

Minutes of the 40th meeting of Technical Committee held on 27.1.95 at 11.30 a.m. in the Conference Room, 'B' Block, 1st Floor, Vikas Sadan, New Delhi.

The following were present:

Delhi Development Authority

1. Sh. S.P.Jakhanwal, Vice Chairman (in the chair)
2. Sh. R. L. Hans, Engineer Member
3. Sh. J.C.Gambhir, Commissioner(Plg)
4. Sh. Santosh Auluck, Chief Architect.
5. Sh. P.C.Jain, Addl. Commr. (AP)
6. Sh. A.K.Jain, Addl. Commr. (DC&P), (Ofctg.)
7. Sh. P.N.Dongre, Addl. Commr. (TYA) (Ofctg.)
8. Sh. Prakash Narain, Director (PPR)
9. Sh. R.K.Jhingan, Director (Landscape)

L & DO

10. Sh. T.S.Bassali, Asstt. Engineer

Delhi Police

11. Sh. Rajesh Kumar, ACP (T)

TCPO

12. Sh. K.T.Gurmukhi, Addl. Chief Planner

Special Invities

13. Sh. I.M.Singh, C.E., PWD, C&ED, For item no. 122/94
14. Sh. O.P. Purohit, SE, YBPC-I For item no. 122/94
15. Sh. N.K. Aggarwal, EE, PWD-XXX for item no. 122/94
16. Sh. GC. Dass Gupta, PRO, NATPAC for item no. 122/94
17. Sh. S.P. Bansal, Dir. (NCR&UE), DDA item no. 5/94
18. Sh. Surendra Srivastava, Dir. (DWK), DDA item no. 2/95
19. Sh. Anil Barai, Jt. Dir. (DWK) DDA item no. 2/95
20. Sh. Vijay Risbud, Dir. (Bldg) DDA item no. 6/95
21. Sh. Ashok Kumar, Dir. (T) DDA item no. 122/94
22. Sh. D.K. Saluja, Jt. Dir. (T) item no. 122/94
23. Sh. K.K. Bhandopadhyaya, Dir. (Rohini) DDA item no. 7/95
24. Sh. K.L. Sabharwal, Jt. Dir. (J&D) DDA item no. 1/95
25. Mrs. S. Bhandari, Jt. Dir. (Landscape) DDA item no. 122/94
26. Sh. J.S. Sodhi, Jt. Dir. (AP) DDA item no. 3/95

The following eight items were discussed:

ITEM NO.122/94.

Sub: Proposed comprehensive improvement of Trijunction of road nos. 45,50 & 59 alongwith construction of new six lane bridge across river Yamuna.

F.5(83)79/MP.

After detailed discussion, the Technical Committee desired that the scheme may be reviewed /modified with the following observations;

(i) In view of the existing Monuments, high tension power line and restricted approach to the bathing Ghat, it may be examined whether the location of the proposed bridge can be alternatively shifted downstream.

(ii) The proposed circulation network does not facilitate smooth movement of traffic Delhi side to TYA. Proposed fly-over on Ring Road could be avoided and the levels may be re-examined for better movement of traffic.

(iii) Due care be given to movement of slow moving traffic/non-motorised vehicles.

(iv) Proper access to Bathing Ghat be ensured and also for conservation of protected monuments in the area.

The representative of CWPRS, Pune, may be requested to attend the Technical Committee meeting, when the proposal modified on the the above lines is brought again.

ITEM NO.1/95.

Sub: Development of 102 acres of land for General Pool Housing and Police Housing at Dheerpur Delhi.

F.3(111)81/MP.

The Technical Committee recommended the following:

(i) The scheme area(298 Ha.) may be declared as ~~the~~ Development Area.

- (ii) For integrated development, planning of the above scheme may be taken up by the planning Deptt. of the DDA.
- (iii) The possibility of taking over the land in possession of the Defence Ministry may be examined by the Lands Deptt.

ITEM NO.2/95

Sub: Approval of alternate route alignment of 11 KVA H.T. Line passing through the land allotted to S.P.G. measuring 44.30 hac. at Dwarka sub city phase-I.

F.1(38)89/PPK.

After detailed discussion, the Tech. Committee constituted a group comprising of Addl. Commr.(AP), Director(Dwarka), S.E.(Elect)and a representative of DESU to work out the alignment in conformity with comprehensive electrification plan of Dwarka.

ITEM NO.3/95

Sub: Allotment of land for construction of cremation ground at Janakpuri.

F.20(23)94/MP

The Technical Committee observed that the proposed location of cremation ground would not be suitable from planning point of view.

ITEM NO.4/95

Sub: Proposal of petrol pump site near Saraswati Vihar Pitampura in Zone 'H'.

F.PA/Dir.(AP)/94.

The proposed location of petrol pump site in the park was not agreed and the Tech. Committee desired that the area be planned for development as 'Recreational /Park' by Director(Land scape). It was further observed that possibility of releasing petrol pump sites in the commercial centres may be explored.

ITEM NO. 5/95

Sub: Proposal for construction of a sports school near Ghewra Maur on Rohtak Road in West Delhi by Directorate of Education ,GNCTD.

Dir.(NCR&UE)/94/F.118.

The Technical Committee recommended the proposed location of the GNCTD Sports School towards south of N.H. 10 in 'Rural' use zone and made the following observations:-

(i) The Technical Committee recommended the proposed location of the Sports School subject to change of land use of the area which may be acquired.

(ii) After keeping the R/W of N.H.10, a 30 mtrs. wide green buffer would be provided alongwith N.H. 10.

(iii) The height of development be restricted to max. 15 m.(4 storey). The overall scheme of the area with self-contained facilities should be got approved from DDA and DUAC, besides concerned local body/Deptt.

(iv) The case be further processed for change of land use.

ITEM NO.6/95

Sub: Applicability of revised guidelines of Ministry of Urban Development in R/O Co-operative Group Housing Society.

F.23(14)88/Bldg.

The Tech. Committee observed that the Director (Bldg.), who is the competent Authority to examine and pass a quasi-judicial order, may take necessary action with due consideration of Building Bye-laws and in consultation with the C. L. A.

ITEM NO. 7/95

Sub: Lay out plan of School Building prepared by the Delhi Jesuit Society located at Shahpur Daultpur in Rohini, phase-IV.

F.9(4)72/MP.

After detailed discussion, the Technical Committee agreed with the proposal in principle and desired that the case be further brought before the Technical Committee with the following information:

(i) The survey/site report of existing buildings and utilisation of the area.

(ii) A copy of the plan sanctioned may be obtained from the DUAC.

This issues with the approval of Vice-Chairman, D.D.A.



