

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(24)93-MP

Dt.1.6.1993

Minutes of the Technical Committee meeting held on 14.5.93 at 1.00 P.M. in the Conference Room of Vikas Sadan, Delhi Development Authority, INA, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. S.P. Jakhanwal, Vice Chairman, (In Chair)
2. Sh. H.D. Sharma, E.M.
3. Sh. A.P. Sinha, Principal Commr.
4. Sh. J.C. Gambhir, Commr. (Plg.)
5. Sh. S.Roy, Commr. (L.D.)
6. Sh. Santosh Aulock, (CA)
7. Sh. R.G.Gupta, Dir. (TYA)
8. Sh. P.C. Jain, Dir. (AP&B)
9. Sh. K.K. Bandhupadhyaya, PP (Rohini)
10. Sh. Chander Ballab, J.D. (AP)
11. Sh. A.K. Jain, Jt. Dir. (ZP)30ffg.Dir.(DC&P)
12. Sh. Ashok Kumar, PP (Dwarka)
13. Sh. A.K. Gupta, PP (Narela)

LAND AND DEVELOPMENT OFFICE:

14. Sh. L.D. Gandotra, E.O.

DELHI POLICE (TRAFFIC):

15. Sh. Lala Ram, ACP

DESU:

16. Sh. Deepak Kumar Kapoor

SPECIAL INVITES:

GAIL:

17. Sh. P.K. Chakarabarty

EIL:

18. Sh. R.N. Mathur

The following eight items were discussed:

1. ITEM NO. 47/93:

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Sub: Route alignment proposal for laying 2 nos. 33 kv underground cables with 2 nos. of pilot cables from Azadpur sub-station to G.T. Karnal Road Sub-stn. F6(10)87-MP-Pt.

Deferred.

2. ITEM NO. 49/93:

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Sub: Alignment plan of NH-2, bye pass connecting Ring Road (near Kalindi colony) to Okhla/Badarpur/Faridabad.

Deferred.

3. ITEM NO. 20/93

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Sub: Approval of alternative cremation ground site in lieu of disputed cremation ground of village Naharpur PPR/1001/86-Cremation Ground

Deferred.

4. ITEM NO. 50/93:

Sub: Dadri Bawana Gas Pipe Line HBJ P/L Upgradation Project.

The proposed route of Dadri Bawana Gas Pipe line (HBJ P/L Project) in Narela Project, from G.T. Road along ;Bawana Escape in the north and along 100 mt. wide road was explained with the help of drawings. After detailed discussion the same was approved.

5. ITEM NO. 51/93:

Sub: Location of four filling cum service station for alternative allotment to affected units due to construction of a large fly over on G.T. Shahdara Road (National Highway) FR.1(4)93-Dir.TYA

Deferred.

6. ITEM NO. 52/93:

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Sub: Approval of five revised proposal for filling station filling cum service stations in residential area of Rohini Phase I & II.

Deferred.

7. ITEM NO. 53/93:

Sub: Shifting/retaining of Palam Drain within Dwarka Project.

Deferred.

8. ITEM NO. 18/93:

Sub: Regarding allotment of land to Anand Lok Cooperative House Bldg. Society for construction of community hall and utilisation and allotment of service personnel area provided in Coop. Group House Bldg. Societies. F.2(36)86-IL.

Deferred.

This issues with the approval of Vice Chairman,DDA.

( ANIL BARAI )  
DY.DIR.(MP)  
1.6.93

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO: F.1(24)93-MP/

Dt: 14.5.93

Draft Minutes of Technical Committee Meeting  
held on 14.5.93 at 1.00 P.M. in the Conference  
Room of Vikas Sadan, Delhi Development Authority  
INA, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh.S.P.Jakhanwal, Vice-Chairman (In Chair)
2. Sh.H.D.Sharma, E.M.
- 3- Sh.A.P.Sinha, Principial Commr.
4. Sh.J.C. Gambhir, Commr. (plg.)
5. Sh.S.Roy, Commr. (L.D.)
6. Sh.Santosh Aulock (CA)
7. Sh.R.G.Gupta, Dir. (TYA)
8. Sh.P.C.Jain, Dir. (AP&B)
9. Sh.K.K.Bandupadhyaye, PP(Rohini)
10. Sh.Chander Ballab, J.D. (AP)
11. Sh.A.K.Jain, Jt-(ZP) / Offy. D. (Dep)
12. Sh.Ashok Kumar, PP(Dwarka)
13. Sh.A.K.Gupta, PP(Narela)

LAND AND DEVELOPMENT OFFICE

14. Sh.L.D.Gandotra, E.O.

DELHI POLICE (TRAFFIC)

15. Sh.Lala Ram, A.C.P.

D.E.S.U.

16. Sh.Deepak Kumar Kapoor

Special Invities :

GAIL

17. Sh.P.K.Chakrabarty

For Item No. 50/93.

EIL

18. Sh.R.N.Mathur

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The following eight items were discussed:

1. ITEM NO. 47/93:

Sub: Route alignment proposal for laying 2 nos. 33 KV underground cables with 2 nos. of pilot cables from Azadpur sub-station to G.T. Karnal Road Sub-Stn. F.6(10)87-MP-Pt.

Deferred.

2. Item No. 49/93:

Sub: Alignment plan of NH-2, bye-pass connecting Ring Road (near Kalindi colony) to Okhla/Badarpur/Baridabad. F5(8)89-MP

Deferred.

3. ITEM NO. 20/93:

Sub: Approval of alternative cremation ground site in lieu of disputed cremation ground of village Naharpur PPR/1001/86-Cremation Ground

Deferred.

4. ITEM NO. 50/93:

Sub: Dadri Bawana Gas Pipe Line HBJ P/L Upgradation Project. F7(20)88-MP

12/5  
The proposed route of Dadri Bawana Gas pipe Line (HBJ P/L Project) in Narela Project, from G.T. Road along Bawana Escape in the north and along 100 mt. wide road was explained with the help of drawings. After detailed discussion the same was approved. However, it was desired that GAIL should explore the possibility of supplying gas through the DSIIC industrial area located in Narela.

5. ITEM NO. 51/93:

Sub: Location of four filling cum service station for alternative allotment to affected units due to construction of a large fly over on G.T. Shahdara Road (National Highway). FR.1(4)93-Dir.TYA

Deferred.

6. ITEM NO. 52/93:

Sub: Approval of five revised proposal for filling stations/ filling cum service stations in residential area of Rohini Phase I & II

Deferred.

7. ITEM NO. 53/93:


Sub: Shifting/retaining of Palam Drain within Dwarka Project.

Deferred.

8. ITEM NO. 18/93:

Sub: Regarding allotment of land to Anand Lok Cooperative House Bldg. Society for construction of community hall and utilisation and allotment of service personnel area provided in Coop. Group House Bldg. Societies. F.2(36)86-IL.

Deferred.



DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN UNIT )

No. F.1(35)92-MP

11.5.93

MEETING NOTICE

The Technical Committee meeting of DDA will be held on 14.5.93 at 1.00 PM in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed.

You are requested to kindly make it convenient to attend the meeting.

( ANIL BARAI )  
DY. DIR. (MP)

# I N D E X

S.No.	Item No.	Particulars	Page No.
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2.	49/93	Alignment Plan of N.H.2. bye-pass 4 connecting Ring Road(near Kalindi Colony) to Okhla/Badapur/Faridabad F5(8)89-MP (D-87)	
3.	20/93	Approval of alternative cremation ground 17 site in lieu of disputed cremation ground of village Naharapur. PPR/1001/86-Cremation Ground	
4.	50/93	Dadri-Bawana Gas Pipe Lione - HBJ P/L Upgradation Project F7(20)88-MP	20
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8.	18/93	Regarding allotment of land to Anand Lok Cooperative House Building Society for construction of Community Hall and utilisation and allotment of service personnel area provided in Coop. House Building Society/ Coop. Group House Bldg.Societies. F2(36)86-IL	41

Sub:-Route alignment proposal for laying 2 Nos. 33 KV underground cable with 2 nos. of pilot cable from Azadpur Sub-Station to G.T. Karnal Road sub-station. F6(10)87-MP/Pt.

1. Executive Engineer(Plg.) I, DESU vide letter dated 15.6.92 has submitted a route alignment proposal of laying 2 nos. of 33 KV underground cables with 2 nos. of pilot cable from Azadpur sub-station to G.T. Karnal Road sub-station to augment the power supply in areas such as Pratap Bagh, Reep Nagar, Gujranwala etc.

2. Route alignment details.

The proposed route shall start from 33 KV sub-station at G.T. Karnal Road identified area along 9 mtrs. wide road for a stretch of 300 mtrs. upto G.T. Road below the footpath portion.

Along G.T. Road, which has a R/W of 45 mtrs. the underground cable has been proposed below the inner footpath on the northern side of the road upto the 'Y' junction at Azadpur.

From the existing G.T. Road/Mall Road 'Y' junction, the available R/W is about 25 mtrs. as against proposed 45 mtrs. The cable has been proposed below the existing footpath on the northern side which shall form part of the internal footpath of 45 mtr. R/W.

The route continues upto the 33 KV S/Stn. at Azadpur which is about 200 mtr. away from the Ring Road/G.T. Karnal Road junction.

Total length of the route is about 2.20 <sup>kms</sup> lakh, and is estimated to cost Rs. 82 lakhs.

