S.C. Gupta
Director (DC&P),
Delhi Development Authority,
Vikas Minar, I,p, Estate,
New Delhi.

Sub:- Construction of under ground car parking at
Gandhi Ground on H.C. Sen Marg, Chandni Chowk,
Delhi.

Delhi Urban Arts Commission vide letter no.23(29)
88-DUAC dated 23.10.89 brought to the notice of L.G.
matter regarding construction of Under Ground Car parking
at Gandhi Grounds and the position regarding DDA/DUAC's
clearance. A detailed report was submitted and the
matter has been discussed in the standing Committee
meeting held under the chairmanship of Chief Secretary,
Delhi Administration on 27.2.90. It was decided in the
meeting that D.D.A. should include this site as the
eighth site for car parking in walled city in the pres-
pective plan-2001. The site in question was approved for
construction of Under Ground Car parking and the cor-
poration has been asked to go ahead with the project and
expedite the construction.

The entry and exit to the Car paring has been
modified, keeping in view of the decision taken in the
technical committee meeting of D.D.A. held on 31.7.89
and one set of concept drawings finally approved by
M.C.D., is enclosed herewith for your record.

Sd/-

(B.B. NANDA)
CHIEF ENGINEER-I

Copy to E.in.C for information please.

CHIEF ENGINEER-I

Item NO. 10

Sub: Allotment of land to 11 KV ESS in Jai Mata Market,
Lawrence Road.

F29(5)/89-Instl.

1. The subject matter was considered in the Technical committee meeting held on 15.1.90 vide item no. 265 wherein the following decision was taken.

"The site for Electirc Sub-Station was discussed in detail and the modified plan was approved."

2. While the plan was in the process of approval by the Competent Authority the site was inspected and it was noted that MCD has constructed a road, effecting the plan recommended for approval by the Technical committee, and the ESS is already existing at site as w shown on the copy of the survey plan laid on the table.

3. Based on this survey and the commitment already made a modified plan of the pocket has been prepared which would meet the requirement of ESS as well as the commitments of DDA to allot land to Aggarwal Sabha and Brahamin Sabha (each 418 sqmts for which the allotment letters are already reported to have been issued) and payment has been received by DDA.

4. Modified lay-out plan (laid on the table) showing the existing Electirc Sub-Station and two sides for Community hall/Dharamshala each measuring about 418 sq.mt. is laid on the table, with the recommendation that the specific site to be handed over in these two cases would be decided by Commr. (Land). proposal is placed before the Technical Committee for its consideration.

Sub: Modernisation of Existing Slaughter House and meat package plant at Narela. F3(143)82-MP+F1(45)76-Dir.(TP)

Term of reference: During the meeting held under the chairmanship of LG Delhi VC, DDA has indicated that the site for the Modern Slaughter House will be identified near Narela. Director (DC&F) has informed that the LG, Delhi has again discussed the issue of the location of the Slaughter House in the meeting held in the first week of December, 1989. The file was referred to Narela project Unit for identifying the site.

2. Criteria for selection of the site: The nature and the functions of the Slaughter House as stated in the "description of proposal" by Delhi State Life Product Processing Corporation and recommendation of the expert committee on development of the meat industry governs its location i.e. in the green belt or rural area with proper transport linkage and other infrastructure. The site proposed for abattoir near Narela is govern by:

- i. The area is in the green belt/wedge as per the NCR borth proposals.
- ii. Not required for Urban development as per Urban Extension-2001.
- iii. provides very good surface linkages both by road (GT road) and rail. This will ensure proper transport of live stock, products and bye products etc.
- iv. The site is away from habitation.
- v. Good infrastructure possibilities in terms of electricity, sewerage, drainage.
- vi. The bye products and waste can be effectively used for development of green belt.