(A.K.JAIN) 20/2/95
Offg. ADDL.COMMR. (DC&P)

Memo No. F.1(1)95/MP

Dated: 20.2.95

copy to:-

1. OSD to VC for the information of the later.
2. Engineer Member, DDA.
3. Commissioner(Planning).
4. .Commissioner (Lands).
5. Chief Architect, DDA.
6. Addl.Commr.(DC&P)
7. Addl.Commr.(TYA),DDA
8. Addl.Commr.(AP),DDA
9. Chief Planner, TCPO.
10. Chief Architect, NDMC.
11. Town Planner, MCD
12. Secretary, DUAC.
13. Land & Development officer (L&B).
14. Sr.Architect (H&TP), CPWD.
15. Deputy Commissioner of Police (T)
16. Chief Engineer (Plg.)DESU.
17. Director (Landscape)DDA.
18. Commissioner(LM),DDA.
19. Secy. to LG.
20. Director(PPR)



(P.V.MAHASHABDEY)
Jt.Director(MP)

DELHI DEVELOPMENT AUTHORITY
DEVELOPMENT CONTROL & PLG. WING

No.F.1(1)95-MP

Dated : 25.1.95

MEETING NOTICE

The 40th Technical Committee meeting of the
DPA will be held on 27.1.95 at 11.30 A.M. in the
Conference Hall, 'B' Block, Vikas Sadan, INA, New
Delhi.

Agenda for the meeting is enclosed herewith.
You are requested to kindly make it convenient to
attend the meeting.



(A.K.JAIN)
OFFCTG. ADDL. COMM'R. (DC&P)

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	122/94	Proposed comprehensive improvement of Trijunction of road nos. 45, 50 & 59 alongwith construction of new size lane bridge across river Yamuna. F5(83)79/MP	1
2.	1/95	Development of 102 acres of land for General Pool Housing and Police Housing at Dheerpur Delhi.F3(111)81/MP+1	11
3.	2/95	Approval of alternative route alignment of 11 KVA H.T. Line passing through the land allotted to S.P.G. measuring 44.30 ;hac. at Dwarka Sub city, Phase I. F1(38)89-PPK	14
4.	3/95	Allotment of land for construction of Cremation ground at Janakpuri. F20(23)94-MP	15
5.	4/95	Proposal of Petrol Pump site near Saraswati Vihar Pritampura in 'H' Zone. F.PA/Dir.(AP)94	18
6.	5/95	Proposal for construction of sports school near Ghewra Maur on Rohtak Road in West Delhi by Directorate of Education GNCTD. F.Dir.(NCR&UE)94/F.118	20
7.	6/95	Applicability of revised guidelines of Ministry of Urban Development in R/O Co-operative Group Housing Society. F23(14)88/Bldg.	22

No. F.1(3)95/MP.

Dated:

Draft minutes of the 40th meeting of Technical Committee held on 27.1.95 at 11.30 a.m. in the Conference Room, 'B' Block, 1st Floor, Vikas Sadan, New Delhi.

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22. Sh.D.K.Saluja, Jt.Dir.(T) item no.122/94
23. Sh.K.K.Badhopadhyaya, Dir.(Rohini)DDA item no.7/95
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The Technical Committee observed that the proposed location of cremation ground would not be suitable from planning point of view, ~~as it is part of the 'Recreational' land use/sports complex.~~

ITEM NO.4/95.

Sub; Proposal of petrol pump site near Saraswati Vihar Pitampura in Zone 'H'.

F.PA/Dir.(AP)94.

The proposed location of petrol pump site in ~~'Recreational'~~ ^{in park} area was not agreed and the Tech.Committee desired that the area be planned for development as 'Recreational'/park by Dir.(Landscape). It was further observed that possibility of releasing petrol pump sites in the commercial centres may be explored.

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Dir.(NCR&UE)94/F.118

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with the following information:-

(i) The survey/site report of existing buildings
and utilisation of the area.

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2/2/85

DELHI DEVELOPMENT AUTHORITY
DEVELOPMENT CONTROL & PLG. WING

No.F.1(1)95-MP

Dated : 25.1.95

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(A.K. JAIN)
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Sub:- Proposed comprehensive Improvement of
 Trijunction of road Nos.45,50 & 59 alongwith
 construction of new six lane bridge across river
yamuna

File No.F5(83)79-MP.

1. Location: The trijunction is located in the Northern part of Delhi near Village Gopalpur. Being located in the major traffic corridor via Road No.50,59 & 45 the trijunction forms an important part of the capital's network system. Location plan is placed at Annexure-I.

2. Existing conditions:

i) Nature of Traffic. Due to its strategic location on the outer ring road, Wasirabad Road, the trijunction handles both the local & regional traffic.

ii) Traffic composition:

The traffic comprises both fast moving (heavy/light) & slow moving traffic. As per the study of the consultant, traffic volume with composition at this intersection is given below.

Average Daily Traffic

	<u>From Road No.50</u>	<u>Wasirabad Road (Road No.59)</u>	<u>Road No.45</u>
Car/Taxi/Jeep	2066	2643	3298
Scooter, motor cycle	2112	5292	5018
Auto Rickshaw	215	2306	1903
Bus	1220	1628	2105
Truck	3378	2103	2441
Tempo	992	1021	1299

From the composition of traffic it is seen that Trucks, Buses

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... comprises the major part of the traffic volume.

B. Peak hour volume: The peak hour volume study conducted by the consultant in November, 1988 with directional volume is given below:

PEAK HOUR TRAFFIC FLOW (in pcus)

	<u>Road No.50</u>	<u>Wasirabad Road No.59</u>	<u>Road No.45</u>	<u>Total</u>
Road No.50	-	383(6.56)	598(10.19)	983 (16.75)
Wasirabad Road 296 (Road No.59) (5.04%)		-	2923 (49.8)	3219 (54.87)
Road No.45	753 (12.8)	911 (15.5)	-	1664 (28.3)
Total	1049 (17.88)	1296 (22.09)	3521 (60.02)	5866

- i) Total volume of traffic at the intersection during peak hour was 5886.00 as per the data of November, 88. From the above table it is seen that straight movement comprises 23%, right turning movement 21% and left turning movement 56%.
- ii) Wasirabad Road carries 55% of the total volume followed by Road No.45 28.3% & Road No.50, 16.75%. This shows that Wasirabad Road carries bulk of the converging traffic volume. While analysing the evening peak it is also seen that Wasirabad Road carrying 40% of traffic volume into trans yamuna area.
- iii) The traffic volume has well increased above the lane capacity which is between 750 to 800 per lane. The volume capacity analysis shows that the V/C ratio on the barrage is to the tune of 3.0 which indicates the severe congestion on the Wasirabad Road. No further augmentation in any form is possible in the existing barrage to carry the increasing volume of traffic. The traffic tends to have a forced congested flow

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with unpredictable characteristics and thus unstable. The existing 'T'-junction is not designed properly to carry the traffic volume of 5886 PCUs which has increased to 7533 PCUs in morning & 8005 PCUs in the evening peak hour in 1991. The traffic is still in increasing trend.