3. Feasibility study:

As per the feasibility study submitted by EE(Plg.) I DESU vide his letter dated 22.1.93 (Annexure-I) it has been pointed out that 'This is the only feasible route' and neither any property nor trees are affected.

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

i) Proposal for laying two nos. 33 KV XLPE U/G cable along with two numbers of pilot cables from Azadpur sub-stations to G.T. Karnal Road sub-station as explained under para 2 above and shown in drawing No. 13-4155 (as on the table)

*Subdy 2*

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT CASES  
OF DESU.

1. Subject:

a) Route Alignment of 33KV U/G cable  
from Azadpur to G.T. Karnal Road Grid

2. Category of H.T. Line : a) 33 KV

b) Whether underground or overhead. Under ground

3. A short write up explaining the objectives of the route alignment, details of the route and whether the proposal is part of the overall grid. H.T. Lines proposed in the area may be clarified and shown on the plan. To give feed to the adjoining area of Partap Bagh, Reep Nagar, Guzrawala etc.

4. Connecting sub-station with allotment details and site plan be furnished.

a) Name of ESS Azadpur S/Stn.

b) Status of S/Stn. -whether existing/under const. vacant site/yet to be allotted. Already existing

c) Capacity. 33KV 1x20 MVA  
1x16 MVA  
1x10 MVA

5. Total length of H.T. Line in km. 2.3 km

6. Length of the alignment. 2.3 kms

7. a) Location of phlon on the road cross section. N.A.

Name of Road	No. of towers	R/W as H.P.	Available R/W	Distance from the edge of the available R/W.
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- N.A. -

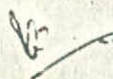
b) Map indicating exact route on the physical journey at 1:1000 scale(Max) Already submitted

i) Year of base Map 1991-2001

ii) Scale of Base Map. 1:10,000

cont...2/-

- 8) Whether the H.T. Line passes in-front-of any Commercial Centre/Distt. Centre/Historical Monument/Distt./Regional Green etc.
- Tower details N.A.
- Tower details
- Height in Meters:
- Design (Map to be enclosed):
9. Width of corridor in Mtr: It is under ground cable route (Way line distance regional from existing buildings)
10. Areas/Localities proposed to be feed: Pustap Nagar, Reep Nagar, Guzerwala
11. Targetted date of execution. March '92
12. Finances available in the annual Plan for the project.
13. Cost of scheme:
- If taken O/H 16.5 lacs
- If taken U/G Rs. 82 lacs
14. Details of properties/structures effected (to be indicated on a physical survey) No
15. No. of trees that would require to be cut: NIL
16. If any alternatives have been studies : This is the only feasible route.  
If yes details thereof with Map.
17. Any other particulars.

Sub :- Alignment Plan of NH-2 Bye-pass connecting Ring Road (near Kalindi Colony) to Okhla/Badarpur/Faridabad.

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F.5(8)89-MP (D-87)

1. LOCATION :

MPD 2001 has proposed this bye-pass of 90 mtrs. R/W which will connect Ring Road at its existing turning point near Maharani Bagh in the North; and pass along the Eastern side of Yamuna Canal and connect with the existing Faridabad bye/pass at Delhi U.P. Boundary in the South. Location Plan is placed at Annexure/I.

2. BACKGROUND :

- (i) The perspective Planning Wing of DDA had indicated the above alignment plan for part F.7 & F.19 (Madanpur Khaddar) as approved by Authority vide Resolution No. 124 dt. 30.7.93.
- (ii) Chief Engg.(I), PWD, DA vide note No. 16(1)86 W1/DA dated 11.5.89 had addressed to P.S. to L.G., Delhi mentioning that there is a need for constructing of this link in the area to reduce the amount of traffic on Mathura Road.
- (iii) Chief Engineer(PWD) vide D.O. letter No.F.12/796/W/DA dated 9th Jan., 1989 had forwarded a representation of Welfare Association of New Friends Colony. In the said letter Chief Engg. also requested that the proposal of taking the NH-2 on the banks of river Yamuna is essentially required which will not only speed up the

movements of the National Highway but also reduce the congestion on the Ring Road and Mathura Road.

- (iv) On the basis of the first representation and on the basis of the Chief Engineer, PWD's letter he was requested to supply physical survey plan for the 300 mtrs. wide strip letter PA/D PA/DD/T-II/PPW/89/D-23 dt. 31.1.1989.
- (v) Supdt. Engg. (PWD), Circle-I, DA vide letter No. 23(98)/PWD/CV/DA/D-XXI/5501-03 dt. 22.8.89 submitted the P.T. Survey Plan (Part) of the proposed road on Ring Road near Maharani Bagh upto Okhla Barrage near Batla House.
- (vi) Commr. (Plg.) along with the officers from Min. of Surface Transport, PWD(DA), DDA (Lands) and representatives of Secy. (Lands & Bldg.) DA, inspected the site on 2.1.90

3. EXISTING CONDITION :

No road is existing in the alignment plan of proposed bye/pass and there is also encroachments on the alignment of the proposed bypass.

4. T/C MEETING ON 8.10.91

a) This case was placed before the T/C on 8.10.91 with the following observation :

- (i) The proposed alignment from Batla House to Badarpur Thermal Plant upto Haryana Border seems to be feasible along the part of disused Agra Canal beyond the meeting point of Road No. 13-A along with Canal upto Haryana Border.
- (ii) Number of Bungalows, residential plots, warehouses of U.P. Irrigation Deptt. are on the left bank of canal. The same vacant land is

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- c) Decision of the Tech. Committee is reproduced below :

"Technical Committee after a detailed discussion decided that alignment plan of the road should be prepared in accordance with the relevant provisions made in MPD-2001 and the detailed survey plan to be supplied by PWD, Delhi Admn., in the light thereof. No deviation should be made except where absolutely necessary in order to provide for regularised unauthorised colonies falling within the alignment plan. The Technical Committee further desired that as the area has been notified as a 'development area' of the DDA, Dir.(LM) should take effective action to stop unauthorised building activity immediately demolishing all fresh constructions which were reportedly coming up in the form of boundary walls. It was further decided that a joint inspection of the concerned area be carried out by Dir.(LM) alongwith Revenue Deptt. of Delhi Admn. at the earliest to confirm that the ownership of the land, being nazul land forming part of the river bed area, vested in DDA. Incidentally, the satellite imageries recently made available for the said area should also be utilised in order to freeze all building activity falling within the the proposed alignment area"

5. ACTION TAKEN ON THE T/C DECISION DATED 8.10.91

As per the decision of the T/C following actions were taken :-

- (i) Ex.Engineer (PWD), Div.XXI,DA was requested on 7.2.92 to indicate the existing physical features in a copy of plan for taking a reference.

still available on either sides of the canal to get a divided carriageway for the proposed bye/pass where a canal will act as a divider.

- (iii) The consultant NATPAC had submitted a Technical Report stating that the bye/pass could best be provided in the alignment running along side river Yamuna within the boundary of Union Territory, Delhi as the same would have most desirable horizontal alignment and also effectively stop mixing up local and through local.

b) The case was placed before the T/C to discuss the following aspects :

1. Unless and until the unauthorised structures and constructions are checked near Zakir Ngr area, no land will be available for the construction of road.
2. Buildings have already been constructed and unauthorised construction even in progress at site are to be checked.
3. A policy decision is taken at the highest level that already innumerable buildings and other permanent structures coming the way shall have to be demolished for the purpose.
4. In addition there has to be some machinery to ensure that no future construction comes up in the proposed alignment.
5. For remaining part of the alignment plan from Okhla Park to Haryana Border, the P.T. Survey for the Zone 300 mts. along both the defused canal and main Agra Canal is to be required in the scale 1:500.

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point to draw the R/W line as per MPD-2001. Accordingly, 10 copies of the approved development plan of the area showing of the NH-2 bye-pass were issued to Ex.Engineer, PWD on 25.5.92.

- (ii) DLM was requested on 24.9.92 to take effective action on the rest of the T/C decision regarding stopping of unauthorised building activity and demolition of fresh construction and confirmation of the ownership of the land etc.
- (iii) DLM vide his note dated 14.8.92 had requested Commr.(Plg.) to request concerned officer of PWD to indicate the exact requirement of land on the basis of road alignment proposed in the area and also to arrange the money for land proposed to be acquired. Accordingly, Ex.Engineer (PWD), Div.XXI was requested vide letter dated 7.9.92 to take necessary action in this regard. Ex.Engineer (PWD) vide his letter dated 9.12.92 has clarified that the financial <sup>bid for the</sup> survey work for the above job is completed. DLM has been intimated about the position of the same as explained by Ex.Engineer (PWD) vide note dated 22.1.93. in response to our letter to Ex. Engineer dated 19.6.92, S.E(PWD), Circle-V vide his letter dated 12.3.93 has sent a reconnaissance survey report prepared by the consultant giving merits and demerits of three alternative alignment for NH-2 bye-pass.
- W.S.R.
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6. PROPOSAL AND FEASIBILITY SENT BY PWD:

6.1 S.E.(PWD) vide his letter dated 12.3.93 has submitted a reconnaissance report along with the proposed three alternative alignment shown in a line diagram on a copy of a base map in 1:10,000 scale. SE(PWD) has also given his opinion that alternative I could be a better choice considering the various merits-demerits of these three alternatives. The comparative assessment of alternative alignment is given in para-VI of the reconnaissance report given at Annexure-II.

