

DELHI DEVELOPMENT AUTHORITY  
( DEV. CONTROL & BUILDING )


No.F.1(3)96-MP

Dated : 06.09.96

MEETING NOTICE

The 70th Technical Committee meeting of the DDA will be held on 10.09.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

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

  
(CHANDRA BALLABH)  
ADDL.COMMR.(DC&B)  
MEMBER SECRETARY

DELHI DEVELOPMENT AUTHORITY  
(DEV. CONTROL & BUILDING)

No. F.1(26)96-MP

Dated 13.9.96

Minutes of the 70th meeting of Technical Committee held on 10.9.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh. Anil Kumar, Vice Chairman (In Chair)
2. Sh. Arun Mhaisalkar, Commr.(Plg.)
3. Sh. K.K. Bandyopadhyay, Addl. Commr.(AP)
4. Sh. Chandra Ballabh, Addl. Commr.(DC&B)
5. Sh. A.K. Jain, Addl. Commr.(Projects)
6. Sh. M.N. Khullar, Chief Architect
7. Smt. Savita Bhandari, Joint Director (L.S.)

T.C.P.O.

8. Sh. K.T. Gurumukhi, Addl. Chief Planner

D.E.S.U.

9. Sh. S.C. Chattopadhyay, Suptdg. Engg.(Plg.-I)
10. Sh. S.K. Mehta Suptdg. Engg.(Plg.-II)
11. Sh. A.C. Bhatnagar, H.S.

SPECIAL INVITEES:

12. Sh. D.C. Khanduri, DCF, Forest Deptt. NCT Delhi for item no.100/96.
13. Dr- Anita Roy, DCP, Delhi Police, for item no.100/96.
14. Sh. B.L. Khurana, Chief Engineer (Elect.)DDA.
15. Sh. Pradeep Behari, Addl. Chief Architect-I,DDA.
16. Sh. Prakash Naryan, Director (DC&MP) DDA.
17. Sh. Shameem Ahmed, Joint Director (NL) I DDA.
18. Sh. A.K. Gupta, Director (Narela)DDA.
19. Sh. R.K. Jain, Jt. Director (PPR&NCR),DDA.
20. Sh. C.L. Aggarwal, Addl. Chief Architect-II,DDA.
21. Sh. P.S. Bhatnagar, Director (Hort.)DDA.
22. Sh. D.K. Saluja, Director(TT),DDA

1. Item No.94/96

Sub : Route proposal for laying 2 Nos. 33KV 3x300 sqmm XLPE/ cable from Bhagirathi 66/33 KV grid S/Stn. to proposed 33 KV grid S/Stn. at Medical Complex, Karwal Nagar.

F.6(7)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

2. Item No.95/96

Sub : Route alignment for laying 2 nos. 33 KV 3x300 sqmm XLPE cable from Bhagirathi 66/33 KV S/Stn. to proposed 33 KV S/Stn. at Dwarkapuri.

F.6(6)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

3. Item No.96/96

Sub Laying of one no. 33 KV 3x300 sqmm XLPE cable from existing 33KV S/Stn. at Faiz Road to existing 33 KV S/Stn. at Bahadurgarh Road.

F.6(15)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

4. Item No.97/96

Sub Laying of 2 nos. 33 KV 3x300 sqmm XLPE cable from

i) Shastri Park 66/33 KV S/Stn. to proposed 33 KV S/Stn at Pusa Institute.

ii) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar.

F.6(14)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

5. Item No.98/96

Sub : Route alignment for erection of double circuit 220 KV Tower Line between Okhla 220 KV S/Stn. and Siri Fort 220 KV S/Stn.

F.2(1)CE(E)/DDA

Alternative route alignments were discussed. The proposal as contained in the agenda note was approved



with the following observations:

- i) Clearances be obtained by DESU, from Archaeological Survey of India, Deptt. of Environment & Forest and other concerned/Land Owning Agencies.
- ii) Pylons along Mehrauli-Badarpur Road, Madangir Road, Outer Ring Road and Siri Fort road may be located in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In forest area, the exact location of pylons be decided in consultation with Dir.(Hort.)(South) and Director(Landscape), DDA so that minimum number of trees are required to be cut/trimmed. DESU shall also formulate details for integrated landscape land around HT pylons so that it merges with the overall landscape.

6. Item No.99/96

Sub : Route alignment for erection of 66 KV double circuit tower line from Okhla Industrial Area Ph.I S/Stn. to Mohan Cooperative Indl. Area S/Stn.

F.6(2)87-MP Pt.I

Alternative route alignments were discussed. The shorter route, from 66 KV Okhla Indl. Area Ph.I to Mehrauli-Badarpur Road, passing through district park (by the side of ICD/CCI complex) keeping in view the status of land development in this area, was approved. The remaining portion as contained in the agenda note was also approved with the following observations:

- i) Clearances be obtained by DESU, from the Deptt. of Environment & Forest, Railways and other concerned/Land Owning Agencies.
- ii) The location of pylons in the road right-of-way be decided in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In the forest/green area and Rajiv Khel Parisar, exact location of pylons be decided in consultation with Dir.(Hort)(South)/Director(Landscape) DDA, so that minimum number of trees are required to be cut/trimmed.



7. Item No.100,96

Sub : Constn. of police lines for Armed Police Battalions at Sultanur Dabas, Delhi.

F.8(7)/81-MP

During discussion it was stated that as per NCR Regional Plan, the land falls in the green belt/green wedge. The NCR Regional Plan 2001 provides that 'social institutions' are permitted land uses in green belt/green wedge. According to MPD-2001 police lines are categorised under public & semi-public facilities/institutions. The Technical Committee recommended the change of land use for land measuring 20 ha. near village Sultanpur Dabas from 'rural use' to 'public and semi-public facilities (Police Lines)' with the following observations:

- i) The proposed change of land use may suitably be incorporated in the village Development Plan by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls for 'large campus' specified on page 163-64 of the Master Plan Gazette shall be applied.
- iv) Simultaneously the NCR Planning Board be requested to effect appropriate amendment in the Regional Plan-2001, if so required.

  
(CHANDRA BALLABH)  
ADDL.COMMR.(DC&B)  
MEMBER SECRETARY

Memo No.F.1(26)96-MP

Dated: 13.9.96

Copy to:-

1. OSD to VC for the information of the latter.
2. Engineer Member, DDA.
3. Principal Commissioner, DDA.
4. Commissioner (Planning), DDA
5. Commissioner (LD), DDA.

6. Chief Architect, DDA.
7. Addl. Commr.(DC&B), DDA
8. Addl. Commr.(Projects), DDA
9. Addl. Commr.(AP), DDA
10. Chief Planner, TCPO.
11. Chief Architect, NDMC.
12. Town Planner, MCP.
13. Secretary, DUAC.
14. Land & Development Officer (L&B)
15. Sr. Architect, (H&TP) CPWD.
16. Deputy Commissioner of Police (T)
17. Chief Engineer (Plg.) DESU.
18. Commissioner (LM)
19. Director (Landscape)
20. Secretary to L.G.
21. Director(PPR).

  
(P.V. MAHASHABDEY)  
JT. DIRECTOR (MP)  
13.9.96.

DELHI DEVELOPMENT AUTHORITY  
(DEV. CONTROL & BUILDING)

No. F.1(26)96-MF

Dated: 13.9.96

Minutes of the 70th meeting of Technical Committee held on 10.9.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh. Anil Kumar, Vice Chairman (In Chair)
2. Sh. Arun Mhaisalkar, Commr.(Plg.)
3. Sh. K.K. Bandyopadhyay, Addl. Commr.(AP)
4. Sh. Chandra Ballabh, Addl. Commr.(DC&B)
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9. Sh. S.C. Chattopadhyay, Suptdg. Engg.(Plg.-I)
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11. Sh. A.C. Bhatnagar, H.S.

SPECIAL INVITEES:

12. Sh. D.C. Khanduri, DCF, Forest Deptt. NCT Delhi for item no.100/96.
13. Dr- Anita Roy, DCF, Delhi Police, for item no.100/96.
14. Sh. B.L. Khurana, Chief Engineer (Elect.)DDA.
15. Sh. Pradeep Behari, Addl. Chief Architect-I,DDA.
16. Sh. Prakash Naryan, Director (DC&MF) DDA.
17. Sh. Shameem Ahmed, Joint Director (NL) I DDA.
18. Sh. A.K. Gupta, Director (Narela) DDA.
19. Sh. R.K. Jain, Jt. Director (PPR&NCR), DDA.
20. Sh. C.L. Aggarwal, Addl. Chief Architect-II, DDA.
21. Sh. P.S. Bhatnagar, Director (Hort.) DDA.
22. Sh. D.K. Saluja, Director(TT), DDA



1. Item No.94/96

Sub : Route proposal for laying 2 Nos. 33KV 3x300 sqmm XLPE/ cable from Bhagirathi 66/33 KV grid S/Stn. to proposed 33 KV grid S/Stn. at Medical Complex, Karwal Nagar.

F.6(7)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

2. Item No.95/96

Sub : Route alignment for laying 2 nos. 33 KV 3x300 sqmm XLPE cable from Bhagirathi 66/33 KV S/Stn. to proposed 33 KV S/Stn. at Dwarkapuri.

F.6(6)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

3. Item No.96/96

Sub Laying of one no. 33 KV 3x300 sqmm XLPE cable from existing 33KV S/Stn. at Faiz Road to existing 33 KV S/Stn. at Bahadurgarh Road.