C) Trijunction and Road details:

- i) Road No.50 has a 4 lane divided C/W with a central verge of 1 mtrs. with footpath on either side.
- ii) Road No.45 has a 4 lane C/W with a central verge of 1 mtrs. with footpath on either side.
- iii) At the intersection Wasirabad Road has a 4 lane undivided C/W which has been squeezed into a 2 lane undivided C/W on the Wasirabad Barrage.
- iv) The T junction has not been designed properly with the required slips roads, traffic channelisers etc.

D) Problems.

- i) The existing 'T' junction due to lack of proper traffic Islands, required slip road and logical geometrics, has become dangerous to the smooth flow of the increasing traffic.
- ii) The roads have not sufficient C/W width to cope up with the existing traffic. The major problems is observed on Wasirabad Road i.e. Road No.59 where total lane width on the barrage is 2 lane. This has resulted in frequent traffic jam on this important corridor which caters to both regional & local traffic. The journey speed on the barrage is 20 km.
- iii) The skewed alignment of Wasirabad Road upto the Barrage is

dangerous, which has been narrowed to a two lane road over the existing drain.

iv) The road from the village has been merged with the main C/W of Wazirabad Road in a Y junction causing problem to the smooth traffic movement.

B) Projected Traffic Volume:

Considering the past trend of traffic growth, a 7.5% growth rate per annum has been adopted for the traffic volume at this intersection by which the 'T' junction shall regulate about 13,971 PCUs by 2001 and 26,786 PCUs by 2010. The volume of traffic in the projected year shall not be easy to be handled only at the surface level but requires a signal free smooth movement. A comprehensive traffic circulation scheme has been submitted by Executive Engineer, YBP vide his letter dated 13.5.94 which has been examined. The proposal includes the redesigning of the Trijunction and realignment of Wazirabad road with a view to a smooth flow of traffic.

3.1) Historical Background: Earlier in 1988 a gradeseparator proposal was prepared by DDA for this intersection vide drawing No. ^{GS-001/PPW-89} . This proposal was approved by Technical Committee ^{in its meeting held on 29.3.89} and the decision is given below:

"The alternative proposal prepared by DDA with a trumpet clover leaf was recommended for approval by Authority subject to its clearance from DUAC."

The approval was conveyed to CE (PWD) vide letter dated 5.12.89 and was requested to get the design approved from DUAC. The same design has been merged with the 6 lane of Bridge proposal.

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11) R/W of the Roads: As per MPD 2001, the R/W of the roads are as follows:

1. Road No.50 - 90 mtrs.
2. Road No.45 - 90 mtrs.
3. Road No.59 (Wasirabad Road) - 60 mtrs.

4. Salient feature of the proposal:

Basing of the traffic volume, volume capacity Ratio study, composition of traffic volume, a comprehensive proposal has been evolved involved integrating the ~~important~~ improvement of both the Wasirabad Road and the Trijunction. The improvement scheme has been proposed in two phases keeping in view the economy, circulation pattern & availability of fund.

4. Phase-I Phase I has been proposed for Improvement at Grade.

1. For a smooth and efficient movement, realignment of Wasirabad Road has been proposed by shifting laterally the 'T' junction 120 mtr. approx. northward from the existing location.

11) Two Bridges of the intersection has been proposed ~~at~~ on the supplementary drain. Bridge I shall be a six lane bridge which shall accommodate the left turning movement from Road No.50 on to Wasirabad Road. The width of the Bridge-I is 35 mtrs. Bridge-II is also over the supplementary drain having a 4 lane C/W exclusively proposed for the left turning movement from Wasirabad Road on to Road No.45 which comprises to about 40% of the traffic. A new 6 lane bridge over River Yamuna about 50 mtr. downstream of the existing Barrage Bridge has been proposed for fast and heavy vehicles. The existing Barrage Bridge shall be used exclusively for the slow

moving traffic. Accordingly, the existing alignment of Wasirabad Road has been changed and taken between the existing monuments and the 220 KV pylon in the Western approach of River Yamuna. The existing drain shall be rechannelised to accommodate the proposed alignment. In the eastern approach of River Yamuna, Wasirabad Road shall be adjusted as per the alignment of the new Bridge and proposed to be merged with the existing Wasirabad Road near the Gurudwara Nanaksar.

iii) The proposal to segregate the slow traffic from the fast traffic has been augmented by providing three underpasses which will enhance the smooth and uninterfered movement of the slow traffic and fast traffic.

iv) Both Road No.50 & 45 shall have a six lane C/W road.

Phase-II

A) A grade separator has been proposed on Road No.50 & 45 with a simple trumpet interchange to handle the large volume of traffic which may swell up to 14000 Pous by 2001 as per the consultants study. This not only will increase the efficiency of the T-junction but also the overall efficiency of the corridor.

B) The proposal has taken care of all directional movements at the intersection.

C) The land around the existing monument has been suitably proposed for green use with proper landscape.

D) A suitable diversion plan for both the phases has been integrated for an effective circulation during the period of

implementation of the proposal.

- E) Cost of the proposal shall be about Rs.40 crore.
- F) Life of the Bridge has been taken as 20 years.
- G) The cost benefit analysis of the project has shown the following gains,

- 1) Saving in travel time - Rs.63.52 million/year.
- 11) Saving in vehicle operation cost -Rs.9.35 million/year.

H) The Internal Rate of Return (IRR) for the given capital outlay of Rs.40 crore has been covered out of the tune of 21.32%.

5. The proposal has been examined as per the guidelines of the Authority vide Resolution No.54 dt. 13.8.90 & parawise details are as follows:

Authority Guidelines.

1. Priorities should be given to the traffic on the Ring Road & Outer Ring Road & Grade Separators should be provided on Ring/Outer Ring Road so that flow of traffic on these road is made free.
2. The grade separator shall be aesthetically well designed & fit in with the environment. Considering the problems of storm water drainage and the cost, the grade separator should be proposed as two level flyover, provision could be made for 3rd level below ground which could be taken up later on when found necessary. The priority of location & economics of the scheme should also be taken into consideration in each individual case.

Observation of DDA.

Priority has been given on outer ring road i.e. Road No.50 & 45. The gradeseparator has been proposed on Road No.50 & 45.

Only two level simple trumpet design has been proposed for a signal free traffic movement at the 'T' junction.