3. The area along the GT road which is earmarked is green belt is most succceptible for unauthorised growth once the Narela project development on the other side of the road is started. Already this kind of growth is evident near villages Nagli Puna, Bodhpur Bijapur, Khampur etc. In order to avoid this we may acquire a strip of 500-600 mts. along the GT road for the development of the green area and out of this suggested 40 h of land can be allotted for abattoir.

4. The matter was discussed in the Technical committee meeting held on 2.6.89 and it was decided that the proposal needs further detailed study as it is an important subject. Therefore, the matter was referred back to Planning Cell.

5. In the mean time, a request has been received from Sh. G.R. Ambani, Engineer-in-Chief, MCD vide his letter no. P/301/EE(P)II dt. 7.5.90 for giving a No Objection for the modernisation of the existing Slaughter House with the help of Hungarian Govt. The proposal of MCD consists of two parts namely, one for local consumption and the other for export demand. Existing Idgah Slaughter House is located in a very congested and environmentally degenerated area. Many efforts in the past were made to shift this Slaughter House to Chilla Village but could not be materialised due to the pressures of local residents of these areas. In the meantime, problem is multiplying and the Slaughter House and surrounding areas are in a very bad shape from environmental and traffic point of view.

6. The proposal is part of Pocket I of Special Area as identified in draft EDP-2001 for which an Interim Structure Plan is under preparation. However, the matter is examined at great length and following observations are made:

- i. Considering the sentiments of local residents of this area as well as the demand of local consumption, It has been suggested to retain the existing slaughter house after modernisation at the existing site exclusively for local consumption of the people.
- ii. The general policy, is to shift the activities from built-up and congested areas which are not serving the local people and hence export component of the present proposal of MCD may not be permitted on the existing site and it should be located elsewhere in urban extension.
- iii. Simultaneously, a new site at Narela be developed mainly for export components as well as for local consumption of the people of that area so that it could also serve as counter-magnet to the existing slaughter house (modernised).
- iv. Change of land use - MPD-62 has recommended for modernisation of slaughter house at the existing site after detailed study. But Zonal Plan of A-6 has recommended for the shifting of slaughter house and the vacant site is to be used for educational, parking, open space, commercial etc. PDP-2001 has recommended for residential use but this plan is awaiting approval of the Government. Therefore, in view of the conflicting provisions of Master Plan-62 and the zonal plan of A-6 it is to be decided whether change in land use is necessary.

7. Draft Interim Structure Plan for Pocket-I (under preparation): Draft Plan of Pocket I has recommended the shifting of Slaughter House in states and conversion of the same into facilities which are deficient in this area namely hospital, car parking etc. However, the local consumption demand of meat could be retained at the existing site after modernisation but the export component may have to be shifted in the urban extension. A comprehensive report has been prepared and laid on the table.

8. Decisions to be taken:

- i. Whether existing Slaughter House is to be shifted completely as recommended by MPD-62, Zonal Plan of A-6 and draft EDP-2001 or to be shifted in phases.
- ii. MCD has proposed modernisation of existing Slaughter House for local and export components. It is to be decided to give permission only for local consumption and export component is to be shifted in urban extn. (Narela). This will also help in decongestion of Walled City and improvement in the environment of the area.
- iii. Change of land use: The proposal needs change of land use from 'facilities and residential' to 'extensive industry' (Slaughter House) It is recommended that temporary permission may be accorded for a period of 15 years to facilitate the modernisation of Slaughter House for local consumption and after that, the situation shall be reviewed. In that event, change in land use may not be necessary in view of the overall provision of MPD-62 i.e. modernisation.
- iv. Remaining area of the Slaughter House is to be used for locating deficient facilities like, hospital, car parking etc. for which land utilisation plan will be prepared by Special Area Unit.
- v. The export component of the Slaughter House is necessarily to be shifted to the proposed site at Narela which would also cater to the future needs of local population of Delhi. Site proposed at Narela be approved.
- vi. Surrounding roads and intersections are to be improved as part of the project.