F.6(15)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

4. Item No.97/96

Sub Laying of 2 nos. 33 KV 3x300 sqmm XLPE cable from

i) Shastri Park 66/33 KV S/Stn. to proposed 33 KV S/Stn at Pusa Institute.

ii) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar.

F.6(14)96-MP

Technical Committee approved the route alignment as contained in the agenda note.

5. Item No.98/96

Sub : Route alignment for erection of double circuit 220 KV Tower Line between Okhla 220 KV S/Stn. and Siri Fort 220 KV S/Stn.

F.2(1)CE(E)/DDA

Alternative route alignments were discussed. The proposal as contained in the agenda note was approved

with the following observations:

- i) Clearances be obtained by DESU, from Archaeological Survey of India, Deptt. of Environment & Forest and other concerned/Land Owning Agencies.
- ii) Pylons along Mehrauli-Badarpur Road, Madangir Road Outer Ring Road and Siri Fort road may be located in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In forest area, the exact location of pylons be decided in consultation with Dir.(Hort.)(South) and Director(Landscape), DDA so that minimum number of trees are required to be cut/trimmed. DESU shall also formulate details for integrated landscape land around HT pylons so that it merges with the overall landscape.

6. Item No.99/96

Sub : Route alignment for erection of 66 KV double circuit tower line from Okhla Industrial Area Ph.I S/Stn. to Mohan Cooperative Indl. Area S/Stn.

F.6(2)87-MP Pt.I

Alternative route alignments were discussed. The shorter route, from 66 KV Okhla Indl. Area Ph.I to Mehrauli-Badarpur Road, passing through district park (by the side of ICD/CCI complex) keeping in view the status of land development in this area, was approved. The remaining portion as contained in the agenda note was also approved with the following observations:

- i) Clearances be obtained by DESU, from the Deptt. of Environment & Forest, Railways and other concerned/Land Owning Agencies.
- ii) The location of pylons in the road right-of-way be decided in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In the forest/green area and Rajiv Khel Parisar, exact location of pylons be decided in consultation with Dir.(Hort.)(South)/Director(Landscape) DDA, so that minimum number of trees are required to be cut/trimmed.

7. Item No.100/96

Sub : Constn. of police lines for Armed Police Battalions at Sultanur Dabas, Delhi.

F.8(7)/81-MP

During discussion it was stated that as per NCR Regional Plan, the land falls in the green belt/green wedge. The NCR Regional Plan 2001 provides that 'social institutions' are permitted land uses in green belt/green wedge. According to MPD-2001 police lines are categorised under public & semi-public facilities/institutions. The Technical Committee recommended the change of land use for land measuring 20 ha. near village Sultanpur Dabas from 'rural use' to 'public and semi-public facilities (Police Lines)' with the following observations:

- i) The proposed change of land use may suitably be incorporated in the village Development Plan by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls for 'large campus' specified on page 163-64 of the Master Plan Gazette shall be applied.
- iv) Simultaneously the NCR Planning Board be requested to ~~make an~~ <sup>make an amendment</sup> amendment in the Regional Plan-2001. *if so required.*

*Am*



DELHI DEVELOPMENT AUTHORITY  
( DEV. CONTROL & BUILDING )


No.F.1(3)96-MP

Dated : 06.09.96

MEETING NOTICE

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(CHANDRA BALLABH)  
ADDL.COMMR.(DC&B)  
MEMBER SECRETARY

# I N D E X

<u>Sl.No.</u>	<u>Item No.</u>	<u>Particulars</u>	<u>Page Nos.</u>
1.	94/96	Route proposal for laying 2 Nos 33 KV 3X300 sq.m.m. XLPE Cable from Bhagirathi 66/33 KV grid S/stn. to proposed 33 KV grid S/Stn. at Medical Complex, Karwal Nagar. File No. F.6(7)96-MP	1-2
2.	95/96	Route alignment for laying 2 Nos 33 KV 3X300 sq. m.m. XLPE Cable from Bhagirathi 66/33 KV S/stn. to proposed 33 KV S/Stn. at Dwarkapuri. F.6(6)96-MP	3-4
3.	96/96	Laying of one No. 33 KV 3X300 sq. m.m. XLPE Cable from existing 33 KV S/Stn. at Faiz Road to existing 33 KV S/Stn. at Bahadurgarh Road. F.6(15)96-MP	5-6
4.	97/96	Laying of 2 Nos. 33 KV 3X300 sq. m.m. XLPE Cable from; i) Shastri Park 66/33 KV sub-station to proposed 33KV S/Stn. at Pusa Institue. ii) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar. F.6(14)96-MP	7-8

Subject : Route proposal for laying 2 nos. 33 KV  
3x300 sq.mm. XLPE cable from Bhagirathi  
66/33 KV grid S/Stn. to proposed 33 KV  
grid S/Stn. at Medical Complex, Karawal Nagar.  
File No.F.6(7)96 MP.

..-.-..

1.0 Introduction.

- 1.1 Suptdg.Engineer(Plg.)II DESU has submitted the above said route proposal for meeting the load requirement of the Hospital Complex, Karawal Nagar and the surrounding areas. The 33/66 KV S/Stn. at Bhagirathi is existing and the 33/11 KV S/Stn. at Karawal Nagar is a proposed one and yet to be allotted by Hospital Authorities. Total length of the route is 3.50 KM. The entire cable route is proposed to be taken underground. The route proposal is shown in DESU's drawing no.13-4476.

2.0 Route Details.

- 2.1 The route starts from the existing 66/33 KV S/Stn. adjacent to Bhagirathi Water Treatment Plant along Wazirabad Road. For about 500M the cables are taken along Wazirabad Road below the inner footpath (on northern side) upto Bhagirathi colony, from here it is taken along the existing 13 to 16.50M wide road upto Karawal Nagar Hospital Complex. This road has unauthorised colonies on both sides. The cables are proposed to be laid below the footpath leaving 2M from the property line.

3.0 Feasibility.

As per the information made available in the proforma, no tree and structure is affected in the proposal.



Sub : Route alignment for laying 2 Nos. 33 KV 3X300 Sq. mm XLPE Cable from Bhagrathi 66/33 KV S/Stn. to proposed 33 KV S/Stn. at Dwarkapuri :

File No. F.6(6)/96-MP :

1. INTRODUCTION :

Ex.Engineer (Plg.)-I, DESU had submitted the above said route alignment for the consideration of DDA. It is stated that at present the area in the surroundings of Dwarkapuri is being fed from Seelampur grid S/Stn. which is already overloaded and there is no scope for its further expansion to meet the growing power demand of the area. DESU has proposed to establish a 33/11 KV grid S/Stn. at Dwarkapuri behind MCD office. Accordingly, to provide in-feed to the S/Stn., 2 Nos. 3X300 Sq.mm. XLPE Cables are proposed to be laid from Bhagirathi S/Stn. The total length of the route is 5.9 Km. Route plan is shown in DESU's Drawing No.13-4474.

2. ROUTE DETAILS:

The route starts from 66/33 KV grid S/Stn. at Bhagrathi, it is then taken along Wazirabad Road upto the junction of Road No.66 (along the eastern Yamuna Canal) upto G.T. Shahdra Road. Along G.T. Shahdra Road, it is taken on the northern side from where it takes a turn on 30 Mtr. R/W road upto the Dwarkapuri S/Stn. R/W's of Wazirabad Road, Road No.66, G.T. Road and Road No.65 are 61 M, 30M, 45M and 30M respectively, as per the draft Zonal Plan of Zone-'E'. The available R/W's of Wazirabad Road, Road No.66, G.T. Road, and Road No.65 are 61M, 36M, 30M, & 29M respectively. As per the road cross-section, the cables

are proposed to be laid below the inner foot path of Wazirabad Road, below the footpath along Eastern Yamuna Canal on Road No.66, below the footpath on the northern side along G.T. Road and below the Kacha portion along the Road No.65

### 3. OBSERVATIONS:

The cables are proposed to be laid along Wazirabad Road, Road No.66 and Road No.65 which is maintained by PWD and DESU may therefore seek for the clearance of PWD before start of work.

### 4. This proposal was discussed in the Technical Committee meeting held on 28.5.96 in which the following decision was taken.

"After detailed discussion, the Technical Committee observed that the feasibility of alternative route alignment be explored through joint inspection/consultation with DESU, with a view to reduce the route length"

Thereafter a joint site inspection was held with Executive Engineer (Plg.)-I, DESU. It has been observed that in the alternative route alignment, the roads of the existing colonies are very narrow and Zig Zag. Laying of cables in such a manner are not feasible as explained by Executive Engineer(Plg.)-I, DESU. Besides, the proposed route would facilitate inter-linkage with other grid S/Stns. to provide better system flexibility.

### 5.0

#### RECOMMENDATIONS

The route proposal as suggested by DESU may be considered for approval subject to condition mentioned at '3' above.

*[Signature]*  
Director (TT)

*[Signature]*  
(S.K. SHARMA) 25/5/96  
ASSTT.DIR. (TT) PLG.