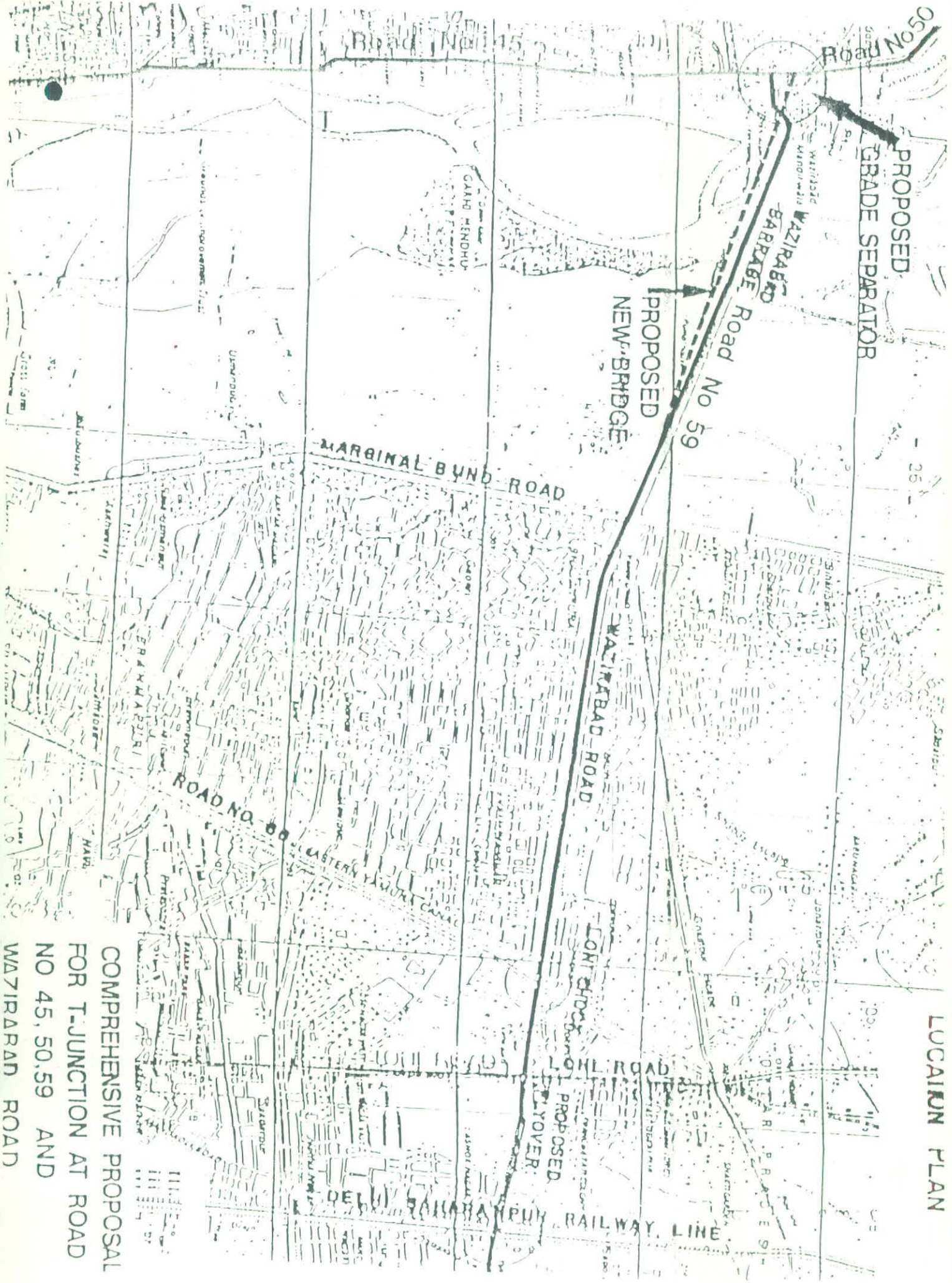
- 3.A) On Ring Road (60 mtrs. R/W) and a parts of the Outer Ring

This has been incorporated in the design.

Road (width 60 mtr. R/W) the flyover shall consist of 3 lanes.

- | | | |
|------|---|---|
| B) | A service road of about 6 mtr. carriageway should be provided which could be reduced to 4.5 mtr. In case of 45.0 mtr. R/W in specific cases where service roads is not required, the space should be used to increase the surface carriageways. | Service roads have not been proposed as the same are not required. |
| C) | Footpath on both sides with the minimum width of 2.0 mtrs. should be provided. The pedestrian subways be located at appropriate location. | Footpaths have been provided. No pedestrian subways are proposed, since this has not been considered as a major inter change point. |
| D) | The clear height of the grade separator shall be 5.5mtr. above road surface. | Same has been integrated. |
| E) | 3.5 mtr. wide strip on both the side shall be reserved for H.T. Tower Lines. The approved standard section for 60 mtr. and 45 mtr. R/W roads has provision of two H.T. Tower Lines on each side. | No separate corridor has been provided. |
| F) | The longitudinal section of flyover should be aligned at 1:30. | This has been adopted in the design. |
| G) | The gradeseparator design should provide for smooth movement of cyclists depending upon the volume of by design or by traffic Management. | Slow vehicles movement has been given due care in the design. |
| 4.A) | To optimise the use of grade separator, the road improvements upto the next major intersection on each and on all arms shall form part of the grade separator project. | This has been incorporated. |
| B) | The circulation of the surrounding area shall be properly integrated with Grade Separator Scheme so that the Grade Separator does not become an obstructions for the surrounding area. | It is being provided. |

5. A proper landscape plan shall be prepared for the scheme. It is yet to be received.
6. Feasibility Study: As per the feasibility study submitted by the Agency, 8 nos. of unauthorised jhuggies are affected. About 240 nos. mostly kikar & safeda plants are affected in the proposal. Details of affected properties/trees are given in Annexure-II.
7. The case is placed before the Technical Committee for the consideration of :
 1. The proposed comprehensive improvement of Trijunction of Road No.59, 50 & 45 vide drawing No.NATPAC/ND/PWD-88 & NATPAC/ND/PWD-89.
 2. Executive Engineer, YBP, PWD, NCTD shall submit the NOC from Archaeological Deptt. & Irrigation & Flood Deptt. with respect to these proposed improvements.
 3. YBP(PWD), NCTD shall take up the issue of illegible affected properties with the concerned agencies.
 4. YBP(PWD), Govt. of NCTD shall plant three times of trees affected in the R/W after obtaining approval from Competent Authority.
 5. YBP(PWD), NCTD shall ensure protection of the R/W.



COMPREHENSIVE PROPOSAL
FOR T-JUNCTION AT ROAD
NO 45, 50, 59 AND
WAZIRABAD ROAD

SUB : Development of 102 acres of Land for
General Pool Housing and Police Housing
at Dheerpur, Delhi :

File No. : F.3(111)/81-M.P+1.

1. The case regarding development of 102 acres of land for general pool housing and police housing at Dheerpur, Delhi, was discussed in the Technical Committee meeting held on 18.2.1993 vide which Technical Committee observed that the area under reference is not a 'Development Area'. As such, the layout plan/building plans are to be prepared by MCD/DUAC. The Technical Committee also observed that Delhi Admn. while formulating the plan for residential development should reserve about 30% of the land component for provision of city level facilities, in addition to the neighbourhood facilities/ amenities as per MPD-2001 norms. Accordingly, the decision of the Technical Committee has been conveyed to the concerned department.