9. The matter is placed for the consideration of the Technical committee.

Item No. 12

Sub: Route alignment of proposed 220 KV double circuit transmission line Samaypur (Ballabhgarh) to Mehrauli (Delhi Portion)
F6(4)89-MP

This case was discussed in the Technical Committee meeting held on 25.9.89 and it was decided that the case be put up in the next Technical committee meeting with details of earlier approved route alignment of 400 KV line with the detailed study carried out by DESU while proposing this route alignment.

2. The DESU vide their letter no. SE0400 KV/II/205 dt. 9.11.89 have furnished information indicating 220 KV route alignment marked on survey of India Sheets. It was also stated in the letter that the proposed route alignment was technically feasible based on preliminary surveys. The width of the 220 KV corridor is indicated to be 46 mtrs. and height also indicated to be approximately 35 mtrs. It was also indicated in the letter that neither the alignment along NH-I nor laying 220 KV underground cables in Mehrauli area is feasible. They have requested for a No objection for the proposed route marked on the map (laid on the table).

3. The proposed route alignment for 220 KV double circuit transmission line was discussed in the Technical committee meeting held on 27.11.89 and it was felt that the proposal was passing through historical monument area. Therefore, it needs to be carefully examined and it was decided that the proposal be submitted to EM for making his recommendation.

4. -There after the site was inspected by EM Director (DC&P), Joint Director (T), Deputy Director (MP), CE(SWZ), Chief Engineer (Electrical) and the DD (PDW) from DDA and senior officers of DESU and it was decided that:

1. DESU shall supply a detailed drawing indicating the exact route alignment as decided during the inspection indicating physical features such as Mehrauli-Mandi Road International Airport Radar, 11 KV existing line etc. They shall also indicate the physical constraints as discussed on the site.

ii. It was also decided that the proposed route shall be revised to the extent that the proposed route is taken along the existing line and along the Mehrauli Mandi Road.

5. DESU has now submitted a revised route alignment plan vide their letter no. XEN (400 KV) SSI/806 dt. 14.6.90 (Plan laid on the table) in which the route alignment of 220 KV has been marked in green which is as per site inspection may be adopted. However before actual work on site necessary clearance from agencies such as DUAC, Archaeological survey of India, Civil Aviation Authority and Ministry of Environment may be observed by DESU.

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

Item No. 13

Sub: Allotment of gas go down site to Indian Oil Corporation Limited for Shakti Nagar Area
F13(37)89-CRC/DDA

A request has been received from IOC for its intended distributor Sh. Lalit Mohan for Shakti Nagar area. One more case is pending of an SKO/LDO site allotment of Kamla Nagar/Shakti Nagar area which was discussed in the Technical committee Meeting held on 17.6.88 and it was decided to re-examine the matter in file no. F13(92)87-CRC/DDA

2. There is an old pending case of resitment for BPCL (M/s. Modern Cookries) which is presently functioning at the crossing of G.T. Road/Pambari Road opposite existing Gurudwara. This distributor was allotted a piece of land 800 sq.yds in the year 1971 and since then it is continuing on temporary 5 yearly licence. The licence expired on 31.7.89 and is under process for its renewal for the next 5 years as a special case in the enclosed file no. F13(51)69-CRC/DDA.

3. With a view to find out an alternative location for BPCL existing objectionable gas godown and also for 2 new sites (one for gas godown and one for SKO/LDO), site visits were conducted. Taking into account the non availability of land in the nearby area upto 2-3 KM, the existing built up construction of M/s Modern Cookries and availability of land in its close proximity it is proposed to carve out 2 additional plots adjacent to the existing godown by ensuring to maintain the environment and the green character of the park and the neighbourhood.

4. The plan showing the proposal is laid on the table. According to this the existing Modern Cookries godown has

been retained in the prescribed area and one additional gas godown site and one SKO/LDO site have been proposed adjacent to the existing godown as per the details given below:

Site No. 1: F.13(51)69-CRC/DDA for allotment to BPCL (M/s Modern Cookeries. Area 534.59 sq.mtrs. including Chowkidar hut.