Sub : Laying of one No.33 KV 3X300 Sq.mm. XLPE Cable from existing 33 KV S/Stn. at Faiz Road to existing 33 KV S/Stn. at Bahadurgarh Road :

File No.F.6(15)/96-MP :

(1) INTRODUCTION

Executive Engineer (Plg.I), DESU has submitted above said route proposal for approval of DDA. Presently the Bahadurgarh Road S/Stn. is being fed from Subzi Mandi 220/33 KV S/Stn. This S/Stn. is not connected with any other source S/Stn. so it is now proposed to lay 1 No. 33 KV 3X300 Sq.mm. XLPE cable from Faiz Road S/Stn. to provide flexibility and reliability in the power supply at Bahadurgarh Road S/Stn. which caters to Pahari Dhiraj, Bara Hindu Rao, Azad Market areas. Length of the route is 1.90 Kms. The route proposal is shown in DESU's Drg.No.13-4482.

(2) ROUTE DETAILS:

The cable route starts from existing Faiz Road S/Stn. It is taken along Faiz Road having an existing R/W of 16 to 20 Mtr. upto Rani Jhansi Road near DCM Complex from where it is taken on Bahadurgarh road upto the S/Stn. The available R/W on Rani Jhansi Road varies between 20 M. to 36.90 Mtr. against the proposed 60 Mtr. R/W. Available R/W of Bahadurgarh Road is 20 Mtr. against the proposed 24 Mtr.R/W. The cable is proposed to be laid underground below the existing footpath leaving 1 Mtr. from the edge of the property line. Due to the existance of



properties on either side, the proposed R/W is not available, and accordingly, the cable is proposed to be laid below the existing footpath. As and when the full R/W is made available, required, shifting of the cable shall be done along with other services.

3. FEASIBILITY:


As per the feasibility report made available by DESU, no tree/structure is affected in the proposal.

4. OTHER CONDITIONS:

- i) DESU shall obtain permission of road/footpath cutting from the local bodies before start of work.
- ii) DESU shall coordinate with other local bodies to ensure that the existing underground/overhead services are not affected by this proposal.
- iii) DESU shall provide electric/power supply only in structure/buildings with approved plans for the conforming use permitted in the Zonal/Master Plan.

5. RECOMMENDATIONS

The route proposal is submitted for consideration of Technical Committee subject to condition mentioned in para-4 above.

  
(D.K. SALUJA)  
DIRECTOR(TT)/PLANNING

Subject : Laying of 2 nos. 33KV 3x300 sq.mm. XLPE cable from :-

- i) Shastri Park 66/33 KV sub-station to prop. 33 KV S/Stn. at Pusa Instt.
- ii) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar.

File No. : F.6(14)96/MP.

.-.-.-.

1.0 Introduction.

- 1.1 Ex.Engineer(Plg.) I DESU has submitted the above said two cable route proposals. The first proposal is to energise the proposed 66/33 KV S/Stn. at Pusa Instt. for New Rajinder Nagar East Patel Nagar, Pusa Instt. areas. The second proposal is to improve the stability of power supply at Prasad Nagar. The land for Shastri Park S/Stn. was allotted by DDA and the land at Pusa Instt. is allotted by them is under process of erection.

- 1.2 Land for S/Stn. at Prasad Nagar was allotted by DDA as per information given by DESU. The route proposal is shown in DESU's drawing no.13-4481.

2.0 Route Details.

Shastri Park - Pusa Institute.

The route starts from 33 KV S/Stn. at Shastri Park from here it is taken along 24M R/W road below the footpath upto the Pusa Road junction. It is then taken along 30M R/W Pusa Road below the footpath upto the Patel Road roundabout. From here it is taken along 30M R/W road no.25 below the footpath upto the proposed 33KV S/Stn. at Pusa Institute. Length of the cable route is 3.60 KM. The entire cable route is proposed to be taken underground below the footpath leaving 1 to 1.5M from the edge of the property line.

Shastri Park - Prasad Nagar.

The route starts from Shastri Park S/Stn., it then taken through the existing roads from the builtup areas of Karol Bagh upto Prasad Nagar 33 KV S/Stn. R/W of the roads vary between 16M to 20.5M.. The cables are proposed to be laid underground below the footpath leaving 1 to 1.50M from the property lines. Length of the cable route is 2.15 KMs.

3.0 Feasibility of Route proposals.


As per the feasibility report submitted by DESU, no tree/structure is affected in the route proposal.

4.0 Other conditions.

- 4.1 DESU shall obtain permission of road/footpath cutting from the local bodies before start of work.
- 4.2 DESU shall also co-ordinate with other local bodies to ensure that the existing underground/overhead services are not affected.
- 4.3 DESU shall provide electric/power supply only in structure/buildings with approved plans for the conforming uses permitted in the zonal/Master Plan.

5.0 Recommendations.

The route proposal as submitted by DESU may be submitted for consideration of Technical Committee subject to conditions mentioned in para '4' above.

  
( D.K. SALUJA )  
DIRECTOR(TT):FLG.



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

SPECIAL INVITESES :

1. Addl. Chief Architect-I, DDA
2. Addl. Chief Architect-II, DDA
3. Chief Engineer (Elect.) DDA
4. Director (SP), DDA
5. Director (Narela), DDA
6. Director (DC&MP), DDA

DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

Supplementary agenda for the 70th. Technical Committee  
meeting held on 10.9.96 at 10.00 A.M. in the Conference Hall,  
Vikas Minar, New Delhi.

I N D E X

S.NO.	ITEM NO.	PARTICULAR	PAGE NO.
1.	98/96	Route alignment for erection of Double Circuit 220 KV Tower line between Okhla 220 KV S/stn. and Siri Fort 220 KV S/stn. F.2(1)/CE(E)/DDA.	9 - 12
2.	99/96	Route alignment for erection of 66 KV double circuit Tower line from Okhla Indl. Area Ph. I S/Stn. to Mohan Co-operative Indl. Area S/stn. F.6(2)/87-MF Pt.I	13 - 14
3.	100/96	Constn. of police lines for Armed Police Battalions at Sultanpur Dabas, Delhi. F.8(7)/81-MP	15 - 16

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Sub : Route alignment for erection of Double Circuit  
220 KV Tower Line between Okhla 220 KV sub/Stn and  
Siri Fort 220 KV sub/Stn.

File No. F 2(1)/CE(E)/DDA.

1. INTRODUCTION/BACKGROUND

Supdt. Engr (Plg) I, DESU has submitted the above said proposal for energising the proposed 220 KV Sub/Stn at Siri Fort to meet the Power load of the Siri Fort Institutional Complex and the areas around. This is a long pending case and could not be considered as the Site of Siri Fort Sub/Stn was not finalised. The site has since been approved by the Authority in its meeting held on 27.8.96.

The route alignment was earlier discussed in the Technical Committee meeting held on 3.3.92 in which the following decision was taken :-

' After detailed discussion, Committee desired that in the first instance the matter be examined by Chief Engineer (Elect) of DDA as to whether there is a need to have 220 KV sub-station as proposed by DESU. Further it was desired that alternate route alignment be examined at site by a team of officers consisting of Chief Engineer (Elect), Addl. Chief Architect, Jt. Director (NCR) and the representatives of DESU to see interalia whether it would be feasible to have an alignment either along the road or the existing nallah/high tension line. '

As per the information made-available by CE(Elect.) DDA, action was taken as per instructions and the route was studied.

The case has now been examined, details are as follows:

2. ROUTE DETAILS :

The proposed route starts from the existing 220KV Tower line on Mehrauli - Badarpur Road coming from Okhla 220 KV Sub-Stn. From here, it is taken along the



Mehrauli-Badarpur road upto <sup>Gobindpur</sup> Anandmai Marg. In this stretch the line shall pass <sup>side of</sup> by the ruins of Tughalakabad Fort. In this stretch line is taken on the Northern side of Mehrauli Badarpur Road partly in the R/W and partly outside the R/W from the Tughalakabad Reserved Forest area. From the junction of <sup>Gobindpur</sup> Anandmai Marg, it is taken parallel to this road on the western side and along the periphery of Tughalakabad Reserved Forest in a length of about 600 Mts. from where it crosses this road and is taken parallel to existing 66 KV line on the rear side of the Alaknanda, Greater Kailash-II <sup>through</sup> Jahanpanah Forest area upto 45 mtrs. R/W Madangir Road. Along the Madangir Road it is taken parallel to this road outside the R/W from the periphery of Jahanpanah forest. From where it crosses this road and is taken through developed green, Chirag Nursery upto the outer ring Road. After crossing the outer Ring Road it is taken along the existing Nallah upto Tito Marg, keeping clear of existing petrol pump and Gas Godown along the R/W of this road upto Siri Fort Road intersection. From here it is taken outside the R/W along the periphery of Siri Fort green area upto the proposed 220 KV sub. Stn. Total length of the route is about 9 kms. This <sup>is</sup> not the shortest route and a lengthier route has been taken to avoid the lines to be taken above the builtup areas.

As per discussion with SE(Plg)I, DESU, alternative route proposals along Mehrauli - Badarpur Road, Madangir Road etc. had been studied but the same were not feasible due to existing structures/ non availability of clear corridor. The route suggested above is the feasible alternative as per SE(Plg)I DESU. Moreover as the 220 KV cable is not manufactured in India, an overhead route has been suggested otherwise the cost of underground imported cable would be 15 to 20 times the overhead line as informed by DESU.