2. Subsequently, a meeting was held in the room of Chief Secretary, Delhi on 20/7/1994 which was attended by Shri S.C.Gupta, the then Addl. Commissioner(DC&P). As per Addl. Commissioner (DC&P)'s note dated 20.7.94, the issue discussed was that the drainage scheme be worked-out by Flood & Irrigation Deptt. of Delhi of this scheme in the first instance.

3. VC,DDA has desired in his note dated 26.7.94 (Page 49/N) that DDA's stand should be finalised in advance in a meeting of EM. Accordingly, the meeting was held under the Chairman-ship of EM, DDA on 28.9.94. The meeting was attended by Commissioner (Planning), Chief Arch., Chief Engg.(NZ) and the Director (JED). After the detailed discussion, it was observed that

3.1 A piece of 102 acres of land in question is part of 800 acres of land which is under the possession of DWS&SDU, MOD and has been transferred by MOD to Delhi Administration, for staff quarters.

3.2 Development of only 102 acres of land out of the total area lying vacant in the vicinity will not solve the problem as peripheral road development and other facilities are required to be provided. Therefore, for a comprehensive development of the area, it is appropriate that the total vacant land should be acquired by DDA and a comprehensive layout plan should be prepared according to MrD-2001 norms. In that case the said area has to be notified as 'Development Area' in the first instance.

3.3 Apart from few pockets which are under the possession of Ministry of Defence, the major portion of the vacant land is under the possession of MOD. In case the suggestion mentioned in the above para 2 is not found feasible at least land under the possession of Defence Ministry shall be taken by DDA, as most of the Master Plan facilities have been proposed in this area, including a District centre. MOD may be asked to prepare a comprehensive layout plan of the total area lying vacant in that locality, taking into consideration the drainage system, service planning like water supply, sewerage disposal etc. After the preparation of the detailed layout plan, the same should be sent to the DDA for consideration in the Technical Committee.

4. Considering the decision taken in the meeting of EI, scheme boundary has been identified on the copy of the survey plan (plan laid on the table). Detail of the scheme is as under:

Contd

A. Total Area of the Scheme - 298 Hcts.

B. Location

Towards North : Road No.50.
Towards West : Sewerage treatment plant, Phase-I Sheerpur and transmission site.
Towards South : Model Town and Adarsh Nagar group of colonies.
Towards East : Jahangirpuri Resettlement Colony.

C. M.L.D land uses

Residential : 125.60 Hcts.
Recreational : 100.80 Hcts.
Commercial : 19.20 Hcts.
Public/semi-public : 35.80 Hcts.
Circulation : 17.20 Hcts.
Total: : 298 Hcts.

It is understood that out of the total land earmarked for the scheme, 211 Hcts. of land is under the possession of M.C.D. Rest of the land i.e. 87 Hcts approx. which is lying vacant, partly owned by Defence and partly by private owned (exact status of land will be obtained subsequently).

4.1 Most of the land of the scheme is a low lying and full of ditches. The area was considered to be flood-prone before the construction of Road No.50. The concerned Engineering Deptt. shall examine the drainage scheme, services plan and possibility of construction and development activities in this area.

5. The matter is placed before the Technical Committee for the consideration of option mentioned in para 3.2 and 3.3 in light of para 4.


[Handwritten signature]
23/4/77
JD(J&D)
JD(J&D)

Sub: Approval of alternative route alignment of 11 KVA H.T. line passing through the land allotted to S.P.G. measuring 44.30 ha at Dwarka sub-city, Phase-I.

(F.1(38)/89-PPK)

The Asstt. Director (Admn.), Special Protection Group, Cabinet Secretariat, New Delhi has requested for removal of H.T. line running ^(c.i.) ~~th~~ their plot. The existing ^{& proposed} route of 11 KVA H.T. line has been marked on the copy of the Composite Plan laid on table. This 11 K.V.A. HT line is to be underground and re-alignment proposal has been prepared and marked in red colour on the plan laid on table.

The alternative route alignment of 11 KVA H.T. line (underground) as per the plan laid on table is placed for consideration and approval of the Technical Committee.


(ANIL BARAI) — 19.12.94
Jt. Director (Plg.) DWK

SUB : Allotment of land for construction of
Cremation Ground at Janakpuri
(File No.F.2823/94-AP)

General Secretary, Federation of Janakpuri Residents' Welfare Association vide his letter dt.: 6th Sept., 92 requested for locating an alternative site for Cremation ground in Janakpuri. The issue was also discussed in the Chamber of Vice-Chairman, DDA on 27.8.92, in the presence of Sh.L.L.Khurana the then M.P. and Sh.Jagdish Chandra Mukhi. In the meeting it was decided that a joint site inspection by J.D.(AP) and Sh.Mukhi be carried out for identifying the alternative location. During the meeting it was also mentioned that earlier a site measuring 2000 Sq.Mtr. was allotted to M.C.D. in the green nitch adjacent to Jail Staff quarters, the site is existing and is not being used due to resistance from the neighbouring residents, who have reportedly brought a stay order for allotment.

2. Accordingly the site was jointly inspected by the representatives of Area Planning and Sh.J.C.Mukhi and identified a site at the crossing of 30.20 Mtr. R.O.W. (leading to Mayapuri) and 24 Mtr. ROW road connecting Pankha Road) and was comparatively found suitable due to its location, away from the residential area. As per MPD-2001, two sites of Cremation ground have been shown in Zone-G, one near Village Tihar in G-8 area and the other on Ring Road near Punjabi Bagh. The request was earlier considered by the Technical Committee which recommended that a suitable location be provided in Dwarka Project comprising of modern facilities like Electric Crematorium etc. Considering the norms of Master Plan for location of Cremation ground sites within the three miles radius of the residential area, it was found suitable including the existing and proposed locations. The site in Dwarka Project was approved by the Technical Committee.

3...2/-

CEP
G.D.S.
Dm (203)

3. In view of the joint site inspection, the detailed survey for the area was conducted and it was found that there was no. of existing trees in the area which are mostly of Eculiptus and Kikker. 0.4 Hac. (one acre) land was identified at the corner in District Park, out of which about 1000 Sq.Mtr. was proposed for Cremation activities and remaining 3000 Sq.Mtr. for parking and landscaping by creating heavy green buffer between the Cremation ground site and the roads. The entry was recommended from 30.00 Mtr. wide road.

4. The proposal was discussed in the Technical Committee held on 8.2.94 under item No.13/94 in which it was decided to defer the item for the inspection by Commissioner (Plng.) for identifying other alternative locations and accordingly the matter may be brought in the Technical Committee. The joint site inspection was carried out by Addl. Commissioner (AP) and Director (AP) and after going round the area one more alternative was proposed besides the one placed for consideration in the earlier meeting of the Technical Committee. The details are given below :-

ALTERNATIVE-1 :

As explained above

ALTERNATIVE-2 :

This site is also located in Master Plan green about 300-400 Mtr. towards south of Alternative-I. In the green nitch where earlier disputed Cremation ground was located by shifting it towards North. This proposed site will be far away from the residential area and will be accessible from the 24 Mtr. wide road opposite College area. 2000 Sq.Mtr. will be for Cremation activities and 1000 Sq.Mtr. will be earmarked for parking which is abutting the road linking these two areas by 6 Mtr. wide pedestrian road.