6.2 Ex.Engineer (PWD),XXI (DA) vide his letter No.3(DB)/PWD/XXO/DH/11861 dated 23.4.93 has submitted the proposed three alternatives marked on a copy of base-map in 1:10,000 scale showing the section-wise details of encroachments or other physical constraints as given in the report of merits and demerits of these alternative alignment plans. This feasibility drawing in a sketch form also contains cross sectional details at three points along the Agra Canal.

6.3 OBSERVATION:

Proposed three alternatives submitted by PWD have been marked on the copy of approved development plan of F.19 & F.7 (Part) showing the NH-2 bye-pass alignment MPD-2001. Detail observation is given below :-

(i) Part-A - (From Ring Road to Batla House

Apart from this, there will be a problem of having a proper R/W as per cross section details for alternative-II along east of Yamuna Canal. About 15 Mtrs. to 25 Mtrs. of land width having trees is available between Agra Canal and Badarpur (6 to 8 Mtr.) width) As discussed with PWD officers and consultant, there could be a problem of utilising Badarpur parallel channel and removal of encroachment in the East of Agra canal for having a proposed R/W on NH-2 bye-pass. As per the feasibility drawing, the portion between Outer Ring Road to Okhla Village has been designated as C-1 i.e. most critical (impractical). The section between Okhla Village and a point in between is shown as C-2 i.e. 'critical (site/cost constraints): The section between this point to Madanpur Khadar village is designated as 'restricted' i.e. R/W is available less than 90 mtrs. due to various constraints.

Alternative-III :

This alignment as a problem of affecting the bungalow, lake and park developed by U.P as in alternative-II. The cross sectional details for these alternative-III shows that this alignment is proposed in the East of Agra Canal. However, section of this road upto Okhla Village is same as Alternative-II and has been designated as C-1 i.e. most critical/impracticable" as per the cross section available for the second between Okhla Village and Jasola Village the West of Agra Canal has agricultural land having an width of 60 to 80 mts. and this section has been designated as C-2

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Extension) Areas). This part of proposed alignment is common to all the three alternatives proposed by PWD/Consultant. However this alignment differs with the proposed MPD-2001 alignment. The proposed line of alignment as shown in the red line has been proposed further towards the river in eastern side of the existing structures of Joga Bai and Batla House Colonies. As per the feasibility drawing submitted by PWD, this portion is shown as C-2 i.e. critical (considering site/cost constraints)

(ii) PART-B - (From Batla House to Madanpur Khadar Village).

This part has three different alternative alignments.

Alternative-I : This alternative proposal completely differs with the MPD-2001 alignment proposal. This alignment has been taken along the Yamuna River. This has advantage of having proper R/W for NH-2 bye-pass without less difficulty for removal of encroachments etc. except for the disadvantage at two points i.e. from Batla House upto Okhla Barriage and from Kalindi Kunj to Madanpur Khadar. These two sections have been designated as C-2 i.e. critical section in terms of site/cost constraints.

Alternative-II : Almost same alignment in the East of Agra Canal as proposed in MPD-2001. But, this alignment will effect a number of bungalows/lake and park developed by U.P. Govt.

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i.e. "critical" in terms of site/cost constraints. However, the section covering the portion along Jasola Village has been designated as 'R' i.e. "less R/W" is available within the proposed 90 mts. R/W. The section between Jasola Village and Madanpur Khadar has been designated as C-2 i.e. "critical" in terms of site/cost constraints.

PART-C : (i.e. Madanpur Khadar Village upto Border)

This section of the proposed road is same as MPD-2001 as per the PWD's report. There is no site constraints in constructing the bye-pass for this section.

7.0 Comments :-

As per the T/C decision as mentioned at Sl.4(c) The alignment plan of this road should be prepared in accordance with the provisions made in MPD-2001 and detailed survey plan was to be supplied by PWD. It was also desired that the DLM should take effective action to stop unauthorised building activity by demolishing off fresh construction etc. Accordingly, PWD and DLM were conveyed T/C decisions as mentioned in para-5 above. In response to our letter, PWD has submitted these alternate proposals for deciding the most suitable alignment, physical survey of the same is carried-out by PWD. The report on the actions desired by the T/C has not been received from DLM. DLM has been requested again to present report in the T/C.

8.0 The proposal is placed before the T/C for :

- (i) Deciding the proposed alignment for the section (Part-A & Part-B) as mentioned above, for which detail survey work will be carried-out by PWD on the basis of the merits and demerits explained above and also on the basis of DEM's report on the actions desired by T/C dated 8.10.91.
  
- (ii) Considering the proposed alignment for the section part-C for taking-up survey work and protection of the R/W by P.W.D.

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INTERCHANGE /  
INTERSECTION  
CROSS ROAD  
TENTATIVE BYPASS  
ALIGNMENT  
SCALE: 1:25,000

## COMPARATIVE ASSESSMENT OF ALTERNATIVE ALIGNMENTS

Considering the various important factors viz practical feasibility, utilization of available infrastructure, geometric standards, objectives of bypass compatibility with the existing route, bridging requirements, economy, etc for selection of alignment, the following comparison is made on the basis of reconnaissance surveys conducted for three possible alternative alignments.

Sl No.	Factors for Comparison	Alternative I, II, & III		
		A-1	A-2	A-3
1.	Practical feasibility	Highest	Lowest	Medium
2.	Utilization of available infrastructure	Maximum	Moderate	Minimum
3.	Compatibility with existing route	(a) Good for Delhi-NOIDA & NOIDA-Faridabad Links	Fair	Fair
		(b) Fair for Delhi-Faridabad Link	Good	V.Good
4.	Availability of ROW (90m)	Available with minimum problems	Needs demolition of structures	Needs some demolition of temporary structures.
5.	Alignment-Horizontal Geometry	Poor (2-substandard Reverse Curves)	Fair (2-Reverse Curves)	Good (Smooth Curves)
6.	Alignment-Vertical Geometry	Good (Gentle grades with filling)	Poor (Steeper grade with heavy filling)	Fair (Gentle grade with filling)
7.	Bridging requirements	Two New Skew bridges over Agra-Canal (250 m)	Three new bridges over Agra Canal (450m)	Two new bridges over Agra Canal (250m)
8.	Interchanges/Grade separations required for bypass (NOS)	5	5	5
9.	Economy	Highest (Maximum use of existing infrastructure, minimum demolition & shifting of utilities.	Moderate (Partly use of existing infrastructure demolition of structures)	Lowest (minimum use of existing infrastructure, demolition of structures & shifting of utilities.

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Sub : Approval of alternative cremation ground site  
in lieu of disputed cremation ground of Village  
NAHARPUR.

PPR/1001/86

Two alternative proposals for cremation ground in Village Naharpur were discussed in Technical Committee meeting held on 11.2.93. The Technical Committee approved alternative-I(Site No.1) with the following decision:

"Site No.1, measuring 0.8 hect. was agreed for the proposed cremation ground. It was decided that the same be handed over to MCD for its development".

Copy of the Technical Committee decision is placed below.

2. While demarcating this site which is adjoining to District Centre, some practical difficulties have been faced. The allotment of this site would result in cutting of number of trees behind the electrical sub-station. Further, DDA's nursery functioning at site would also be affected.
3. It is suggested that alternative-2 (Site No.2) as laid on the table falling opposite Sewage Treatment Plant (plan laid on table) may be considered for allotment. This site is near the site which had been earlier approved. The feasibility for allotment of this site has been checked and the site plan is laid on the table. This site is by the side of 45 mtrs. r/w road near Sewage Treatment Plant. Approach to the site has been proposed from existing road with the proposal to widen to 18 mtr. r/w, 10 mtrs. wide green strip with thick plantation in between Rithals Village and Cremation Ground has been proposed. Further 40 mtr. wide green strip has been proposed in between existing gas godown sites and the proposed site.
4. Submitted for consideration and approval of the proposal contained in para 3 above.

  
11/5/93

SUB: Approval of alternative cremation ground site in lieu of disputed cremation ground of village Naharpur in public and semi public facility area no. 1 (adjoining to District Centre site)  
F.P.R/1001/86.

The residents of village Naharpur recently set up a cremation ground inside the public and semi public facility area no. 1 adjoining to District Centre. A report to this effect was sent to C.E.(R) vide this office letter no. PP/R/1069/E/92/3089 dt. 17.9.92. This was followed by the site visit of Commr. (Plg.) and Sh. Sajjan Kumar, M.P. on 21.9.92.

2. The matter was also discussed in the chamber of V.C., DDA on 14.10.92 in the presence of Sh. Sajjan Kumar, MP along with residents of village Naharpur. The EM, DDA Commr. (Plg.), Commr. (Lands), C.E.(R), P.P. (Rohini) and other officers were also present in this meeting and it was decided that the Commr. (Lands) would visit the village for on the spot study and would ascertain the alternative proposals in consultation with the villagers and Plg. Deptt. Accordingly Commr. (Lands) visited the site on 16.10.92. The villagers produced a copy of revenue record claiming the title of land to be with Gram Sabha. The Commr. (Lands) desired to get the title of the land verified but nothing has been heard from his office so far. Recently he sent file no. F5/17/LPB/92 which also does not contain the verification of title of the land. This file is sent back to him with a request to bring the necessary record regarding land title etc. in the Technical committee meeting when this matter is discussed.

3. On detailed examination following opinions were emerged:

i. The Commr. (lands) vide his note dt. 2.12.92 in file no. F/5/17/LPB/92 opined that the alternative cremation ground site be allotted to them on other side of the road over the land reserved for auction plots.

ii. The Commr. (Plg.) vide his note dt. 10.12.92 opined that the cremation ground be retained in its present location and the matter be placed in the Tech. committee for retaining it.