### 3. OBSERVATIONS :

The H.T. Corridor route was jointly inspected with Ex.Eng (Plg) DESU, Shri Lamba and Jt. Director (Landscape) DDA Mrs. Bhandari on 6.9.1996. Following observation were made :

- i) Along Mehrauli - Badarpur road, the route cannot be restricted within the road R/W throughout considering the position of existing carriageway's , Fort area and other site condition. The H.T. Route has to be taken partly in road R/w and partly through the periphery of Tughlakabad forest area.
- ii) As the proposed H.T. Lines will be passing *by the side* of the parts of the Tughlakabad Fort, a no objection from Archeological Survey of India may be taken before start of work.
- iii) The route is passing through Tughlakabad and Jahanpanah reserved forests, clearance of environment and forest department may be taken before start of work.
- iv) The pylons to be located along Mehrauli - Badarpur road, Madangir Road, Outer Ring Road, Tito Marg and Siri Fort Road may be located in consultation with MCD/PWD Authorities maintaining these roads.
- v) Specific location of pylons in relation to some existing physical feature has not been plotted. The exact *location* of pylons should be plotted in the Tughlakabad and Jahanpanah ~~Forest~~ in consultation with Director (Landscape) DDA so that minimum number of trees are required to be cut / trimmed.
- vi) DESU shall arrange to get landscape plan/details of areas around the H.T. pylons so that it merges with the rest of the landscape especially when it passes through Forest areas and developed greens.
- vii) On Madangir Road, the H.T. Line be taken behind the existing petrol pump so that the larger community open space across the road is not affected.
- viii) DESU had proposed to take the route through the Siri Fort complex, it is suggested that they may take the route along Tito Marg and Siri Fort Road along the periphery of the roads.



Subject : Route alignment for erection of 66 KV double circuit Tower Line from Okhla Industrial Area, Phase-I, S/Stn. to Mohan Co-operative Industrial Area S/Stn.  
File No. : F.6(2)87 MP/Pt.1.

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1. INTRODUCTION.

DESU has submitted the above said proposal for erection of 66 KV DC Tower Line from the existing Okhla Industrial Area Phase-I S/Stn. to the proposed Mohan Co-operative Industrial Area S/Stn. under construction. Length of the route is about 4 KM.

2. ROUTE DETAILS.

The route starts from the existing Okhla Industrial Area Ph.I S/Stn. From here the HT line is taken along the periphery of ESIC Hospital, District Park in a length of about 400 mts. Two H.T. Pylons shall be erected in this stretch, thereafter the H.T.Line shall be taken upto the 45M R/W Anandmai Marg. The line is then taken along this road in the inner footpath/Service Corridor upto the intersection of Mehrauli-Badarpur Road. In this stretch, the overhead line passes in front of the proposed Community Centre site which is yet to be developed. From the intersection of Mehrauli-Badarpur Road, it is taken parallel to an existing 220 KV HT Lines upto the starting point of the road under bridge on Delhi-Mathura Railway lines. In this stretch, the route shall be passing partially through Tuglakabad forest area and in the R/W of Mehrauli-Badarpur Road. From the road under bridge, the HT line after crossing Mehrauli Badarpur Road and Delhi-Mathura Railway Lines, is taken through the developed Rajiv Khel Parisar upto the Mohan Co-operative Industrial Area S/Stn. under construction.



3. OBSERVATIONS.

- i) Along Anandmai Marg, the HT line shall be passing in front of the proposed Community Centre, this shall adversely affect the aesthetics of the complex.
- ii) As the line is to be taken along/through the Tuglakabad Forest Area, clearance of forest department may be obtained by DESU.
- iii) As the HT line is proposed to cross Delhi-Mathura Railway Lines, clearance of Railways may also be obtained by DESU.
- iv) Part of the HT route shall be passing through Rajiv Khel Parisar, Tuglakabad Forest Area and other developed greens, it is suggested that the Director(Landscap) DDA may be associated while plotting the exact location of the pylons in the said areas and land scaping.
- v) DESU shall co-ordinate with FWD/MCD while locating pylons in the road R/W.

4. RECOMMENDATIONS.

The route proposal and observations explained under paras 2 & 3 above are put up to the Technical Committee for consideration.

*D.K. Saluja*

( D.K.SALUJA )  
DIRECTOR(TT):PLG.

LAI D ON TABLE

- 15 -

Sub: Construction of police lines for Armed Police  
Battalion at Sultanpur Dabas

File No. F.8(7)/81-MP

1. BACKGROUND :

The request of Delhi Police for construction of police lines for two Armed Battalions in the village of Sultanpur Dabas on 20 ha. of Gaonsabha land, was discussed in the Technical Committee of DDA in its meeting held on 11.3.93. The Technical Committee observed that since the land under reference at Sultanpur Dabas is part of reserved forest, Police Department may first obtain clearance of Ministry of Environment.

2. THE PROPOSAL UNDER CONSIDERATION :

Deputy Commissioner of Police, vide letter No. 32652/A-III-L&B-PHQ dated 2.8.96 (copy annexed) has sought the clarification from the D.F.D. and Ministry of Environment that the land under consideration is only a "Charagah Land" (grazing land). There is a heavy outgrowth of Keekar and Babool on the said land. In the light of the above fact, Police Department has requested for change of land use.

3. EXAMINATION IN DDA :


i) The location of the site is marked on Urban Extension Plan, and also on the part Survey of India sheet (laid on the table). The site under reference falls outside the proposed Urban Extension-2001. Present land use is Rural (agriculture) as per MPD-2001.

ii) As per MPD-2001, an area of 4 to 6 ha. is recommended for police lines in North, South, West and East Delhi. The police lines is part of Public and Semi-Public use zone (PS-4) in the Master Plan.

4. RECOMMENDATIONS :

In view of the recent clarifications as obtained by the Police Department from the DFO in consultation with Ministry of Environment, Technical Committee may consider the proposed change of land use from Rural Use to Public and Semi-Public Use (police lines), with following conditions :-

- i) The proposed change of land use may suitably be incorporated in the Village Development Plans by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls for "large campus" specified on page 163-164 of the Master Plan Gazette shall be applicable (copy annexed at II).

  
(Dr. S.P. BANSAL)  
Dir., NCR, UE & PPR

16/8/96



MOST IMMEDIATE

OFFICE OF THE COMMISSIONER OF POLICE : DELHI.

No. 32652 /A-III-L&B-PHQ dated Delhi, the 2/8/96

To

The Joint Director (MP)  
Delhi Development Authority,  
Vikas Minar, I.P. Estate,  
Delhi.

Subject:- Construction of Police Line for Armed Police  
Bn. at Sultan Pur Dabas.

Sir,

Kindly refer to this Hdqrs. letter No. III/  
96/87/31279-80/A-III-L&B-PHQ dated 23.7.96, on the subject  
and your office letter No. F.8(7)/81-MP/769 dated 18.7.96,  
on the subject cited above, I am to state that the under-  
signed has clarified that the land use of this land is  
'Charagah' (Grazing land). It is duly attested by D.F.O.  
in consultation with Min. of Environment.

2. In light of the above fact we had requested  
for permission for construction and change of land use  
from Grazing land to Institutional. Moreover presently  
this land is not serving the purpose of Charagah due to  
heavy outgrowth of kekkar and babul and these are the only  
species occupying the entire stretch.

Yours faithfully,

( ANITA ROY )  
DEPUTY COMMISSIONER OF POLICE:  
HDQRS(III):DELHI.

No. \_\_\_\_\_/A-III-L&B-PHQ dated Delhi, the \_\_\_\_\_

Copy forwarded to DCP/9th Bn.DAP for  
necessary action.

( ANITA ROY )  
DEPUTY COMMISSIONER OF POLICE:  
HDQRS(III):DELHI.

in file.  
18/8/96  
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3(ii)]

(ii) Mezzanine shall not be allowed, where already constructed shall be included in the FAR.

In case of Motia Khan Dump Scheme the following norms shall apply :

(a) The maximum ground coverage shall be 75% (60% in case the building is completely reconstructed) maximum FAR 150 and maximum height 11 m.

(b) Ground floor shall be allowed for light/service industry and retail outlet. First floor shall be allowed for residence/office and second floor, if any, shall be allowed only for residence.

(c) Mezzanine shall not be allowed.

(d) Basement to the maximum extent of ground coverage shall be allowed and shall be counted in FAR.

(e) Parking shall be developed in the prescribed standards at the cost of the beneficiaries.

INDUSTRY WORKSHOP	
Maximum plot size	30 sqm
Minimum plot size	50 sqm
Maximum ground coverage	100%
Maximum floor area ratio	200

Other Controls :

Basement and mezzanine are not allowed.

#### EXTENSIVE INDUSTRY (037)

Sl. No.	Plot size (sqm)	Max. ground coverage	Max. FAR	Max. height (m)
1.	400 to 4,000	50%	100	6
2.	Above 4,000 and upto 12,000	45%	90	6
3.	Above 12,000 and upto 28,000	40%	80	6
4.	Above 28,000	30%	60	6

Other Controls :

(i) Single storey building with basement is allowed. Basement shall be below the ground floor and the maximum extent of ground coverage and shall be counted in FAR.

(ii) Mezzanine floor shall not be allowed.

#### BUS TERMINAL (063)

Maximum coverage on different floors	
Ground Floor	3% (for passengers facilities)
1st Floor	3% (for facilities)
2nd Floor	10% (for terminal offices)
Maximum floor area permissible shall be	500 sqm.
Maximum height	14 m.

Other Controls :

(i) The space on 1st and 2nd floors shall be essentially used for public services like Post and Telegraph Office, Police Post and other essential services.

(ii) Bus queue shelters are not to be included in the coverage and FAR.

#### GOVT. OFFICES INTEGRATED OFFICE COMPLEX (066, 067, 068 and 070)

Maximum ground coverage	25%
Maximum floor area ratio	150
Maximum height	26m.