5. The two alternatives are placed before the Technical meeting for the following consideration :-

- (i) to agree one of the proposal referred to in para-above

6/3/94
.....3/-
Dm (AP)

- (ii) change of land use for an area covered in the approved proposal from "District Park to Public & semi public facilities "Cremation ground".
- (iii) the site will be handed over to MCD with the condition that minimum trees should be affected in the Project.

6. The proposal was discussed in its meeting held on 27.7.94 in which it was observed that the site proposed for the cremation ground is in the 'recreational area' and, if the site is developed for this purpose, the recreational area could not be effectively utilised by the public. Therefore, it is in the public interest to develop this area as 'green' and it may be explored whether the existing cremation site in the vicinity of village Posangipur and Asalatpur could be properly developed by MCD by enlarging its size.

Accordingly, alternative ^{II} ~~three~~ have been prepared after conducting the detail survey of the existing cremation ground in Janak Puri, C-Block near Posangipur village. The plan has been prepared for an area of 1462 Sq.mt. taking into consideration the existing cremation ground and adjoining vacant area. (Plan laid on the table)

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

C. K. 7
11/8/94

Subject:- Proposal of Petrol Pump site near Saraswati Vihar, Fritampura in 'H' Zone.
F.PA/Dir.(AF)/94/

1. A petrol pump site has been proposed near Saraswati Vihar in Zonal Plan of Zone 'H' as approved by the authority.(Sub-Zone H-5)laid on the table.
2. As a followup action to process the Petrol Pump sites approved in the Zonal Plans, a joint site inspection of Addl. Commr.(AF), Dir.(H) Zone, Dir.(WC&SA) and Jt. Dir.(IT) was held on 28.11.94 to identify the specific location for petrol pump. Following observations were made at site:
 - i) There is no petrol pump existing on Outer Ring Road on Saraswati Vihar side between road no.41 and road no.43 in a distance of about 3 kmtrs.
 - ii) An ROB/RUB has to ~~be~~ at the intersection of Outer Ring Road & road no.41 - Madhuban Chowk.
 - iii) Distance between road no. 41 and the 18 mtr. R/W road is about 550 mtrs.
 - iv) There is an existing 18 mtr. R/W road of Saraswati Vihar presently meeting the outer ring road in a 'T' junction. After the construction of an ROB/RUB on Madhuban Chowk this junction shall have simply leftin - leftout movements.
 - v) On the northern side of the road is a lowlying undeveloped park and the market around village Fritampura.
3. Following three alternative locations were identified:

Alternative 'A': On 18 mtr. R/W road(across the track nala) of Saraswati Vihar. The site is located in the corner of a low lying land proposed as park for 2/3 wheeler pump of 18 mtr. x 15 mtr size. This site is as per the location shown

in the zonal plan approved by the authority. There are three existing eucalyptus trees on this site. The site shall be facing the Saraswati Vihar houses which are likely to object the location of this site due to traffic hazard and due to conversion of park area into Petrol Pump.

Alternative 'B' : This site is proposed on Outer Ring Road at the junction of the minor road from Village Pritempura. Some adjustment may be done to have a right angled junction with the village road. A 35 mtr. x 30 mtr. site is proposed at this location. This site shall have a distance of about 20 mtrs. from the 18 mtr. Saraswati Vihar road. The entry/exit to the pump shall be from the service road as such the site shall not be affected by ROB/RUB on Madhuban Chowk. A dustbin presently not in use on this site shall have to be demolished. Another dustbin is existing nearby.

Alternative 'C' : On 18 mtr. R/W road (across the trunk road) of Saraswati Vihar. The site is located in the open space of existing Pritempura Village/market, 15 mtr. away from the side road as shown in the plan laid on the table. The site is proposed for 2/3 wheeler pump of 18 mtr. x 15 mtr. size. This area is in use by the village residents. Cowdung cakes are dried and stored here. Some trees are also existing on this site. The site is likely to be objected by the village residents.

4. From the above it shall be seen that amongst all the options, ~~Alternative 'A'~~ Alternative 'B' is most desirable and is recommended for consideration by the Technical Committee.

RCG/air
15/11/92

Sub : Proposal for construction of a Sports School near Ghewra Maur on Rohtak Road in West Delhi; by Directorate of Education GNCTD

(File No. Dir/NCR&UE/94/F.118)

1. We have received a letter from Directorate of Education GNCTD dated 23.11.94 address to Commissioner (Plg.) DDA on the above proposal. This involves 61 acre of land south of Rohtak road. Another proposal was also earlier received for 80 acres, north of Rohtak road, for the same purpose.

In a separate communication dated 8.12.94 the Planning Deptt. of DDA has been requested to furnish the landuse in respect of both the pockets referred above, whereas the proposal is to take up one of them, for the sports school. As per records it appears that the land is yet to be acquired.

2. Observations :

The land as indicated in the PUC with both alternatives, that is North of Rohtak road and South of Rohtak road has been examined with regard to provisions of MPD-2001 as well as Urban Extension Plan-2001. The observations are as given below :

- i) In MPD-2001 emphasis has been laid on development of play and sports area for all age groups. The Plan, also provides for development of areas for sports at different levels, as per the norms given below :

Divisional sport centre :

Population size	10-12 lakhs
Area	20 ha.

District sport centre

Population size	1 to 1.5 lakhs
Area	8 ha.

Neighbourhood play area

Population Size	15,000
Area	1.5 ha.

Residential unit play area

Population	5,000
Area	0.5 ha. (flexible)

iii) The norms given above in the plan area mostly in relation to the urban areas. Accordingly no specific site for these sports activities have been indicated in the plan for rural use zone.

iii) The landuse for both the pockets is "Rural" as per MPD-2001 (as shown in the plan laid on table). However, in the approved Urban Extension Plan the landuse for these pockets is as given below:

Pocket-A that is about 61 acres south of Rohtak Road. The landuse is "Rural".

Pocket-B about 80 acres north of Rohtak road. The landuse as per Urban Extension Plan is "Manufacturing".

iv) According to MPD-2001 playground, stadium, sports complex are categorised under the "recreational" use zone. Although, in the Master Plan there is no specific proposal for a development of sports school as envisaged; it provides for Sports Training Centre which is a premise having facilities for training and coaching for different indoor and outdoor games including swimming. It also include centre for physical education. In the premises following is permitted as per Master Plan:

"Sports Training Centre, Residential Flat (for maintenance staff), Retail Shop (Confectionery, grocery & general merchandise), Hostel Bank, Post office; Canteen; Indoor and Outdoor Stadium, Swimming Pool; Play Ground." (ref. page 157 & 173 of the gazette).

v) The Sports Training Centre as proposed in the Master Plan could be considered as part of public and semi public facilities and hence could be covered under "Public and Semi-Public" use zone.

vi) The proposed site (Pocket A) of 61 acres is along the main road and would require an approach from Rohtak road. In view of the location and the provision of MPD-2001; we may have no objection for change in landuse from rural to public and semi public (Sports school) in this case; provided that

(a) the road right of way of 40 m. (200 ft.) for the Rohtak Road is left out from the said purpose and

(b) the floor area of 1.8 ha. (equivalent to a college building) be permitted for construction and while the rest be left open for play fields etc.