Site no. 2: F13(37)89/CRC/DDA for IOC. Proposal for Gas Godown with Chowkidar hut in an area of 534.59 sq.mtrs.

Site no. 3: F13(92)87-CRC/DDA. Proposed SKO/LDO sites measuring 15x20 mtr. to M/s Manjit Singh Arora. (15 M x 20 M) = 300 sq.mtr,

The proposal is placed before the Technical committee for consideration.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Supplementary Agenda for the 6th meeting of the Technical committee to be held on 16.7.90 at 9.30 a.m. in the Conference Room of Vikas Minar at 5th floor, Delhi Development Authority I.P. Estate, New Delhi.

ITEM NO.	SUBJECT	PAGE NO.
14.	Approval for the points alignment for erection of D/C Tower line with ACSR (GOAT) Conductor between Wazirpur-II and Proposed 33 KV sub-station at Ashok Vihar. F6(4)90-MP	30
15.	Loop in and Loop out of existing 33 KV Rohtak Road Pachimpuri feeder by 33 KV 3x400 sq.m PILODSTA Cable at proposed 33 KV Modipuram Sub-station. F6(6)90-MP	31
16.	Route alignment proposal for erection of 33 KV D/C Twer line between 66/33 KV G-17 sub/station and 33 KV sub/station at Mukherjee Park. F6(6)89-MP	32
17.	Route approval for laying of 2 nos. 33 KV 3x300 sq.mm XLPE cable from Patpar Ganj 220/33 KV station to 33 KV Guru Angad Nagar Sub station. F6(5)89-MP	33

18. Layout Plan of the area on the west of marginal bund Road and North of Wazirabad road for facilities, gas godown and Workshops (Service repair shops).

PA15D(T7A) 90/2622

ITEM NO. : 14

Sub : Approval for the points alignment for erection of D/C Tower line with ACSR (GOAT) Conductor between Wazirpur-II and proposed 33 KV Sub-station at Ashok Vihar.

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File No.F.6(4)90.MF

The Executive Engineer(Plg.)-II, DESU, vide letter No.XEN(Plg.-I)/F.2/123/772 dated 21.2.1990 submitted the proposal for a towerline between Wazirpur Phase II and proposed 33 KV Substation at Ashok Vihar alongwith a Drawing No.13-4337.

The case has been examined in the Planning Wing of the DDA and it was noted that this entire towerline is passing through the green area between the railway line and Ashok Vihar, along the existing Western Yamuna Canal. This case was also discussed in the meeting held on 11.7.1990 in the Chamber of Commr.(Plg.) with the Officers of DESU.

In principle, DDA has no objection for this towerline. However, it was decided that the DESU shall submit the physical survey indicating the towers and the minimum number of trees required to be cut for providing this towerline.

The item is placed before the Technical Committee for the :-

1. Approval of towerline in principle from Wazirpur Phase II to proposed 33 KV Sub-station at Ashok Vihar.
2. The DESU shall submit the physical survey indicating the tower and the minimum number of trees required to be cut.
3. The DESU shall also plant 3 times the trees required to be cut for providing this towerline.

ITEM NO.: 15

Sub ; Loopin and Loopout of existing 33 KV Rohtak Road-Paschimpuri feeder by 33 KV 3X400 sq.mm. PILCDSTA Cable at proposed 33 KV Madipur Sub-Station.

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File No. F.6(6)90/MP

The Executive Engineer(Plg.-I), DESU vide letter No.XEN(Plg.-I)/2/124/955 dated 9.4.90 submitted the above proposal alongwith a drawing No.13-4349. The Executive Engineer(Plg.-I), DESU, also mentioned that the land for the sub-station at Madipur 33 KV Sub-station has already been handed over by DDA. This Sub-station is proposed to be commissioned in 1990-91. The case has been examined in the Planning Wing of DDA and case is put up before the Technical Committee for consideration.