Other Controls :

(i) The integrated office complex shall include Central Government Office, Local Government Office, Public Undertaking Office and Courts.

(ii) Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services shall not be counted in FAR.

#### HOSPITAL (072)

Minimum plot size	6000 sqm
Maximum ground coverage	25%
Maximum floor area ratio	100
Maximum height	26m

Other Controls :

(i) Area to be used for housing of essential staff is indicated in the norms for health facilities in such an area the regulations of group housing shall apply.

(ii) Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

#### HEALTH CENTRE/NURSING HOME (073 & 074)

Maximum ground coverage	33.33%
Maximum floor area ratio	100
Maximum height	14m

#### NURSERY SCHOOL (080)

Maximum ground coverage	33.33%
Maximum floor area ratio	66.66
Maximum height	11m

#### PRIMARY SCHOOL (081)

Maximum ground coverage	33%
Maximum floor area ratio	100
Maximum height	14m

Note :

School for the handicapped shall have the same norms as the primary school.

#### SECONDARY SCHOOL/SENIOR SECONDARY SCHOOL/INTEGRATED SCHOOL/INTEGRATED RESIDENTIAL SCHOOL (082, 083, 084 and 085)

Maximum ground coverage	30%
Maximum floor area ratio	120
Maximum height	14m

#### COLLEGE (036)

Maximum ground Coverage	25%
Maximum floor area ratio	100
Maximum height	14m

Note : In case of premises 081 to 086 the total area of the plot shall be divided in (i) school/college, building area (ii) play field area (iii) parking area (iv) residential and hotel area in the proportion of the areas as given for such premises in the section on social infrastructure. The maximum ground coverage and FAR shall be calculated only on the areas meant for building activities, i.e., (i) and (iv).

#### EDUCATION AND RESEARCH CENTRES (LARGE CAMPUS, i.e., ABOVE 8 HA.)

Large campuses of Universities, Medical and Engineering Colleges and other education and research institutes shall be covered under these regulations. The campus will be divided into three parts and the regulations shall apply, given as follows :

(a) Academic including administration (45% of the total land area)	
Maximum ground coverage	20%
Maximum floor area ratio	90



Basement below the ground floor and to the max. extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

(b) Residential 25% of the total land area.

This will be developed at a density of 400 pph. gross. The land shall be reserved for residential facilities @ 9.2 sqm. per person. Sub-division regulations as given for group housing shall apply.

(c) Sports and Cultural activities (15% of the total area)

Maximum ground coverage 10%  
Maximum floor area ratio 15

(d) Parks and land scape (15% of the total land area); suitable land scape plan to be prepared for this area.

AUDITORIUM/COMMUNITY HALL (099 and 101)

Maximum ground coverage 35%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

(i) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

RELIGIOUS PREMISES (107)

Maximum ground coverage 33.33%  
Maximum floor area ratio 66.66  
Maximum height 8m  
(excluding minarets, shikharas and domes)

POLICE POST (109)

Maximum ground coverage 35%  
Maximum floor area ratio 70  
Maximum height 14m

POLICE STATION/FIRE POST/FIRE STATION (110, 115 and 116)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

(i) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

(ii) 25% of the plot area may be used for housing the staff and the regulations of group housing shall be applicable to the area meant for housing.

POST AND TELEGRAPH OFFICE, HEAD OFFICE POST OFFICE (118 & 119)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

PUBLIC & SEMI-PUBLIC PREMISES

(for which specific regulations have not been given)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 26m

Other Controls :

(i) 15% of the total floor shall be allowed for residential purpose.

(ii) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

FARM HOUSES (135)

Sl. No.	Size of Farm	Maximum floor area of dwelling units	Maximum height of dwelling units
a.	1.0 ha. and above but less than 2.0 ha.	100 sqm. (including mezzanine floor)	Single storeyed maximum height 6 m.
b.	2.0 ha and above	150 sqm. (including mezzanine floor).	Single storeyed maximum height 6 m.

Other Controls :

(i) Setback in dwelling house should be 15m away from any boundary line of the property.

(ii) Where the property abuts an urban road, the dwelling house building should be setback from the centre line of that road by 60m. Where the property abuts a village road, the building setback from the centre line of that road should be by 30m.

(iii) No dwelling unit should be built within 400m of the right of way of any National Highway.

CLAUSE 2.0 SPECIAL AREA REGULATIONS

The special area as defined on the plan measures about 2600 hect. The special area has been divided into 4 separate parts namely (i) Urban Renewal Area (Walled City) (ii) Urban Renewal Area (Karol Bagh) (iii) other Urban Renewal Areas (iv) Specific Use Zone Areas. These 4 parts have been distinctly shown on the special area plan.

(a) URBAN RENEWAL AREA—WALLED CITY

Permission of use/use activities in use premises.

1. The predominant land use of this area is residential.

2. The noxious industries and hazardous trades (list given at Annexure V) shall be shifted from the walled city immediately within a maximum period of five years, to be replaced by other compatible uses.

3. The Public and Semi-Public uses and services like hospitals, dispensaries, colleges, schools; police stations; fire stations; post offices; local government offices; parking etc. shall be retained in their present locations and also additional sites could be indicated in the Urban Renewal and Zonal Plans. Any change or additions thereof shall be in accordance with the overall policy frame prescribed in the plan.

4. Control for building/buildings within the use premises :

(i) Maximum ground coverage and FAR shall be same as for residential plot in plotted development.

(ii) The street width in front of the plot shall be left on the basis of Urban Renewal Scheme of the area.

(iii) The building shall be permitted to be constructed practically in same form and style as existing as far as possible

5. Within Walled City the building control regulations for special areas shall be as under :

(i) Lajpat Rai Market : The single storeyed market on either side of Chandni Chowk shall be retained.



LAI D ON TABLE

- 15 -

Minutes of the Technical  
Committee Meeting Held on 10.09.96

Sub: Construction of police lines for Armed Police  
Battalion at Sultanpur Dabas

File No. F.B(7)/81-MP

1. BACKGROUND :

The request of Delhi Police for construction of police lines for two Armed Battalions in the village of Sultanpur Dabas on 20 ha. of Gaonsabha land, was discussed in the Technical Committee of DDA in its meeting held on 11.3.93. The Technical Committee observed that since the land under reference at Sultanpur Dabas is part of reserved forest, Police Department may first obtain clearance of Ministry of Environment.

2. THE PROPOSAL UNDER CONSIDERATION :

Deputy Commissioner of Police, vide letter No. 32652/A-III-L&B-PHQ dated 2.8.96 (copy annexed) has sought the clarification from the D.F.O. and Ministry of Environment that the land under consideration is only a "Charagah Land" (grazing land). There is a heavy outgrowth of Keekar and Babool on the said land. In the light of the above fact, Police Department has requested for change of land use.

3. EXAMINATION IN DDA :

i) The location of the site is marked on Urban Extension Plan, and also on the part Survey of India sheet (laid on the table). The site under reference falls outside the proposed Urban Extension-2001. Present land use is Rural (agriculture) as per MPD-2001.

ii) As per MPD-2001, an area of 4 to 6 ha. is recommended for police lines in North, South, West and East Delhi. The police lines is part of Public and Semi-Public use zone (PS-4) in the Master Plan.

4. RECOMMENDATIONS :

In view of the recent clarifications as obtained by the Police Department from the DFO in consultation with Ministry of Environment, Technical Committee may consider the proposed change of land use from Rural Use to Public and Semi-Public Use (Police Lines), with following conditions :-

- i) The proposed change of land use may suitably be incorporated in the Village Development Plans by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls for "large campus" specified on page 163-164 of the Master Plan Gazette shall be applicable (copy annexed at II).

DECISION

During discussion it was stated that as per NCR Regional Plan, the land falls in the green belt/green wedge. The NCR Regional Plan 2001 provides that 'social institutions' are permitted land uses in green belt/green wedge. According to MPD-2001 police lines are categorised under public & semi-public facilities/institutions. The Technical Committee recommended the change of land use for land measuring 20 ha. near village Sultanpur Dabas from 'rural use' to 'public and semi-public facilities (Police Lines)' with the following observations:

- i) The proposed change of land use may suitably be incorporated in the village Development Plan by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls for 'large campus' specified on page 163-64 of the Master Plan Gazette shall be applied.
- iv) Simultaneously the NCR Planning Board be requested to effect & appropriate amendment in the Regional Plan 2001, if so required.

Checked.

Mr. Gh

13.08.96.

13/9/96

16/09/96

Member Secretary  
Technical Committee  
Delhi Development Authority



77  
MOST IMMEDIATE

ANNEXURE I

OFFICE OF THE COMMISSIONER OF POLICE : DELHI.

No. 32652 /A-III-L&B-PHQ dated Delhi, the 2/8/96

To

The Joint Director (MP)  
Delhi Development Authority,  
Vikas Minar, I.P. Estate,  
Delhi.

Subject:- Construction of Police Line for Armed Police  
Bn. at Sultan Pur Dabas.

Sir,

8.74/6 8.73/cw  
Kindly refer to this Hdqrs. letter No. III/  
96/87/31279-80/A-III-L&B-PHQ dated 23.7.96, on the subject  
and your office letter No. F.8(7)/81-MP/769 dated 18.7.96,  
on the subject cited above. I am to state that the under-  
signed has clarified that the land use of this land is  
'Charagah' (Grazing land). It is duly attested by D.F.O.  
in consultation with Min. of Environment.