4. With the observations given in para 3 above, the case is put up for consideration of the Technical Committee.

[Signature]
4/1/35
R. K. SINGH

Sub: Applicability of revised guidelines
of Ministry of Urban Development in
r/o Co-Operative Group Housing So.
dt.3.2.98.

F23(14)/88-Bldg.

BACKGROUND OF GOVERNMENT GUIDELINES

The Ministry of Urban Development issued guidelines vide letter dt.3.2.83 and subsequently vide their letter dt.27.7.88, the clarifications/modifications to the revised guidelines. A letter dt.12.9.83 was issued by Director, Ministry of Urban Development stating that before these guidelines come into force they will have to be translated into bye-laws of the respective local bodies. In this regard a meeting was held in the chamber of Secy. Urban Development on 21.8.83 and the question of enforcement of revised guidelines, in the interim period was also considered. A ^{Consensus} arrived in the meeting that the building activity should be governed by provision of Old Master plan and provisions of revised guidelines. In the event of any party having option between the two, the harsher of the provisions should be imposed. In order to work out the harsher of the two provisions a check list for the scrutiny of projects during the interim period as prepared in a meeting held on 17.10.83 under the chairmanship of Commr. (Pls.) Subsequently a check list was again discussed on 13.11.83 ^(X) which was attended by Dir. (PW), Dir. (CP), A.H. Secy, J.D. (Plg.) and D.O. (U/Bldg). As per the discussions and decisions taken in the meeting a check list was finalized as enclosed.

(Annexure I).

(X) in a meeting
held Under
chairmanship
of Commr. (Plg)

The check list for the scrutiny of Co-Operative Group Housing Societies and other projects during the interim period till the amendments are made in the master plan of Delhi and in the building bye-laws shall be imposed.

2. The cases in which conditional sanction has been given beyond 80' : In this category three cases of New Town CHS, Kanungo CHS and Ashiana CHS have come to the notice which were sanctioned in accordance with the revised guidelines of Ministry of Urban Development. The history of individual case is given in Annexure II.

OBSERVATIONS

The proposals of the above mentioned Co-Operative Group Housing Societies stand cleared from the DUAC, Chief Fire Officer and National Air Port Authority.

2. As per the development control norms, applicable at the time of sanction of plans there was no restriction on the height as per revised guidelines issued by the Ministry of Urban Development.
3. While sanctioning the building plans the condition was laid that before going beyond 80' height approval of DDA will be taken.
4. During the course of hearings u/s 30(1) and 31-A of D.D. Act under unauthorised construction, the representatives and architects of the societies mentioned that the foundations of multi-storied blocks were laid in accordance with the total height of the buildings and any modifications at this stage will cost the society inordinate expenditure.

5. In case of New Town CGHS construction beyond 80' height was compounded under quasi judicial powers of Dir. (Bldg.) as construction prior to sanction.

All the three cases are of similar nature. It may therefore be seen if all the cases in which the construction has been done beyond 80' and the society in which the construction has not been done beyond 80' height, if these societies can be considered or permitted to do so i.e. to allow construction beyond 80' as the foundation have already been laid for multi-storeyed blocks.

MPD-2001 does not provide the height more than 26 mts. Therefore in order to accommodate the above cases, technical Committee to advise if the special reference is to be made to the Ministry of Urban Development or amendment is to be made in the Master Plan to accommodate these cases.

14-3-2018
17-1-95

10/1/95

Annexure - I

PARTIAL USE OF BUILDING SECTION

1. FOR LOW RISE BUILDING i.e. BUILDING UP TO 45' (13.72 M) HEIGHT.
PLANNING SCHEME AND OTHER PROJECT

- | | | |
|-------|--|--|
| 1. | FOR LOW RISE BUILDING 13.72 ^{i.e.} BUILDING UP TO 45' (13.72 M) HEIGHT. | |
| i) | Ground coverage, parking and passage to the building/ buildings 50% of the plot area. Maximum ground coverage 35%. | |
| ii) | Area for green | 50% of the plot area |
| iii) | FAR | 175 |
| iv) | Mandatory to plot | 7.50% or 15% of the plot area as specified in the structure plan. |
| v) | No. of DUs | 60 DUs per acre. |
| vi) | Parking | As per the earlier norms/regulations. |
| vii) | Basement (for parking only) | Equivalent to the ground cov. proposed subject to the maximum 35% of the plot area. In order to have one conditions continuous inter-connected basement for easier vehicular movement and to avoid number of ramp, it shall be allowed to extend beyond the building line upto the envelop line subject to the conditions that the top roof level of the base beyond the actual building line should be finished with the ground and it should be properly landscaped to make it green. |
| viii) | Stilt floor | Area of the stilt floor shall be counted in the FAR. In case the height of the stilt floor is restricted to non-habitable height, i.e. 3' ^(2.40m) , the area shall not be counted in the FAR. |
| 2. | FOR HIGH RISE BUILDING 13.72 ^{i.e.} BUILDING ABOVE 45' (13.72 M) HEIGHT. | |
| i) | Ground coverage | 25% of the plot area |
| ii) | Height | No restriction subject to approval of DUAC and Civil Aviation Deptt. |
| iii) | Area for green (including the passage to the building only) | 75% of the plot area |

- | | |
|-----------------------------|---|
| iv) FAR | \$75 |
| v) No. of DUs | 60 DUs per acre |
| vi) Mandatory to plot | 7.5% or 15% of the plot area as specified in the structure plan. |
| vii) Basement (for parking) | Equivalent to area required for cars and scooters @ 35 sq.mts. per car and 10 sq.mt for scooter. In order to have one continuous inter-connected basement for easier vehicular movement and to avoid number of ramp, it may be allowed to extend beyond the building line upto the envelope line subject to the condition that the top of roof level of the basement beyond the actual building line should be finished with green and it should be properly landscaped to make it green. |
3. FOR COMPOSITE SCHEMES I.E. COMBINATION OF LOW RISE AND HIGH RISE BUILDINGS.

All regulations for high rise buildings as mentioned in para 2 shall apply.