4. The opinions expressed in above paras were further discussed with Commr. (plg.) in the review meeting of Rohini Project held on 6.1.93 in the chamber of PP (R) and it was concluded as under:
- i. It will not be desirable to relocate the cremation ground on the land meant for auction plots in Sector VII since it will be in the midst of the residential area and secondly due to the reason that the land in question is presently in litigation.
  - ii. It will also not be desirable from planning point of view to retain this cremation ground in its present location due to the reason that a. it is just opposite to District Centre and secondly b. being just adjoining to the proposed Education/College premises there by spoiling its atmosphere.
5. In view of above observations, it was decided in the Review Meeting to carve out the alternative cremation ground site in the green area to the north of District Centre (City Centre) adjacent to 66 KV Grid sub station R-4 to be accessible from 45 mt. road. It would be convenient for the residents of village Naharpur to use this site since it is not far off from village Naharpur. Earlier, we have already proposed two cremation grounds, one in Sector 1, which is functioning and second one in Sector 19 which is likely to start in the near future.
- With the above proposal, the total no. of cremation ground sites would be 3 located in three different directions which would be convenient for all the people of Rohini Phase I and II.
6. Accordingly, the proposal of cremation ground measuring 0.8 hect. is prepared. An additional road of 13.5 mtr. R/W is proposed for providing excess from 45 mtr. R/W to this cremation ground. A thick plantation is proposed to be provided in front of the cremation ground so as to obstruct direct view from the proposed City Centre site. The proposal as marked on the composite plan of Rohini Phase I and II laid on the table.
7. The matter is placed before the Technical Committee for consideration/approval.

✓  
Decision

Site No.1, measuring 0.8 hect., was agreed for the proposed cremation ground. It was decided that the same be handed over to MCD for its development.

....

10112

- 20 -

SUB: Dadri- Bawana Gas Pipeline - HBJ P/L Upgradation Project.

F7(20)188-4/P.

The Gas Authority of India Ltd vide office letter No. MD/SM/HBJ-11/31/93 dated 8.4.93 has desired alignment route for proposed Gas pipe line from Dadri(UP) to Bawana(Delhi).

The GAIL has suggested the alignment passing through Narela Project i.e. between G.T. Road to Western Yamuna Canal. The proposal of GAIL gas pipe line coming from Dadri(UP) will intersect G.T. Road near Bawana Escape in Narela Project boundary. (X)

The matter was discussed with Commissioner(Plg) when Sr. Manager was also present. It was desired that a Joint Inspection for position of alignment for the proposed gas pipe line be made.

The area was visited jointly by DDA officers and representatives of GAIL on 23.4.93. The route proposed by GAIL and along 80 mt. proposed road of comprehensive proposal of Narela Project were examined at site. The 80 mtr. road passes between Khara Kurā and Khara Kalan Village. Both these alignments were not found feasible due to encroachments, built-up structures and green areas in the form of orchard.

As both the above proposal were not feasible, an alternative route for the proposed gas pipe line along Bawana Escape and proposed 100 mtr. road which will pass adjacent to 440 kv electric sub-station, which is the end point of the proposed <sup>gas</sup> pipe line was also examined. This alignment is found feasible and agreeable to GAIL representatives.

A plan indicating various alternatives stated above for the proposed gas pipe line will be laid on the table.

Once the alternative proposal of the gas pipe line from G.T. road along the Bawana Escape and proposed 100mtr. wide road is considered and approved by the technical committee, the gas Authority of India Ltd. has agreed to carryout detail survey for this purpose. It was mentioned by GAIL representative during site inspection that they will ~~engage survey of India for the physical survey.~~ <sup>acquire the land themselves under the provision of their Act.</sup>

The proposed route for gas pipe line from G.T. road along the Bawana Escape(in the North) and along proposed 100 mtr. wide road (in the proposed 50 mtr. wide green linkage in the North) is submitted for approval and consideration of the Technical Committee.

Vivod Bore  
4/5/93.

ANNEXURE - IDESCRIPTION OF THE ROUTE

The route originates from the GAIL's Dadri Gas Terminal adjacent to NTPC power plant and runs towards north west direction via Hassanpur village and crosses Mat Branch of Ganga Canal near south of Chauna Village. The route crosses NH24 and North Railway Moradabad - Ghaziabad Branch. The route runs straight and takes a diversion near Kananja village. The alignment proceeds towards Hindon river going nearby Bhikampur and Bhadoli villages. It crosses Hindon river before sharp meander of the river near Bhadoli. Near village Bhagant it takes a diversion. Runs independent towards south of Badshapur village where it crosses Eastern Yamuna Canal.

It runs further near south of Ghitaura Village and crosses Loni Bagpat Road at B.M. 210.6 after Km. Post No. 21. Surrounding areas have been found as agricultural land. Going towards Loni on the road meets areas earmarked for housing and industrial development by UPSIDC. The route has been aligned by keeping it out of these areas. Further, the route crosses Yamuna River at the straight portion north west of Badarpur village. After crossing Yamuna river, it runs along southern bund of Daryapur Drain upto the Ibrahimpur - Bhaktawarpur road as it is likely that residential colonies would come up beyond northern bund of Daryapur drain in this area. After this road crossing, the route crosses Daryapur drain and it comes to north of drain and runs all along the drain where primarily agriculture land is available. It crosses G.T. Road before Km. Post No. 21 along Daryapur drain where it finds the restricted corridor for a length of about 500 meters, as some residential houses exist at about 20 meters from northern bund of Daryapur drain. After this, the proposed alignment runs mainly in agricultural land along the drain upto south west of Alipur Village where it crosses the drain and further crosses Northern Railway main line near south of Holambi Kalan Railway Station. Again it runs along the drain and it crosses Iredatnagar - Holambikalan Road south of Holambi Khurd Village and finally terminates at DESU power plant site at Bawana.

DELHI DEVELOPMENT AUTHORITY  
TRANS YAMUNA AREA UNIT

SUB: Location of four Filling-Cum-Service Station for alternate allotment to affected units due to construction of a large fly-over on G.T. Shahdara Road (National Highway).

FR 1(4) 93-Div. (TYA)

Background

Recently, a meeting on the subject of "Carving out new sites for filling-cum-service stations" was held in the room of Commissioner (Plg.), attended by concerned officers. In the meeting, it was decided to carve out filling-cum-service station sites in Trans Yamuna Area.

2. Norms with regard to location of petrol pumps in different landuses and other planning considerations.

MPD-2001 has laid down following norms for locating retail outlets given as under:-

Petrol Pumps sites may be permitted in Central and Sub-Central Business District, District Centres and Community Centres (only filling station) and in residential and industrial use zones in the urban area. In the rural areas these may be permitted along the national highways, in villages identified as growth centres and on proposed major rural roads. At the time of preparation of layout plans of residential, commercial, industrial and other areas, the locations of petrol pumps should be indicated as per the following norms:-

Norms for provision of Petrol Pumps

S.No.	Landuse/Use premises	Standard
1.	Residential Use Zone	One petrol pump per 150 ha. of gross residential area.
2.	Industrial Use Zone	One petrol pump per 40 ha. of gross industrial area.
3.	Freight Complexes	Two petrol pumps in each freight complex.
4.	District Centres	Two petrol pumps in each district centre.

5. Community Centres

One petrol pump (only filling station) in each community.

Further regulations and sizes of the retail outlets are given as under:-

- i) Minimum distance from the road intersections.
  - a) For minor roads having less than 30 mtrs. R/W. 50 m.
  - b) For major roads having R/W of 30m or more 100m.
- ii) The minimum distance of the property line of petrol pump from the centre line of the roads should not be less than 15 mtrs. on roads having less than 30m R/W. In case of roads having 30m or more, R/W of the road should be protected.
- iii) Plot Size :-
  - a) Only filling station 30mX17m.
  - b) Filling-cum-service station minimum size 36mx30m and maximum 45mx33m.
  - c) Frontage of the plot should not be less than 30m.
  - d) Longer side of the plot should be the frontage.
- iv) New petrol pump shall not be located on the road R/W less than 30m.

3. Number of existing pumps.

There are 21 existing filling/filling-cum-service stations in the trans yamuna area with a break up of 5 pumps of IOC, 9 of BPC and 7 of HPC. Their locations, dealer's name and name of the Oil Company have been given in list placed at Annexure-I.

Out of above 21, 7 sites are affected as they are objectionable petrol pumps due to following reasons:-

- i) Smaller size than permissible in the master plan.
- ii) At a less distance from intersection than required.
- iii) Less sales due to construction of fly-overs.

4. Proposals at the Macro Level.

#### 4.1 Number of required pumps under various Categories

For an ultimate population of 27 lakh in 88 sq.km. 67 pumps are required as details given under:-

Landuse	N U M B E R		OF	S I T E S
	MPD-2001	Existing	Proposed in Planned Centres	Remarks
Residential	38	19	0	There is no scope
Industrial	4	1	0	There is no scope
Sub C.B.D.	2	0	2	-
D.Cs.	6	0	3	This is as per approved plans.
C.Cs.	15	1	11	3 sites have already been encroached upon.
F.C./S.Cs.	Not specified	0	9	As calculated by TYA.
IFCM's	2	0	2	-
Total	67	21	27	

Note: Out of 27 sites, one site in Distt. Centre Laxmi Nagar and some sites in facilities/service centres is already approved.