2. In light of the above fact we had requested  
for permission for construction and change of land use  
from Grazing land to Institutional. Moreover presently  
this land is not serving the purpose of Charagah due to  
heavy outgrowth of kekkar and babul and these are the only  
species occupying the entire stretch.

Yours faithfully,

( ANITA ROY )  
DEPUTY COMMISSIONER OF POLICE:  
HDQRS(III):DELHI.

No. \_\_\_\_\_ /A-III-L&B-PHQ dated Delhi, the \_\_\_\_\_  
Copy forwarded to DCP/9th Bn.DAP for  
necessary action.

( ANITA ROY )  
DEPUTY COMMISSIONER OF POLICE:  
HDQRS(III):DELHI.

in file pl.

7/8/96

UP



- 3(ii) ]

नगर का नियंत्रण : धनधारा

(ii) Mezzanine shall not be allowed, where already constructed shall be included in the FAR.

In case of Motia Khan Dump Scheme the following norms shall apply :

(a) The maximum ground coverage shall be 75% (60% in case the building is completely reconstructed) maximum FAR 150 and maximum height 11 m.

(h) Ground floor shall be allowed for light/service industry and retail outlet. First floor shall be allowed for residence/office and second floor, if any, shall be allowed only for residence.

(c) Mezzanine shall not be allowed.

(d) Basement to the maximum extent of ground coverage shall be allowed and shall be counted in FAR.

(e) Parking shall be developed in the prescribed standards at the cost of the beneficiaries.

INDUSTRY WORKSHOP	
Maximum plot size	30 sqm
Minimum plot size	50 sqm
Maximum ground coverage	100%
Maximum floor area ratio	20%

#### Other Controls :

Basement and mezzanine are not allowed.

#### EXTENSIVE INDUSTRY (037)

Sl. No.	Plot size (sqm)	Max. ground coverage	Max. FAR	Max. height (m)
1.	400 to 4,000	50%	100	6
2.	Above 4,000 and upto 12,000	45%	90	6
3.	Above 12,000 and upto 28,000	40%	80	6
4.	Above 28,000	30%	60	6

#### Other Controls :

(i) Single storey building with basement is allowed. Basement shall be below the ground floor and the maximum extent of ground coverage and shall be counted in FAR.

(ii) Mezzanine floor shall not be allowed.

#### BUS TERMINAL (063)

Maximum coverage on different floors	
Ground Floor	3% (for passengers facilities)
1st Floor	3% (for facilities)
2nd Floor	10% (for terminal offices)
Maximum floor area permissible shall be	500 sqm.
Maximum height	14 m.

#### Other Controls :

(i) The space on 1st and 2nd floors shall be essentially used for public services like Post and Telegraph Office, Police Post and other essential services.

(ii) Bus queue shelters are not to be included in the coverage and FAR.

#### GOVT. OFFICES INTEGRATED OFFICE COMPLEX (066, 067, 068 and 070)

Maximum ground coverage	25%
Maximum floor area ratio	150
Maximum height	26m.

#### Other Controls :

(i) The integrated office complex shall include Central Government Office, Local Government Office, Public Undertaking Office and Courts.

(ii) Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services shall not be counted in FAR.

#### HOSPITAL (072)

Minimum plot size	6000 sqm
Maximum ground coverage	25%
Maximum floor area ratio	100
Maximum height	26m

#### Other Controls :

(i) Area to be used for housing of essential staff is indicated in the norms for health facilities in such an area the regulations of group housing shall apply.

(ii) Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

#### HEALTH CENTRE/NURSING HOME (073 & 074)

Maximum ground coverage	33.33%
Maximum floor area ratio	100
Maximum height	14m

#### NURSERY SCHOOL (080)

Maximum ground coverage	33.33%
Maximum floor area ratio	66.66
Maximum height	11m

#### PRIMARY SCHOOL (081)

Maximum ground coverage	33%
Maximum floor area ratio	100
Maximum height	14m

#### Note :

School for the handicapped shall have the same norms as the primary school.

#### SECONDARY SCHOOL/SENIOR SECONDARY SCHOOL/INTEGRATED SCHOOL/INTEGRATED RESIDENTIAL SCHOOL (082, 083, 084 and 085)

Maximum ground coverage	30%
Maximum floor area ratio	120
Maximum height	14m

#### COLLEGE (036)

Maximum ground Coverage	25%
Maximum floor area ratio	100
Maximum height	14m

Note : In case of premises 081 to 086 the total area of the plot shall be divided in (i) school/college building area (ii) play field area (iii) parking area (iv) residential and hotel area in the proportion of the areas as given for such premises in the section on social infrastructure. The maximum ground coverage and FAR shall be calculated only on the areas meant for building activities, i.e., (i) and (iv).

#### EDUCATION AND RESEARCH CENTRES (LARGE CAMPUS, i.e., ABOVE 8 HA.)

Large campuses of Universities, Medical and Engineering Colleges and other education and research institutes shall be covered under these regulations. The campus will be divided into three parts and the regulations shall apply, given as follows :

(a) Academic including administration (45% of the total land area)	
Maximum ground coverage	20%
Maximum floor area ratio	80

Basement below the ground floor and to the max. extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

(b) Residential 25% of the total land area.

This will be developed at a density of 400 pph. gross. The land shall be reserved for residential facilities @ 9.2 sqm. per person. Sub-division regulations as given for group housing shall apply.

(c) Sports and Cultural activities (15% of the total area)

Maximum ground coverage 40%  
Maximum floor area ratio 15

(d) Parks and land scape (15% of the total land area); suitable land scape plan to be prepared for this area.

AUDITORIUM/COMMUNITY HALL (099 and 101)

Maximum ground coverage 35%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

(i) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

RELIGIOUS PREMISES (107)

Maximum ground coverage 33.33%  
Maximum floor area ratio 66.66  
Maximum height 8m

(excluding minarets, shikharas and domes)

POLICE POST (109)

Maximum ground coverage 35%  
Maximum floor area ratio 70  
Maximum height 14m

POLICE STATION/FIRE POST/FIRE STATION (110, 115 and 116)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

(i) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

(ii) 25% of the plot area may be used for housing the staff and the regulations of group housing shall be applicable to the area meant for housing.

POST AND TELEGRAPH OFFICE, HEAD OFFICE POST OFFICE (118 & 119)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 14m

Other Controls :

Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

PUBLIC & SEMI-PUBLIC PREMISES

(for which specific regulations have not been given)

Maximum ground coverage 25%  
Maximum floor area ratio 100  
Maximum height 26m

Other Controls :

(i) 15% of the total floor shall be allowed for residential purpose.

(ii) Basement below ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

FARM HOUSES (135)

Sl. No.	Size of Farm	Maximum floor area of dwelling units	Maximum height of dwelling units
a.	1.0 ha. and above but less than 2.0 ha.	100 sqm. (including mezzanine floor)	Single storeyed maximum height 6 m.
b.	2.0 ha and above	150 sqm. (including mezzanine floor)	Single storeyed maximum height 6 m.

Other Controls :

(i) Setback in dwelling house should be 15m away from any boundary line of the property.

(ii) Where the property abuts an urban road, the dwelling house building should be setback from the centre line of that road by 60m. Where the property abuts a village road, the building setback from the centre line of that road should be by 30m.

(iii) No dwelling unit should be built within 400m of the right of way of any National Highway.

CLAUSE 9.0 SPECIAL AREA REGULATIONS

The special area as defined on the plan measures about 2600 hec. The special area has been divided into 4 separate parts, namely (i) Urban Renewal Area (Walled City) (ii) Urban Renewal Area (Kagal Bagh) (iii) other Urban Renewal Areas (iv) Specific Use Zone Areas. These 4 parts have been distinctly shown on the special area plan.

(a) URBAN RENEWAL AREA WALLED CITY

Permission of use/use activities in the premises.

1. The predominant land use of this area is residential.

2. The noxious industries and hazardous trades (list given at Annexure V) shall be shifted from the walled city immediately within a maximum period of five years, to be replaced by other compatible uses.

3. The Public and Semi-Public uses and services like hospitals, dispensaries, colleges, schools, police stations, fire stations, post offices, local government offices, parking etc shall be retained in their present locations and also additional sites could be indicated in the Urban Renewal and Zonal Plans. Any change or additions thereof shall be in accordance with the overall policy frame prescribed in the plan.

4. Control for building/buildings within the area premises :

(i) Maximum ground coverage and FAR shall be same as for residential plot in plotted development.

(ii) The street width in front of the plot shall be left as the basis of Urban Renewal Scheme of the area.

(iii) The building shall be permitted to be constructed practically in same form and style as existing as far as possible.

5. Within Walled City the building control regulations for special areas shall be as under :

(i) Lajpat Rai Market : The single storeyed market on either side of Chaudhi Chowk shall be retained.



Minutes of the Technical  
Committee Meeting Held on 10.09.96

Subject : Route alignment for erection of 66 KV double circuit Tower Line from Okhla Industrial Area, Phase-I, S/Stn. to Mohan Co-operative Industrial Area S/Stn.

File No. : F.6(2)87 MP/Pt.1.

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1. INTRODUCTION.

DESU has submitted the above said proposal for erection of 66 KV DC Tower Line from the existing Okhla Industrial Area Phase-I S/Stn. to the proposed Mohan Co-operative Industrial Area S/Stn. under construction. Length of the route is about 4 KM.