That DESU may lay an underground 33 KV Feeder line from Madipur Sub-station to the main underground 33 KV line from Rohtak Road to Paschim Vihar with following conditions :-

1. The underground KV lines shall be laid within 2 mtrs. from the property line of the approved layout of the Punjabi Bagh.
2. DESU shall submit the revised drawing indicating the cross-section of the road and position of underground cables for the final approval.

Item No. 16

Sub: Route Alignment proposal for erection of 33 KV D/C Towerline between 66/33 KV G-17 Sub Station and 33 KV S/Station at Mukherjee Park.

File No: EC(6)89-MF.

Executive Engineer DESU vide letter No: XEN(Plg.)/2/119/258 dt. 17.7.89 submitted a proposal of erection of 33 KV D/C Towerline between 66/33 KV G-17 Sub Station at Mangloi Sayed to 33KV Sub/Station at Mukherjee Park. The case was examined in the Perspective Planning Wing and the following observations were made.

The 33KV O/E Towerlines has been proposed in a zig-zag manner along the existing roads of Mukherjee Park, Tagore Garden, Raghbir Nagar, Janata Colony and after crossing the Najafgarh Drain at Janata Colony, the O/E Tower line has been proposed along the Najafgarh Drain upto G-17 66/33 KV Sub/Station. The towerline has been proposed on the roads having a varied E/W ranging from 13.80mts. to 33mts. and passes through the thickly built up area of the Mukherjee Park, Raghbir Nagar & Janata Colony. Along Najafgarh Drain it passes in the open land.

The case was discussed with DESU officers in a meeting held in 11.7.90 under the chairmanship of Commissioner (Plg.) The following observations were made.

- a) The proposal to erect towerlines on 30mts. & less roads were not agreed.
- b) Since the route alignment has been proposed in a thickly built up area in a zig-zag manner. It will not be desirable to erect the 33 KV O/E line and it was suggested that :
 - i) 33KV underground cables may be proposed from Mukherjee Park Sub Station upto Najafgarh Drain along the road running straight from Najafgarh Road Drain (shown in green) within 1.5mt. from the property line of the approved layout.
 - ii) From Najafgarh Drain of Janata Colony to G-17 66/33KV/ Sub Station at Mangloi Sayed the 33 KV/ D/C Towerlines may be erected (shown in pink).

Accordingly the modified proposal has been marked on the plan in green & pink colour.

The case is now placed before the Technical Committee for the consideration of:

- i) Proposal to lay underground 33KV cables from 33KV Sub/ Station at Mukherjee Park to Najafgarh Drain (within 1.5mt. from the property line of the approved layout) & 33KV O/E Towerlines along Najafgarh Drain to G-17 33/66KV Sub/ Station (shown in green & pink colour) in DESU Drg.No. 13-4320.
- ii) DESU shall submit the modified proposal to DDA for final approval.

Item No. 17

Subj: Route approval for laying of 2 nos. 33KV 3x300 sq.mm. XLPE cable from Fatpurganj 220/33 KV station to 33KV Gura Angad Nagar S/Stn.

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File No. W.6(5)89/EF.

Executive Engineer (Plg.I), DESU vide letter No. XEN (Plg.I)/2/42/263 dt. 24th July, 89 submitted a route alignment of two 33KV underground cables from 220/33KV Fatpurganj sub-station to 33KV Gura Angad Nagar sub station. The route alignment was proposed on Sackarpur side of Fatpurganj Road whereas informed by DESU land is not available for laying of the cables. Hence as per BDA recommendation, DESU submitted a revised route alignment plan vide letter No. XEN (Plg.I)/2/42/327 dt. 9th March, 1990. The revised underground 33 KV line has been proposed along the 30m/wide R/W Fatpurganj Road from 220/33KV Fatpurganj Sub-station near Mother Dairy to 33KV Sub-station at Gura Angad Nagar. As per the proposed the underground cable shall be laid within 2.5mt from the property line of the approved lay out of Madhuban Co.op.G.H.Society/ R/W line below the footpath along Madhuban Co-operative Group Housing Society side. There is a proposed of RUB at the level crossing near Madhuban and the plan is under preparation with MCD. The cable also proposed to be laid along the RUB. The route alignment has been examined by T.T. Unit of Perspective Planning Wing.