#### 4.2 Number of sites to be carved out.

- a) Number of existing sites = 21.
- b) Sites affected = 7.
- c) Balance sites which have been retained in the master plan = 14.
- d) Names of already approved sites in the last two years as given in Annexure No.II = 11.

e) Number of sites to be carved out in planned commercial centres which would take many years = 27. (This includes one approved site in Laxmi Nagar Distt. Centre and few approved sites in facilities/service centres).

f) Number of new sites to be carved out along master plan roads =  $67 - (21 - 7 + 27 + 11) = 15$ .

5. Specific Proposals of Carving Out 4 new sites for the alternate allotment to affected 4 existing petrol pumps in the construction of a long fly-over on G.T. Shahdara Road and at the intersection with Road No.62/70.

4 Proposed sites have been described as under and also shown in the plan laid on the table. These 3 sites are in district park, playground, open spaces and on the main highway in case of first two sites, 45 mtr. wide road in case of the third site and the fourth site on 60 mtr. wide road as discussed in the last meeting of the Technical Committee. Outlined details of these 4 sites have been given under:

i) Site No.1 - On the south of G.T. Shahdara Road opposite J.J. Colony, Seelampur adjoining fisheries pond.

ii) Site No.2 - On the south of G.T. Shahdara Road opposite existing petrol pump of Welcome Colony, approximately 120 mtrs. west of intersection of Road No.57 and G.T. Road.

iii) Site No.3 - On the east of 45 mtr. wide R/W road along Sub C.B.D. adjoining boundary wall of Teachers Cooperative House Building Society Ltd.

iv) Site No.4 - Along Road No.62 as discussed in the last meeting of the Technical Committee.

6. The item is placed before the technical committee for the approval of

- i) Proposal of location of petrol pump sites at macro level and
- ii) Approval of these four specific sites for relocation purposes..



( R.G. GUPTA )  
DIRECTOR (TYA) D.D.A.  
10.5.93

## Annexure - I

## Names and locations of existing petrol pumps.

S.No.	Dealer's Name	Location	Oil Compnay
1.	Deepak Auto	Shahdara	BPC
2.	Mukul Diesels	Gokulpuri Wazirabad Rd.	BPC
3.	Harichand & Co.	Gokulpuri Loni Rd.	BPC
4.	Rajdhani Service Station	Shahdara	BPC
5.	Allied Motors	Preet Vihar Vikas Marg	BPC
6.	ADHOC - Anand Super S/Stn.	Trilokpuri-(2/3 Wheeler)	BPC
7.	Victory Service Station	Shahdara	HPC
8.	Ugarsain & Sons	Shahdara	HPC
9.	Kapoor Service Station	Gokalpuri, Wazirabad Rd.	HPC
10.	Ashok Service Station	Shahdara G.T. Road	HPC
11.	Kundan Lal Flg. Station	Gokulpuri	HPC
12.	Shyam Parkash & Co.	Shahdara, G.T. Road	HPC
13.	Kundan Lal Service Station	Shahdara, G.T. Road	HPC
14.	Delhi Diesels	Bhajanpura, Wazirabad Rd. Yamuna Vihar	IBP
15.	Sri Oil Co.	Patpargunj	IBP
16.	Ajay Service Station	Shahdara (56,62 & GTR)	IBP
17.	Kanpur Delhi Goods Carrier	Gokulpuri, Wazirabad Rd.	IOC
18.	Rama Service Station	Shahdara, G.T. Road	IOC
19.	Taneja S/Station	Shahdara, G.T. Road	IOC
20.	Drivewell S/Stn.	Shahdara	IOC
21.	New Pumps	Road No.56	

## Annexure-II

## Location of approved sites of filling-cum-service stations

S.No.	Location
1.	North of Wazirabad Rd. and West of Marginal Bund.
2.	North of Wazirabad Road. (Near Jail)
3.	South of Wazirabad Road. (Nand Nagri)
4.	On the east of Road No.56 (Road at the boundary of Delhi and U.P.
5.	In the south of NH-24 Mayur Vihar, Phase-II.
6.	In the south of NH-24 Mayur Vihar, Phase-II.
7.	At Kondli Gharoli CRPF (Central Reserve Police Force) on 45 mtr. wide road.
8.	At Kondli Gharoli (SFS) tenements.
9.	In the south of 30 mtr. wide road near Anand Vihar Community Shopping Centre.
10.	North of Road No.64 (In between Mental Hospital and Guru Teg Bahadur Hospital).
11.	North of NH-24 near Marginal Bundh Road.

SUB:- APPROVAL OF FIVE REVISED PROPOSAL FOR FILLING STATIONS/FILLING-CUM-SERVICE STATIONS IN RESIDENTIAL AREA OF ROHINI PHASE-I & II.

PP/R/1001/93/575

The total scheme area of Rohini Phase-I & II is 2497 hect. Out of which, around 1200 hect. is gross residential area. For this gross residential area, 10 filling-cum-service stations sites are required i.e. @ one site for 150 hect. gross residential area, as per the norms of MPD-2001. Similarly, 13 sites are required in commercial areas like Distt. Centre and Community Centres etc. The location plan(master plan) of these 23 sites was prepared and sent for the approval of competent authority. Subsequently, this was discussed with Director(DC&P) and it was decided that initially the proposal of 4-5 sites be put up for approval.

2// Accordingly, four sites in residential area were got approved from VC/Technical Committee of DDA. Later on, the proposal of additional six sites was placed before Screening Committee vide item No. 29/92 (Annexure 'A')<sup>and A-1</sup>. Out of which, only one site was approved i.e. site No. 9. Further, it was decided that site Nos. 5 & 6 will be re-located/shifted in adjacent to CSC/LSC sites and the remaining three sites were not approved yet.

3// Now the revised proposal of above mentioned sites is as under:-

Sl.No.	Site No.	Size	Remarks
1.	Site No. 1 to 4		Already approved by VC/Technical Committee.
2.	Site No. 9	15 mtr. x 18 mt.	Approved by Screening Committee vide Item No. 29/92.
3.	Site No. 5 of Sect. 5.	15Mtr. x 18mtr. (available effective site - 19.5 mtr. x 11.5 mtr.)	As per the decision of Screening Committee, the site has been adjusted in CSC No. 4 of sector-5.

Contd.... 2/.....

*Signature*  
29/4/93

Sl.No.	Site No.	Size	Remarks
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/(as shown on  
the plan)

It is also stated that CSC site has already been constructed at site and the balance area of 19.5 mtr. x 11.5 mtr. average/ is available and is recommended for filling station for two and three wheelers only. Copy of plan is laid on the table.

4. Site No.6 15mt.x18mt. of Sect. 8. (i) This site has been re-located in LSC No. 7 of sector-8, as per the decision of Screening Committee. The particular site is located on 18 mtr. road.
- (ii) The balance area is proposed for two nursing homes sites having an area of 597.5 sq. mtr. & 616.06 sq. mtr. and will be auctioned, as per the policy. It is not required to construct the LSC site here due to location of community centre site across the road. The site plan and lay out plan are laid on the table.
5. Site No.7 30mtr.x36 mtr. of sector-14 in PSP area. (i) The site has not been approved by Screening Committee. It is to mention here that the Sports Complex has already been designed/constructed by DDA and adjacent to the parking area of Sports Complex, the proposal for petrol pump-cum-filling station may be reviewed further since there is no land available other than this green area.
- (ii) Alternatively, the petrol pump-cum-service station could be in the green area of city centre on the proposed 45 mtr. road. This may be considered for approval in lieu of site No. 7. The plan is laid on the table.

*Mamas*  
29/4/93.  
*R*  
3/5/93

Sl.No.	Site No.	Size	Remarks
6.	Site No. 8 in PSP area on 45 mtr. road opposite sector-11.	30 mtr.x36 mtr.	This site has not been approved by Screening Committee. Since no land is available around this area, hence it proposed to review further for approval of this site suggested earlier.
7.	Site No.10 of sector-19 on 30 mtr. road.	30 mtr.x36 mtr.	This site was not approved by Screening Committee. Now it has been re-located on 30 mtr. road adjacent to Hr. Secondary School being run by Delhi Admn. Copy of the plan is laid on the table.

The location plans and details of above mentioned filling station/filling-cum-service station are laid on the table.

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

*Manas*  
29/4/93  
3/5/93.

SUB:- APPROVAL OF SIX ADDITIONAL SITES FOR FILLING STATIONS/FILLING-CUM-SERVICE STATIONS IN RESIDENTIAL AREAS OF ROHINI PHASE-I, II.

The total scheme area of Rohini Ph. I & II is 2497 hect. Out of which, around 1250 hect. is gross residential area. For this gross residential area, 10 filling-cum-service station sites are required i.e. @ one site for 150 hect. gross residential area, as per the norms of MPD-2001. Similarly, 13 sites are required in commercial areas like District Centres and Community Centres etc. The location plan (Master Plan) of these 23 sites was prepared and sent for the approval of competent authority on 31st Jan., 1989. This was discussed in a meeting regarding master plan for petrol pumps in Delhi held in the room of Director(DMP) on 1-2-1989 vide item No. 5(VI) and it was decided that:-

"In the first instance, P.P.(R) would make available details of at least 4-5 petrol pump sites in the area other than commercial centres in the areas, which have already been developed, and can be handed over within a year to oil companies for opening of the petrol pumps."