2. ROUTE DETAILS.

The route starts from the existing Okhla Industrial Area Ph.I S/Stn. From here the HT line is taken along the periphery of ESIC Hospital, District Park in a length of about 400 mts. Two H.T. Pylons shall be erected in this stretch, thereafter the H.T.Line shall be taken upto the 45M R/W Anandmai Marg. The line is then taken along this road in the inner footpath/ Service Corridor upto the intersection of Mehrauli-Badarpur Road. In this stretch, the overhead line passes in front of the proposed Community Centre site which is yet to be developed. From the intersection of Mehrauli-Badarpur Road, it is taken parallel to an existing 220 KV HT Lines upto the starting point of the road under bridge on Delhi-Mathura Railway lines. In this stretch, the route shall be passing partially through Tuglakabad forest area and in the R/W of Mehrauli-Badarpur Road. From the road under bridge, the HT line after crossing Mehrauli Badarpur Road and Delhi-Mathura Railway Lines, is taken through the developed Rajiv Khel Parisar upto the Mohan Co-operative Industrial Area S/Stn. under construction.

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3. OBSERVATIONS.

- i) Along Anandmal Marg, the HT line shall be passing in front of the proposed Community Centre, this shall adversely affect the aesthetics of the complex.
- ii) As the line is to be taken along/through the Tuglakabad Forest Area, clearance of forest department may be obtained by DESU.
- iii) As the HT line is proposed to cross Delhi-Mathura Railway Lines, clearance of Railways may also be obtained by DESU.
- iv) Part of the HT route shall be passing through Rajiv Khel Parisar, Tuglakabad Forest Area and other developed greens, it is suggested that the Director(Landscap) DDA may be associated while plotting the exact location of the pylons in the said areas and land scaping.
- v) DESU shall co-ordinate with FWD/MCD while locating pylons in the road R/W.

4. RECOMMENDATIONS.

The route proposal and observations explained under paras 2 & 3 above are put up to the Technical Committee for consideration.

DECISION

Alternative route alignments were discussed. The shorter route, from 66 KV Okhla Indl. Area Ph.I to Mehrauli-Badarpur Road, passing through district park (by the side of ICD/CCI Complex) keeping in view the status of land development in this area, was approved. The remaining portion as contained in the agenda note was also approved with the following observations:

- i) Clearances obtained by DESU, from the Deptt. of Environment & Forest, Railways and other concerned/Land Owning Agencies.
- ii) The location of pylons in the road right-of-way be decided in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In the forest/green area and Rajiv Khel Parisar, exact location of pylons be decided in consultation with Dir. (Hort.) (South)/Director (Landscape) DDA, so that minimum number of trees are required to be cut/trimmed.

checked.

H.O.  
18.08.96

13/9/96

Member Secretary  
Technical Committee  
Delhi Development Authority

Sub : Laying of one No.33 KV 3X300 Sq.mm. XLPE  
Cable from existing 33 KV S/Stn. at Faiz  
Road to existing 33 KV S/Stn. at Baha-  
durgarh Road :

File No.F.6(15)/96-MP :

(1) INTRODUCTION

Executive Engineer (Plg.I), DESU has submitted above said route proposal for approval of DDA. Presently the Bahadurgarh Road S/Stn. is being fed from Subzi Mandi 220/33 KV S/Stn. This S/Stn. is not connected with any other source S/Stn. so it is now proposed to lay 1 No. 33 KV 3X300 Sq.mm. XLPE cable from Faiz Road S/Stn. to provide flexibility and reliability in the power supply at Bahadurgarh Road S/Stn. which caters to Pahari Dhiraj, Bara Hindu Rao, Azad Market areas. Length of the route is 1.90 Kms. The route proposal is shown in DESU's Drg.No.13-4482.

(2) ROUTE DETAILS:

The cable route starts from existing Faiz Road S/Stn. It is taken along Faiz Road having an existing R/W of 16 to 20 Mtr. upto Rani Jhansi Road near DCM Complex from where it is taken on Bahadurgarh road upto the S/Stn. The available R/W on Rani Jhansi Road varies between 20 M. to 36.90 Mtr. against the proposed 60 Mtr. R/W.

Available R/W of Bahadurgarh Road is 20 Mtr. against the proposed 24 Mtr. R/W. The cable is proposed to be laid underground below the existing footpath leaving 1 Mtr. from the edge of the property line. Due to the existence of

properties on either side, the proposed R/W is not available, and accordingly, the cable is proposed to be laid below the existing footpath. As and when the full R/W is made available, required, shifting of the cable shall be done along with other services.

3. FEASIBILITY:

As per the feasibility report made available by DESU, no tree/structure is affected in the proposal.

4. OTHER CONDITIONS:

- i) DESU shall obtain permission of road/footpath cutting from the local bodies before start of work.
- ii) DESU shall coordinate with other local bodies to ensure that the existing underground/overhead services are not affected by this proposal.
- iii) DESU shall provide electric/power supply only in structure/buildings with approved plans for the conforming use permitted in the Zonal/Master Plan.

5. RECOMMENDATIONS

The route proposal is submitted for consideration of Technical Committee subject to condition mentioned in para-4 above.

DECISION

Technical Committee approved the route alignment as contained in the agenda note.

Checked.

*[Signature]*

12/05/96

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*[Signature]*  
12/05/96

*[Signature]*  
12/05/96  
Member Secretary  
Technical Committee  
Delhi Development Authority



Subject : Laying of 2 nos. 33KV 3x300 sq.mm. XLPE cable from :-

- 1) Shastri Park 66/33 KV sub-station to prop. 33 KV S/Stn. at Pusa Instt.
  - 11) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar.
- File No. : F.6(14)96/MP.

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## 1.0 Introduction.

- 1.1 Ex.Engineer(Plg.) I DESU has submitted the above said two cable route proposals. The first proposal is to energise the proposed 66/33 KV S/Stn. at Pusa Instt. for New Rajinder Nagar East Patel Nagar, Pusa Instt. areas. The second proposal is to improve the stability of power supply at Prasad Nagar. The land for Shastri Park S/Stn. was allotted by DDA and the land at Pusa Instt. is allotted by them is under process of erection.

- 1.2 Land for S/Stn. at Prasad Nagar was allotted by DDA as per information given by DESU. The route proposal is shown in DESU's drawing no.13-4481.

## 2.0 Route Details.

### Shastri Park - Pusa Institute.

The route starts from 33 KV S/Stn. at Shastri Park from here it is taken along 24M R/W road below the footpath upto the Pusa Road junction. It is then taken along 30M R/W Pusa Road below the footpath upto the Patel Road roundabout. From here it is taken along 30M R/W road no.25 below the footpath upto the proposed 33KV S/Stn. at Pusa Institute. Length of the cable route is 3.60 KM. The entire cable route is proposed to be taken underground below the footpath leaving 1 to 1.5M from the edge of the property line.

Shastri Park - Prasad Nagar.

The route starts from Shastri Park S/Stn., it then taken through the existing roads from the builtup areas of Karel Bagh upto Prasad Nagar 33 KV S/Stn. R/W of the roads vary between 16M to 20.5M.. The cables are proposed to be laid underground below the footpath leaving 1 to 1.50M from the property lines. Length of the cable route is 2.15 KMs.

3.0 Feasibility of Route proposals.

As per the feasibility report submitted by DESU, no tree/structure is affected in the route proposal.

4.0 Other conditions.

- 4.1 DESU shall obtain permission of read/footpath cutting from the local bodies before start of work.
- 4.2 DESU shall also co-ordinate with other local bodies to ensure that the existing underground/overhead services are not affected.
- 4.3 DESU shall provide electric/power supply only in structure/buildings with approved plans for the conforming uses permitted in the zonal/Master Plan.

5.0 Recommendations.

The route proposal as submitted by DESU may be submitted for consideration of Technical Committee subject to conditions mentioned in para 4 above.

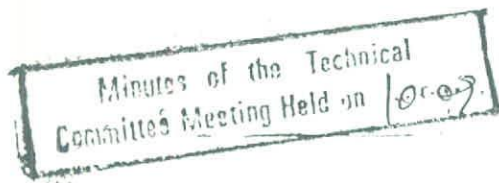
DECISION

Technical Committee approved the route alignment as contained in the agenda note.

Checked  
for Ch  
13/05/96

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12/11/96

16/05/96  
Member Secretary  
Technical Committee  
Delhi Development Authority



Sr. NO. 1 / ITEM NO. 94/96/TC.

Subject : Route proposal for laying 2 nos. 33 KV  
3x300 sq.mm. XLPE cable from Bhagirathi  
66/33 KV grid S/Stn. to proposed 33 KV  
grid S/Stn. at Medical Complex, Karawal Nagar.  
File No.F.6(7)96 MP.

..-.-.

## 1.0 Introduction.

- 1.1 Suptdg.Engineer(Plg.)II DESU has submitted the above said route proposal for meeting the load requirement of the Hospital Complex, Karawal Nagar and the surrounding areas. The 33/66 KV S/Stn. at Bhagirathi is existing and the 33/11 KV S/Stn. at Karawal Nagar is a proposed one and yet to be allotted by Hospital Authorities. Total length of the route is 3.50 KM. The entire cable route is proposed to be taken underground. The route proposal is shown in DESU's drawing no.13-4476.

## 2.0 Route Details.

- 2.1 The route starts from the existing 66/33 KV S/Stn. adjacent to Bhagirathi Water Treatment Plant along Wazirabad Road. For about 500M the cables are taken along Wazirabad Road below the inner footpath (on northern side) upto Bhagirathi colony, from here it is taken along the existing 13 to 16.50M wide road upto Karawal Nagar Hospital Complex. This road has unauthorised colonies on both sides. The cables are proposed to be laid below the footpath leaving 2M from the property line.