The case is placed before the Technical Committee for the consideration.

1. Proposed 33KV 3x300 sq.mm. XLPE underground cables from Fatpurganj 220/33KV sub-station to Gura Angad Nagar 33 KV Sub-station as shown in DESU drg. No. 13-3519, (in two sheets).
2. DESU shall obtain a NCC from MCD for the route alignment at the level crossing where the RUB proposed is under preparation.

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub:- Layout plan of the area on the west of Marginal Bund Road and north of Wazirabad Road for facilities, gas godowns and workshops.

Ref:-i) Discussion with Dir. (IYA)/Commr. (Plg.) regarding allotment of gas godown sites.

ii) No. (PA/DD(MP)/90/440 dt. 6.7.90 from DD(MP) to Interalia JD(IYA)

There is a demand for a number of gas godown sites in IYA. Therefore, efforts have been made to locate vacant land for such purposes. It is observed that a large part of the IYA is unauthorisely encroached upon. Therefore, vacant land is very scarce. There is, however, a vacant land bounded by Marginal Bundh Road in the east, proposed site for gas bottling plant in the south, proposed 6 high tension lines and site for water treatment plant in the west and land occupied by CRPF in the north. The area is in river bed as per MPD-62 as well as PDP-2001. However, with the proposed channelisation of the river Yamuna on the one hand and establishment of water treatment plant on the other, will segregate this area from the rest of the river bed.

As mentioned above, the area is segregated from all sides due to the proposal for water treatment plant, gas bottling plant and high tension lines. Also this area is prone to encroachment, once these proposals come up. On the other hand, due to the establishments of unauthorised colonies on the entire area in the east of Marginal Bund, there is lack of a large number of facilities, utilities and services. Keeping these points in mind, a proposal has been made for utilisation of this site for various facilities, gas godowns and workshop purposes.

Taking NCR into consideration, ~~and discussion with~~
~~Dir. (IYA) and Commr. (Plg.)~~, it is proposed to have a 90mt. r/w Marginal Bund Road. Even after this proposed 90mt. r/w, there are existing high tension lines for which additional 10mt. strip has been left as a safe distance, in the portion of the area, the proposal for which has been made. The ~~proposed area~~ now available, after leaving the land for proposed 90mt. r/w and safe distance from high tension lines, comes to about 7.47 ~~3.47~~ hec. It is proposed to be utilised for 3 gas godowns and 1 SKO/LDO site, 66 KV ESS, Police Station, Fire Station,

Contd/...

Petrol Pump, workshops and allied shopping activities ~~etc.~~.
Following is the break-up of various uses :

	<u>Area in Hac.</u>	<u>%age</u>
Total area of the scheme	7.470	100
1. <u>AREA UNDER FACILITIES</u> - 4.40 Hac.		58.9%
A. Fire Station -1.03 Hac.		
B. Work Shop -0.75 Hac.		
C. Police Station -1.32 Hac.		
D. E.S.S. -1.08 Hac.		
E. Gas Godowns, SKO/LDO -0.22 Hac.		
2. <u>AREA UNDER COMMERCIAL</u> - 1.21 Hac.		16.20
a. Shopping -1.05 Hac.		
b. Petrol Pump -0.16 Hac.		
3. <u>AREA UNDER CIRCULATION</u> - 1.86 Hac.		24.90

The case is submitted to the Technical Committee for the
~~considering change of land uses and approval of the layout~~
plan, *Merically gas godown etc.*

OK