4. GUIDELINES FOR WORKING OUT GROUND COVERAGE AND GREEN AREA

For low rise building 50% green area can be worked out by deducting ground coverage maximum 35% of the plot) and area of the road/passage, parking and shaft from the plot area. The shaft provides for light and ventilation for toilet, kitchen etc. shall be excluded from the ground coverage but shall not be treated as green. The area of that shaft shall be counted in the 50% of the plot area under the building road and parking i.e.

$$\text{Green area} = \text{plot area} - (\text{ground coverage} + \text{road area} + \text{parking} + \text{shaft area})$$

ii) For multi-storey buildings, the maximum ground coverage permissible is 25% of the plot area and remaining 75% shall be kept green which shall only include the passage to the buildings. The parking shall be allowed along the road passage or beyond 25% of the ground coverage. However parking under stilt i.e. within 25% of ground coverage shall be permitted

but shall be counted in FAR.

iii) The foot paths upto ~~to~~ the width of 1.00 mt besides the main passage as access to the buildings shall be allowed. All footpaths shall form part of the land scape design.

iv) No ~~under~~ ground water tank or water reservoir or pump house shall be allowed to project more than 0.75 mts. above the ground level. Above these, area shall be landscaped.

v) In case of multi-storeyed buildings, as ^{per} requirement of fire Deptt. minimum of 6 mts. wide hard surfact (suitably ~~land~~ scaped) shall run all around the building/ block. The top level of this mandatory passage shall be made flushes with the ground and shall have green turf top.

vi) Sky-light for the light and ventilation for the basement shall be permitted to be merged with the landscape. It shall not be allowed to project more than 0.75 M above the ground level and the location of sky lights shall take proper care for the movement of fire tenders.

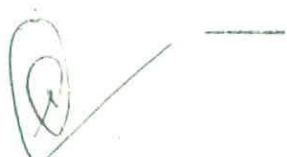
5. All other regulations, norms and building bye-laws as applicable for Coop. Housing societies and other projects shall continue to apply.

sd/-PC Jain, JD(Bldg.)



ANNEXURE II

1. New Town CGHS : The height of the building proposed is 34.45 mts. and the proposal stands cleared from Civil aviation and the DUAC. The society was booked for unauthorised construction beyond 80 ft. height. Judgment was given by Director (Bldg.) on 1.3.93 and a penalty for construction beyond 80' height was levied. The society has now completed the construction of the remaining three blocks beyond 80' height.
2. KANUNGO CGHS : ~~The details are given at page 77-78/n.~~ The proposal beyond 80' height was cleared by the CFO, Civil aviation and DUAC. The construction beyond 80' height was noticed and a show cause notice was issued to the society on 11.11.93. The society had given in writing that out of six blocks three blocks have been constructed fully beyond 80' height and they will not take up further construction beyond 80' for the remaining blocks till the approval of the DDA. As per the latest site report there are four blocks which are constructed beyond the height of 80'.
3. Aishiana CGHS : The total height as per the building plans sanctioned is 30.43 mts. The approval of CFO and DUAC was obtained before the sanction. At the time of sanction the condition was laid ^{that} the society will not carry out the construction beyond 80' without the approval of the DDA. On 14.9.94 during routine site inspection it was observed that the society has started the construction beyond 80' height. Only one block has been constructed still plus nine storeys. Rest of the blocks are under construction and are still less than 80' in height. A show cause notice already stands issued. No further building permit to the society has been granted.



Item No 7/95/TC

L.G. had called the undersigned to discuss this case on 12-1-95 where the representatives of Delhi Jesuit Society were also present. This case is regarding the approval of layout plan of School Building prepared by the Delhi Jesuit Society located at Shahpur Daultpur in Rohini, Phase-IV. The total area of the site is 9.4 ha. The following points ^{was} are brought out during the meeting:-

In May 1972 for the same site a NOC for the construction of the school building with the condition that the quantum of construction is confined to what is permitted in any other normal higher secondary school in the rural use was given to St. Michael Educational Foundation (51-C). ^{The layout plan of land is not mentioned.} In this communication it was also stated that sanctioning of the building is with MCD as such necessary Building Plan could be got approved by them.

2. According to the Delhi Jesuit Society these building plan were got sanctioned from the MCD. However, the copy of the same has been misplaced by them. The file is also not traceable in the MCD. A copy of the letter from Junior Town Planner (L), MCD has been supplied by DJS on the subject of the approval of the lay out plan of the St Michael School at Shahpur Daultpur which indicates that the layout plan was sanctioned, subject to certain conditions as given in the letter (Page 76/77 C).

3. The area forms part of the urban extension and located in Rohini Phase-IV for which the draft plan has been prepared by the Director (Planning) Rohini. According to this draft plan part of the land is affected in the widening of Auchandi Road and proposed roads, and proposed supplementary drain (Varsha drain).

4. As per MPD-2001, a size of Higher Secondary School is 1.6 ha. in case of Sr. Sec. School 3.5 ha, for integrated school without hostel facility and 3.9 ha. for integrated school with hostel facilities.

.....

5.

As per the present policy, all developments in the Urban Extension are taken up by large scale acquisition.


The above facts were brought to the notice of the L.G. in view of the fact that already School is functioning on the basis of the N.O.C. from DDA. L.G. desired that their case be processed expeditiously allowing D.J.S. to construct presently an integrated school in 3.9 ha. of land to be indicated by Director(Planning) Rohini keeping in view the draft plan for Rohini Phase-IV as per conditions earlier mentioned in the approval of the Layout Plan issued by the M.C.D. in October 1976 and other conditions applicable to such a case. Any acquisition of land from this Society would be considered only when general land acquisition for Rohini Phase-IV is taken up. The plan should be considered by the Building Department of the DDA as per norms of the Master Plan for Delhi Perspective 2001.

On the basis of the draft plan for Rohini Phase-IV a map indicating 3.9 ha. land on which the school building could be considered for sanction has been prepared by the Director (Planning) Rohini and placed in the file at 82.

Formal approval of the above note may please be given by V.C./L.G. so that action could be taken in the Building Department of DDA for consideration of the layout plan/Building Plan submitted by D.J.S.

The representative of Delhi Jesuit Society also appeared in the hearing of V.C. DDA on 6-1-95 where V.C. has ordered for the case to be put up to the Technical Committee. The orders of Vice-Chairman are placed in the file at page 83/c.

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25/1/95
Vice-Chairman


(J.C. Gambhir)
Commissioner (Planning)

1. OSD to VC the information of the later.
2. Engineer Member
3. Principal Commissioner
4. Commissioner(Plg.)
5. Commissioner(LD)
6. Commissioner(LM)
7. Chief Architect
8. Addl. Commr.(DC&P)
9. Addl. Commr.(TYA)
10. Addl. Commr.(AP&B)
11. Chief Planner(TCPO)
12. Chief Architect, NDMC
13. Town Planner, MCD
14. Secretary, DUAC
15. Land & Development Officer, LD&O
16. Sr. Architect, H&T(I), Nirman Bhawan.
17. Dy. Commissioner of Police(T)MSO Bldg.
18. Chief Engineer(Plg)DESU
19. Sh. R.K.Jhington, Dir. Land Scape.
20. Director(PPR)