Accordingly, four sites in residential areas were got approved from VC/Technical Committee, DDA. The proposal for the approval of the remaining six sites in residential areas has been prepared and is as under:-

S.No.	Site No.	Location	Size	Remarks
1.	1 to 4	-	-	Already approved by P.P.R.
2.	5	In Sect. 5 on 16m R/W opposite Sect. 5.	15X18M	Filling station for two/three wheelers.
3.	6	In Sect. 8 on 9m R/W, adjacent to Pocket 1.	15X18M	Filling station for two/three wheelers.
4.	7	In Sect. 14 on 30m R/W opposite Sect. 9.	30X30M	Filling-cum-service station.
5.	8	In FSP IV on 45m R/W opposite Sect. 11.	30X30M	Filling-cum-service station.

*changed*

Contd....2/....

*applied*

S.No.	Site No.	Location	Size	Remarks
6.	9	In Sect. 16 on 30m R/W opposite Sect. 17.	15X17M	Filling station for two/three wheelers.
7.	10	In Sect. 19 on 30m R/W opposite Sect. 18.	30X36M	Filling-cum-Service Station.

The location plans, as well as detailed plans of above mentioned filling stations/filling-cum-service stations, are placed on the table.

The matter is placed before the Screening/Tech. Committee for its consideration/approval.

would be made available for the first 3 schemes, to mark the points of entry space for allotment on an SFS basis to that effect. Three institutional buildings could be constructed out of funds to be generated directly by the allottees themselves.

In the instant case it was also desired that the design may provide for a conference/meeting room on the top floor and other common facilities as per the requirements of the prospective allottees, the cost of which would have to be proportionately borne by them. It was further desired that the consultants for the various services should be appointed immediately by Chief Architect and the scheme be submitted to DUAC after incorporating the common facilities required by the beneficiaries.

ITEM NO. 27/92

Institutional plots in Vasant Kunj, Phase-II (West of JNU) (F.ACA-I/91/1469)

The layout plan of the institutional area in Vasant Kunj, Phase-II, West of JNU alongwith broad details of the sites to be allotted to various institutions, was explained by ACA-II. The proposal was approved.

ITEM NO. 28/92

Construction of additional 16 SFS flats at Sector-A, Pocket-B, Kishangarh. (File No. Nil)

The proposal for the construction of additional 16 SFS flats at Sector-A, Pocket-B, Kishangarh was explained by ACA-II and the same was approved.

ITEM NO. 29/92

Approval of six additional sites for filling stations/filling-cum-service stations in residential areas of Rohini Phase-I & II. (F.PF/R/1061/B3/2030)

The proposal submitted by Project Planner (Rohini) for carving out retail outlets was discussed in detail and it was felt that in the approved scheme it was as possible the retail outlets be provided either in the areas marked for community facilities/facility centres/service centres besides convenient shopping centres as stipulated in MPD-2001. Accordingly, the following decisions were taken:

<u>Site No.</u>	<u>Size</u>	<u>Decision</u>
Site No.5 (Sector 5) ✓	15mt x 18mt	To be shifted to the area earmarked for CSC/OCF (Site No. 4) located on 18mt wide road.
Site No.6 (Sector 8) ✓	-do-	To be shifted to the area earmarked for CSC/OCF (Site No.2) located on 13.5 mt wide road.
Site No.7 (Sector 14)	30m x 36m	Not approved.
Site No.8 (Sector 17).	-do-	Not approved.
Site No.9 (Sector 17)	15m x 18m	Approved. ✓
Site No.10 (Sector 19)	30m x 36m	Not approved.

It was also decided that 1 more retail outlet site of 36m x 30m would be carved out by CA in the area earmarked for commercial use (Mangol Puri District Centre) in such a manner as to cater to the requirements of the vehicles plying on the Outer Ring Road.

ITEM NO. 30/92

Plotted development in Sector 3, 12 & 23 at Dwarka.

Director (DC&P) explained the proposal for plotted development in Sector 3, 12 & 23 at Dwarka. The layout plans presented in respect of each of these schemes were approved subject to the following:

- (i) Parking details to be worked out in respect of plots which had been reserved for auction.
- (ii) Access to be provided for through the service road.
- (iii) The schemes as revised vide above to be cleared at the level of Chief Architect before implementation.

Subject:- Shifting/retaining of Palam Drain within Dwarka Project. F1(189)-92/DW/K

The Structure Plan for Dwarka, prepared by the Consultants proposed shifting of existing Palam Drain within Dwarka by realigning the same. The proposal was based on the landscape concept to evolve flowing green system, integrated with storm water system so that storm water drainage also becomes a part of the recreational system.

2. The issue of shifting of Palam Drain as proposed in the Structure Plan was discussed in detail <sup>and at</sup> in length in Delhi Urban Arts Commission also. The DUAC agreed to the proposal and the Structure Plan was approved accordingly.

3. Based on the approved Structure Plan proposal, detailed sector plans for Sector 5, 11 and 12 were also prepared and subsequently approved in various meetings of the Screening Committee. These sector plans were prepared considering the shifting of the Palam Drain.

4. Later on, Chief Engineer (WZ) requested for retaining of the Palam Drain and the issue was considered in the Monitoring and Coordination Committee's meeting on 8.4.92 under the Chairmanship of the VC, DDA wherein it was decided that Palam Drain may be shifted as per approved Structure Plan of Dwarka.

5. Recently, again a meeting was held under the chairmanship of VC, DDA on 25.2.93 on the subject and following decisions were taken:

(i) The Palam Drain shall not be shifted.

(ii) In view of the concept of rolling greens approved by the DUAC, the existing drain shall be remodelled and it shall be merged with the surroundings by landscaping. The plans shall be drawn by Shri R.K. Jhingan, Senior Landscape Architect.

.....2.

WZ  
20/4/93  
PP(DW)

(iii) Sector 5, 11 and 18 shall be replanned so that there is no loss of remunerative area. These plans be brought before the next Screening Committee, so as to approve the replanning, before forwarding to DUAC.

(iv) The engineers shall work out the infructuous expenditure involved on the basis of the revised planning of Sector 5 and 11, which may be minimised.

(A copy of the minutes is enclosed as Annexure 'A'.)

6. Based on the above decision, we have examined all the sector plans affected by the Palam Drain in light of the Structure Plan. The following modifications were found necessary in case Palam Drain has to be retained:-

(i) At Master Plan level

The land use break up at master plan level has not been disturbed. However, following locational changes of some of the master plan activities have been done:

- (a) Sports Complex
- (b) Socio-cultural centre
- (c) Distt. Centre (Part)
- (d) Master plan green
- (e) Realignment of 220 KV H.T. Lines
- (f) One plot of Coop. Gp. Housing Societies
- (g) Burial/cremation/cemetery sites.
- (ii) Sector level changes

Sector - 5 - Land use break up of Sector 5 on sector level has not been disturbed. However, following locational changes have been done:-

- (a) Local shopping centre
- (b) One Plot of CGHS.
- (c) Sr. Secondary/Primary/Nursery School.

Sector - 11 - Following land use changes have been done :-

20/4/95  
PP(DMU)

(a) In sector 11 Commercial (Distt. Centre) has been increased by 5.02 Ha. by reducing master plan green (5.02 Ha.) in the same sector. However, these land uses have been balanced by reducing commercial 5.02 Ha. in Sector 12 and increasing the green by 5.02 Ha. in the same sector at master plan level.

In addition to above, following locational changes have also been done:-

- (a) Integrated school A
- (b) Housing Area Facility pocket
- (c) Realignment of 20 m. r/w road at one place.

Sector - 19 - Part of the residential (area 7.02 Ha.) in sector 19 falling in Phase-II has been changed to green. However, area has been balanced in the same sector by increasing residential in other pocket of residential area in Phase-II.

7. A small stretch of the drain also required minor realignment at the inter-section of 45 mtr. r/w road and the proposed railway track to avoid multiple over bridges. This stretch is about 500 m.

8. While doing the above modifications, proper care has been taken not to reduce any remunerative area at master plan level as well as sector level.

9. The proposal is placed before the <sup>Technical</sup> Screening Committee for its approval and following decisions:

a. Modifications as indicated in Para 6 & 7 and also indicated on the plan.

b. ~~Whether the approval of the DUAC on the issue is required to be obtained or not.~~

c. Some of the fencing work already done along the master green, proposed earlier may go infructuous.

12/2/93  
PP(DM)

DELHI DEVELOPMENT AUTHORITY  
ENGINEERS  
CHIEF ENGINEER, WEST ZONE

No.CE(WZ) 26(38) 93/767

Dated: 3.3.93

SUBJECT: Minutes of the meeting held on 25.2.93  
regarding shifting of Palam drain within  
Dwarka Project.

A meeting on the subject cited above was held  
on 25.2.93 under the Chairmanship of VC, DDA at  
Vikas Sadan. The following officers were present:

A. Officers from DDA:

1. Shri S.P.Jakhanwal, Vice Chairman - in Chair.
2. Shri H.D.Sharma, Engineer Member
3. Shri R.G.Bhatnagar, Chief Engineer(West Zone)
4. Shri S.C.Aggarwal, SE(Dwk.)
5. Shri Ashok Kumar, Project Planner (Dwk.).
6. Shri G.K.Sethi, EE/WD-10.

B. Officers from other Departments:

1. Shri S.N.Murthy, Chief Engineer(I & F).
2. Shri R.M.P. Swamy, SE(I&F)
3. Shri S.S.Ram Rakhiani, Chief Engineer(C) II, DWS&SDU
4. Shri P.K.Jain, SE, DWS&SDU
5. Shri S.K.Sharma, SE(Plg.), DWS&SDU

At the start of the meeting, VC, DDA directed  
PP (Dwarka) to explain the reasons as to why this  
drain should be shifted. Shri Ashok Kumar PP(Dwk)  
gave the following points emphasising the shifting  
of drain:

1. While approving the structure plan of Dwarka  
Project from DUAC, the concept of rolling  
green was considered. Accordingly, all the  
drains are required to pass through these  
green areas. And it was proposed to shift  
the existing Palam drain. In case, the drain  
is not shifted, the concept of rolling green  
may not be achieved.
2. In case the drain is to be retained, the plan  
for these sectors shall be required to be re-  
submitted to DUAC for revised approval.
3. Structure plan for sectors 5, 11 & 18 shall  
require re-planning.

Detailed structure plan of Dwarka, Phase-I  
and II provides for shifting existing Palam  
drain. As a result of re-channalisation, about  
16.3 Hac. of land shall be re-claimed and  
the over-all remunerative area may get  
modified.

.....2/-



113/115 (Plg) 2  
22/3/93

Myat, Pl dw  
DO (Plg)

P.D (Plg)

To be kept in file of Palam  
drain project  
22/3/93

for Secy AD (Plg)

5. In case these sectors are replanned, some of the development works like construction of roads, fencing of green areas etc. may result in infructuous expenditure.

Thereafter CE(WZ)/SE(Dwk) were directed to explain the merits in favour of not shifting the drain. Accordingly, the following comments were made by them:

1. CE(WZ) stated that the length of Palam drain running through Dwarka Project Area calculates to about 8.5 km. out of which this drain shall be covered for length of about 2.3 km. to provide the link with Pankha Road and the realignment is involved only in a length of about 6.2 km.
2. On the upstream side of Palam Drain and within Dwarka Project, there are number of built up unauthorised areas from where 400 to 500 cusecs of untreated sullage is discharging in this drain. Even after this drain is shifted, this sullage will continue to flow and the concept of rolling green cannot be achieved.
3. Chief Engineer(WZ) and SE, Dwarka Project intimated that an amount of approximately Rs. 6.40 crores will be spent in shifting the existing Palam drain and will take about 5 to 6 years to complete the construction of new Palam drain before the existing Palam drain is made defunct and scrapped from the ground for the utilisation of the land which will all be marshy and will not be suitable for erecting any structure/building thereupon. The existing Palam drain is in existence for over several centuries in its present alignment.

Even, if additional area of about 16.3 hac. of land which is retrieved out of scrapping of the existing Palam drain, the net remunerative area which may be available for disposal shall not be more than 20 to 25% in the overall planning of Dwarka Project and the cost of remunerative area will also get offset from the over-all expenditure of 6.40 crores which will be required to be spent by DDA in the re-construction of Palam drain. Apart from the fact that no bridges can be constructed on the existing Palam drain for 5 to 6 years and communication links between Sectors on the left bank and sectors on the right bank cannot be provided.

The approved land use break-up of all the filled-up area is mostly earmarked for greens/circulation/Sports Complex and only nominal land of about 3.75 Hac. has been proposed as remunerative area which can also be adjusted while re-planning of Sector-5, 18.

.....3/-

4. The existing Palam drain cannot be filled/<sup>up</sup>till such time, the new drain is constructed and is made functional. This process will take about 5 to 6 years time.
5. Structure plan approved by DUAC provides for construction of 5 to 6 bridges on Palam drain. These proposed bridges cannot be constructed unless and until the new drain is constructed. The development works of Dwarka Project shall also be ultimately *→ delayed* by 5 to 6 years.
6. CE(WZ) also explained that construction of DDA houses at Dwarka Project is in full swing and at present the only discharging point available is the existing Palam drain. In case this drain is not retained, allotment of houses shall also get delayed which will result in blockage of the Housing stock for long duration.
7. By filling existing Palam drain, the area so retrieved cannot be used for construction of buildings/structures unless pile foundation is resorted. In case some portion of the land so retrieved is sold to public and in ignorance, private persons start constructing buildings on such a piece of land without adequate knowledge of soil data, it may result in disaster bringing a bad name for D.D.A.
8. SE/Dwk also clarified that the discharge carrying capacity of Palam drain varies from 1800 cusecs to 3000 cusecs in the Dwarka Project area and it matches with the design discharge carrying capacity of the new proposed drain. As such, the parameters of the existing drain matches with those of new proposed drain as well.
9. All along in the down streamside of the existing drain there are 12000 grown up trees. In case, the drain is to be shifted these trees shall be required to cut. When so much is talked about the environment and pollution, it is not desirable to cut such a large number of trees already grown providing a thick green buffer.

COMMENTS OFFERED BY OFFICERS FROM OTHER DEPARTMENTS:

1. Shri Ram Rakhyani Chief Engineer, DWS&SDU stated that the loss in remunerative area can be compensated by covering the existing drain. It will solve both environmental and loss of revenue problem. In the absence of cost of covering such a large length of drain, no view could be formed.
2. Shri Ram Rakhyani further stated that the estimate of Rs.6.5 crore for shifting the drain is very much on the conservative side and the expenditure may be more.

.....4/-

3. It was observed by Shri Ram Rakhyani that under no circumstances, 12000 grown up trees should not be allowed to cut. It is not a small number.
4. Shri Murthy, CE(I&F) stated that the natural slope available at Dwarka Project is so good that the drain is flowing along the natural gradient and its shifting can create the problem.
5. Shri Murthy further stated that in existing Palam drain certain tributary drains are also discharging, the alignment of these drains shall have to be changed. This will further add to the cost of shifting.


In the end, EM, DDA stated that in case, the existing Palam drain is retained, it will be time saving, money saving, trees saving, fast turn over of DDA money and, as such, this drain should not be shifted.

Considering the above points, VC, DDA gave the following decisions:

1. The Palam drain shall not be shifted.
2. In view of the concept of rolling greens approved by DUAC, the existing drain shall be remodelled and it shall be merged with the surroundings by land-scaping. The plans shall be drawn by Shri R.K.Jhingan, Senior Land-Scape Architect.
3. Sector 5, 11 & 10 shall be re-planned so that there is no loss of remunerative area. These plans be brought before the next Screening Committee, so as to approve the replanning, before forwarding to DUAC.
4. The engineers shall work out the infructuous expenditure involved on the basis of the revised planning of Sector 5 & 11, which may be minimised.

(R.G. BHATNAGAR)  
CHIEF ENGINEER (WEST ZONE)

Copy to all present during meeting.

  
CHIEF ENGINEER (WZ)

Sub:- Regarding allotment of land to Anand Lok Cooperative House Building Society for construction of Community Hall and utilisation and allotment of service personnel area provided in Co-op. House Bldg. Society/Co-op. Group House Bldg. Society.

File No: F. 2(36)/86-IL.

The Anand Lok Cooperative House Building Society had applied for allotment of land measuring 1788 sq.yds which is earmarked for service personnel and Dhobhi Ghat in the layout plan of the Society. The procedure for allotment of such land to Cooperative Housing Building Society has been notified by the Government of India vide circular No. 7-1(5)/69-UD, dated 26/27/30th June, 1970 which inter-alia states that:

"The President has been pleased to decide that a part of the land in colonies developed by House Building Cooperative Societies under the scheme other than residential plots leased out to Cooperative House Building Societies, may be allotted to such societies, as had incurred expenditure on premium and development, wherever asked for, for a specific institutional purpose viz. a 'community centre' or a 'Club' or a 'School' free of cost. The area of the land to be allotted shall be determined by the Lt. Governor. The land will vest in the President and it will be given to the society on lease on usual terms but on nominal ground rent of Rs.1/- per annum for which purpose a separate lease deed will be executed."

2. The Master plan norm for quantity of land for Community Room is 660 sq.mts.

3. The Anand Lok Cooperative House Building Society has been pressing for allotment of the entire plot of land available for service personnel. The Society intends to develop the entire area as a Community Hall cum service complex for the benefit of the society.

4. The matter was placed before the Hon'ble Lt. Governor on 21.11.1992 who has desired that the method of disposal for development of service complex may be decided expeditiously. It may be decided by the Technical Committee whether the site can be allotted to the above society on the rates to be decided in consultation with the Finance Wing.

5. He has also desired that the Technical Committee may also take a comprehensive view regarding disposal of such plots in respect of other Cooperative House Building Societies.

6. The Technical Committee in its meeting dt. 28.1.93 observed that the existing approved policy for disposal of service personnel area be submitted to LG for his perusal and information. Tech. Committee also observed that the circular quoted in the preamble for allotment of sites to Cooperative House Building Societies does not cover allotment of service personnel area to the Society.

7. The LG, in this case, vide his note dt:8.2.93 directed to allot and give possession of 620 sq.yds.plot to the Society immediately. The service personnel idea will not work. Therefore for the balance area from 1168 sq.yds. The Society may be requested to offer a scheme for construction of Community sport facilities e.g. tennis, squash, badminton, swimming pool, service facilities such as laundromat, cobbler shop, electrical repair shop etc. or as a last resort a children park etc. It was directed to ensure that the land is not encroached upon.

8. As stated above for such allotments, a policy decision is to be taken. The lands section has opined that there is no harm if a policy decision is reached early as land for setting up residences for service personnel is often misused & encroached. It was further opined that, if DDA accepts LG's view point a two fold achievement can be made. Such valuable land can be protected and community development can take place simultaneously.

9. In view of above the case is put up before the Tech. Committee for considering the allotment of the site for Community Hall and for taking a comprehensive view regarding utilisation of sites of service personnel housing within the cooperative house bldg. /Co.op, group housing societies.

  
11/5/93

## ITEM AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Minor modifications in the layout plan of Delhi Officers Cooperative House Building Society (Plotted development) Madhuban.

File No. PA/DDII/TYA-92-32F.

### 1. Background

In late 70s/early 80s, Delhi Officers Cooperative House Building Society developed a plotted colony in a total area of 10.926 hect. accommodating a population of about 2900 persons in 225 plots of various sizes. In the layout plan, there is a provision of 3.10 hect. for community facilities with a break-up of 1.27 hect. for neighbourhood park, 0.81 hect. for one primary school, 0.2 hect. for two nursery schools, 0.16 hect. for convenient shopping, 0.10 hect. for community hall/library/religious building and 0.50 hect. for tot-lots and other green areas.

### 2. Representation from Residents of Madhuban.

Residents of Cooperative House Building Society, since more than a year are representing and sending letters emphasizing to modify the plan by deleting schools proposed sometimes by the society in the plan prepared and approved by the competent authority - DDA. Members of this society in their special general body meeting held on 19th Jan., 1992 passed the following resolutions:-

"The General Body of the Delhi Officers Cooperative House Building Society in its special general body meeting held on 19.1.92 resolves that taking into account the peculiar layout of the colony, the location of the school in the middle of the colony, as proposed in the approved plan will be detrimental to the peaceful living environment of the society, and as such, not desirable. The plot may be kept green with a part of it to be used for cultural-cum-sports activities like library, music and other cultural activities, badminton court etc."

### 3. Examination of the proposal from Planning Point of View.

#### 3.1 Examination from Layout Plan of Madhuban.

In the approved layout plan of the colony towards the crossing of 30 mt. and 24 mt. wide roads, there is a total plot of about 2.3 hect. with a provision of one primary school of 0.81 hect., 2 nursery schools of .2 hect. and the balance area of 1.3 hect. for neighbourhood park/green areas.

Due to change in Mdaster Plan standards of reduction in size from .8 hect. to .4 hect. for a primary school and omission of the nursery schools, it is proposed to modify the land use proposal of 2.3 hect. as under:-

- .4 hect. with a break up of .2 hect. for institutional use and the balance for play field of a primary school.
- 1.93 hect. for neighbourhood park/green areas/cultural-cum-sports complex.

In this proposal, the total area of 2.13 hect. would be used for green development except .2 hect. for institutional building of primary school. In doing so, the purpose of the society would also be served as well as primary school provision would also be there.

#### 3.2 Examination from macro level point of view.

There are 43 Cooperative plotted house building societies with a total population of 130,000 requiring 26 primary school sites.

As per old norms, area of each primary school site was .8 hect. Out of these 19 sites already allotted/committed.


Due to revised density norms, now there would be 194,000 population and for this, 39 primary school sites are required each of .4 hect. @ 20 more sites of primary schools are required.

Out of the balance sites now left i.e.  $31 - 19 = 12$ ; 8 can be bifurcated into 16 and the balance four would remain as they are, meaning thereby, there would be (19 already allotted) +  $8 \times 2$  = 16 (small size each of about 0.4 hect.) + 4 (large sites each of about 0.8 hect. and can be used for middle school).

4. The item is placed before the Technical Committee for

a) change in size and location of primary school in Madhuban.

b) to increase in number of primary schools from 26 to 39.



( R.G. GUPTA )  
DIRECTOR (TYA) D.D.A.  
10.5.93

Sub: Development of area <sup>for</sup> shifting of noxious and hazardous ~~Industries~~ <sup>Enterprises</sup>. Change of landuse from rural use zone to (commercial) warehousing storage and recreational (open space). F20(4)193-MP

Municipal Corporation of Delhi has prepared a warehousing scheme at Badli on G.T. Road opposite Sanjay Gandhi Transport Nagar. Scheme has been prepared because of the persistent demand that <sup>large no.</sup> lot of commercial and other godowns in the walled city are to be shifted <sup>at</sup> the out-skirts of the city. This matter has come up for discussions in the various meetings of the Lt. Governor where it was decided that an alternative site be located where the noxious trade, and warehousing could be shifted.

2. MCD has about 72 acres of land known as Badli Khatta across the supplementary drain opposite Sanjay Gandhi Transport Nagar. The proposal is to use 20 acres out of that for recreational use and 52 acres for warehousing, storage and wholesale or noxious and hazardous trade.

3. A site inspection has been <sup>done</sup> ~~made~~ by Commissioner MCD, Engineer-in-chief, MCD and Commissioner (Plg.), DDA and Chief Architect, DDA. In general, it was felt that site could be developed for the above purpose. This would require change in the landuse which should be processed. The detail <sup>ed</sup> plan shall be prepared by the MCD which will <sup>be</sup> suitable include the access from the G.T. Road to the scheme area, proper movement of trucks, provision of facilities like Fire <sup>Brigade</sup>, Police Station, Telephone Exchange and other emergency requirements and physical infrastructure like water supply, sewerage and drainage. The plan shall be prepared in accordance with the regulations contained in the Master Plan for Delhi Perspective-2001. <sup>in consultation with the DDA.</sup>

4. The case is put to the Technical Committee/ Authority for consideration of :

- (a) Change of landuse of area measuring about 52 acres from rural use zone to commercial (warehousing and storage).
- (b) Change of landuse of 20 acres of area from rural use zone to recreational (open space).

The plan indicating the area to be laid on the table.

J. C. Jones

SUB: Review of the policy regarding allotment of Nursery School sites for uses other than Nursery School.

1. The case regarding utilisation of surplus land of the Nursery School sites in various colonies was considered by the Authority vide Resolution No.140 dated 20.10.81. After detailed deliberation, the Authority resolved that the surplus land of Nursery School sites be considered for allotment for the following <sup>other</sup> uses :

1. Post Offices
2. C.H./Library
3. Dispensary/OPD Health Centre
4. Day Care Centre/Creches
5. ESS upto 11 KV only where no site is available in the vicinity.
6. Residential Cooperative Store
7. Milk Booth
8. Fine Art School.

2. During the period when the Perspective Plan for Delhi-2001 stood notified, a reference was received from the Ministry to utilisation the surplus land for allotment to social organisations. The Authority vide Resolution No.96 dt. 22.4.83 resolved that a reference be made to the Govt. of India in this regard and accordingly a letter was sent on 10.10.83 by the Master Plan Section. No reply of the letter has been received till date. A view was taken, considering the recommendations be then Perspective Plan-2001 that about 1/3 of the total site meant for Nursery School can be converted into park and the remaining be utilised for Nursery School and other uses approved by the Authority referred to above. VC, DDA approved 12 sites out of 37 in Vikaspuri be converted into park in file No.F.20 (20)/86-MP vide his order dt. 13.2.86.

*CMP*

Contd.....2

3. In the meantime a conscious decision was taken to abandon allotment of Nursery School sites with a view that it is otherwise functioning in the regular primary school, middle school and senior Secondary School sites. A number of representation were received from the Residents Associations and Regd. Societies for the allotment of Community Hall in their respective colonies/schemes. A analysis was completed as per the recommendation of MPD-2001 for using the Nursery School site for Community room/Community Hall/Barat Ghar/Dharamshala and recreational club mainly in the old colonies where the average site of Nursery School measures about 2000 sq.mtrs. or 5 Acs. and the matter was placed for consideration of Technical Committee in its meeting held on 15.4.91 under Item No.70/91.

"The Technical Committee decided that in the old Scheme layout plans, where no site stands, stands earmarked for a community hall or a community hall cum library, nursery school sites and where available may be diverted for construction of a community hall cum library or a community hall on plot sizes of 2000 sq.mtrs. and 800 sq.mts. respectively. Further, the development control norms for such buildings should be the same as provided in MPD-2001 for a Nursery school. It was also desired that the Standard Plans/designs should accordingly be worked out by the Architecture Wing of BDA and the terms and conditions worked out by the concerned Management Wing for allotment of Nursery School sites for such purposes to the registered societies/Residents Welfare Associations."

4. In MPD-2001 there has been the following important changes from MPD-62:

- i) The gross residential density in most of the colonies/areas have been increased and thereby the requirement of Community facilities may increase.
- ii) The number of Nursery School sites have been reduced from 10 to 6 for a population of 15,000 persons.
- iii) The unit area of the Nursery School has also been reduced to 800 sq.mtrs. and also there is change in the units of other community facilities.

5. In view of the above the following recommendations are made: -

- i) Each layout plan whether there ~~is~~<sup>are</sup> vacant sites of Nursery or a surplus land out of the Nursery School are available, should be studied in detail for the calculation of deficiency in the facilities, if not. As far as possible such deficiencies will be provided within the surplus land out of the Nursery School sites.
- ii) It is recommended that instead of a Nursery School 6 A Day Care Centres/Creches would be provided and should be indicated specifically in the modified layout plan.
- iii) Modification in MPD-2001 to that extent may be processed substituting day care centre/creches (in place of Nursery School and ~~Pinner~~ <sup>Kinter</sup> Garden School) and the use activities would be permitted as per the recommendations of MPD-2001 accordingly.

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

*OPD*  
- 12/05/93