## 3.0 Feasibility.

As per the information made available in the proforma, no tree and structure is affected in the proposal.



4.0 Other conditions.

4.1 DESU shall provide electric/power connections to building with approved plans and use as per the Zonal/Master Plan proposal.

4.2 DESU shall obtain permission of other local bodies before erection/laying of cables.

5.0 Recommendations.

The route proposal submitted by DESU may be considered by Technical Committee subject to conditions mentioned under para '4' above.

DECISION

Technical Committee approved the route alignment as contained<sup>a</sup> in the agenda note.

Checked: ....

*[Signature]*

13.05.96.

*[Signature]*  
13/5/96

*[Signature]*  
13.05.96

Member Secretary  
Technical Committee  
Delhi Development Authority

Sub : Route alignment for laying 2 Nos. 33 KV 3X300  
Sq. mm XLPE Cable from Bhagrathi 66/33 KV S/  
Stn. to proposed 33 KV S/Stn. at Dwarkapuri :

File No. F.6(6)/96-MP :

1. INTRODUCTION :

Ex.Engineer (Plg.)-I, DESU had submitted the above said route alignment for the consideration of DDA. It is stated that at present the area in the surroundings of Dwarkapuri is being fed from Seelampur grid S/Stn. which is already overloaded and there is no scope for its further expansion to meet the growing power demand of the area. DESU has proposed to establish a 33/11 KV grid S/Stn. at Dwarkapuri behind MCD office. Accordingly, to provide in-feed to the S/Stn., 2 Nos. 3X300 Sq.mm. XLPE Cables are proposed to be laid from Bhagirathi S/Stn. The total length of the route is 5.9 Km. Route plan is shown in DESU's Drawing No.13-4474.

2. ROUTE DETAILS:

The route starts from 66/33 KV grid S/Stn. at Bhagrathi, it is then taken along Wazirabad Road upto the junction of Road No.66 (along the eastern Yamuna Canal) upto G.T. Shahdra Road. Along G.T. Shahdra Road, it is taken on the northern side from where it takes a turn on 30 Mtr. R/W road upto the Dwarkapuri S/Stn. R/W's of Wazirabad Road, Road No.66, G.T. Road and Road No.65 are 61 M, 30M, 45M and 30M respectively, as per the draft Zonal Plan of Zone-'E'. The available R/W's of Wazirabad Road, Road No.66, G.T. Road, and Road No.65 are 61M, 36M, 30M, & 29M respectively. As per the road cross-section, the cables

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are proposed to be laid below the inner foot path of Wazirabad Road, below the footpath along Eastern Yamuna Canal on Road No.66, below the the footpath on the northern side along G.T. Road and below the Kacha portion along the Road No.65

3. OBSERVATIONS:

The cables are proposed to be laid along Wazirabad Road, Road No.66 and Road No.65 which is maintained by PWD and DESU may therefore seek for the clearance of PWD before start of work.

4. This proposal was discussed in the Technical Committee meeting held on 28.5.96 in which the following decision was taken.

"After detailed discussion, the Technical Committee observed that the feasibility of alternative route alignment be explored through joint inspection/consultation with DESU, with a view to reduce the route length"

Thereafter a joint site inspection was held with Executive Engineer (Plg.)-I, DESU. It has been observed that in the alternative route alignment, the roads of the existing colonies are very narrow and Zig Zag. Laying of cables in such a manner are not feasible as explained by Executive Engineer(Plg.)-I, DESU. Besides, the proposed route would facilitate inter-linkage with other grid S/Stns. to provide better system flexibility.

5.0

RECOMMENDATIONS

The route proposal as suggested by DESU may be considered for approval subject to condition mentioned at '3' above.

DECISION

Technical Committee approved the route alignment as as contained in the agenda note.

Checked.

*H. Q.*  
13/08/96

....

*H. S.*  
13/9/96

*OK*  
16.9.96  
Member Secretary  
Technical Committee  
Delhi Development Authority,



Subject : Laying of 2 nos. 33KV 3x300 sq.mm. XLPE cable from :-

- i) Shastri Park 66/33 KV sub-station to prop. 33 KV S/Stn. at Pusa Instt.
- ii) Shastri Park 66/33 KV S/Stn. to 33 KV S/Stn. at Prasad Nagar.

File No. : F.6(14)96/MP.

..-.-.

## 1.0 Introduction.

- 1.1 Ex.Engineer(Plg.) I DESU has submitted the above said two cable route proposals. The first proposal is to energise the proposed 66/33 KV S/Stn. at Pusa Instt. for New Rajinder Nagar East Patel Nagar, Pusa Instt. areas. The second proposal is to improve the stability of power supply at Prasad Nagar. The land for Shastri Park S/Stn. was allotted by DDA and the land at Pusa Instt. is allotted by them is under process of erection.

- 1.2 Land for S/Stn. at Prasad Nagar was allotted by DDA as per information given by DESU. The route proposal is shown in DESU's drawing no.13-4481.

## 2.0 Route Details.

### Shastri Park - Pusa Institute.

The route starts from 33 KV S/Stn. at Shastri Park from here it is taken along 24M R/W road below the footpath upto the Pusa Road junction. It is then taken along 30M R/W Pusa Road below the footpath upto the Patel Road roundabout. From here it is taken along 30M R/W road no.25 below the footpath upto the proposed 33KV S/Stn. at Pusa Institute. Length of the cable route is 3.60 KM. The entire cable route is proposed to be taken underground below the footpath leaving 1 to 1.5M from the edge of the property line.

Shastri Park - Prasad Nagar.

The route starts from Shastri Park S/Stn., it then taken through the existing roads from the builtup areas of Karel Bagh upto Prasad Nagar 33 KV S/Stn. R/W of the roads vary between 16M to 20.5M.. The cables are proposed to be laid underground below the footpath leaving 1 to 1.50M from the property lines. Length of the cable route is 2.15 KMs.

3.0 Feasibility of Route proposals.

As per the feasibility report submitted by DESU, no tree/structure is affected in the route proposal.

4.0 Other conditions.

- 4.1 DESU shall obtain permission of road/footpath cutting from the local bodies before start of work.
- 4.2 DESU shall also co-ordinate with other local bodies to ensure that the existing underground/overhead services are not affected.
- 4.3 DESU shall provide electric/power supply only in structure/buildings with approved plans for the conforming uses permitted in the zonal/Master Plan.

5.0 Recommendations.

The route proposal as submitted by DESU may be submitted for consideration of Technical Committee subject to conditions mentioned in para 4 above.

DECISION

- Technical Committee approved the route alignment as contained in the agenda note.

Checked.  
12/09/96

.....  
13/9/96

16/9/96  
Member Secretary  
Technical Committee  
Delhi Development Authority

Sub : Route alignment for erection of Double Circuit  
220 KV Tower Line between Okhla 220 KV sub/Stn and  
Siri Fort 220 KV sub/Stn.  
File No. F 2(1)/CE(E)/DDA.

1. INTRODUCTION/BACKGROUND

Supdt. Engr (Plg) I, DESU has submitted the above said proposal for energising the proposed 220 KV Sub/Stn at Siri Fort to meet the Power load of the Siri Fort Institutional Complex and the areas around. This is a long pending case and could not be considered as the Site of Siri Fort Sub/Stn was not finalised. The site has since been approved by the Authority in its meeting held on 27.8.96.

The route alignment was earlier discussed in the Technical Committee meeting held on 3.3.92 in which the following decision was taken :-

' After detailed discussion, Committee desired that in the first instance the matter be examined by Chief Engineer (Elect) of DDA as to whether there is a need to have 220 KV sub-station as proposed by DESU. Further it was desired that alternate route alignment be examined at site by a team of officers consisting of Chief Engineer (Elect), Addl. Chief Architect, Jt. Director (NCR) and the representatives of DESU to see interalia whether it would be feasible to have an alignment either along the road or the existing nallah/high tension line. '

As per the information made-available by CE(Elect.) DDA, action was taken as per instructions and the route was studied.

The case has now been examined, details are as follows:

2. ROUTE DETAILS :

The proposed route starts from the existing 220KV Tower line on Mehrauli - Badarpur Road coming from Okhla 220 KV Sub-Stn. From here, it is taken along the



Mehrauli-Badarpur road upto Anandmai Marg. In this stretch the line shall pass <sup>side of</sup> by the ruins of Tughalakabad Fort. In this stretch line is taken on the Northern side of Mehrauli Badarpur Road partly in the R/W and partly outside the R/W from the Tughalakabad Reserved Forest area. From the junction of Anandmai Marg, it is taken parallel to this road on the western side and along the periphery of Tughalakabad Reserved Forest in a length of about 600 Mts. from where it crosses this road and is taken parallel to existing 66 KV line on the rear side of the Alaknanda, Greater Kailash-II <sup>through</sup> Jahanpanah Forest area upto 45 mtrs. R/W Madangir Road. Along the Madangir Road it is taken parallel to this road outside the R/W from the periphery of Jahanpanah forest. From where it crosses this road and is taken through developed green, Chirag Nursery upto the outer ring Road. After crossing the outer Ring Road it is taken along the existing Nallah upto Tito Marg, keeping clear of existing petrol pump and Gas Godown along the R/W of this road upto Siri Fort Road intersection. From here it is taken outside the R/W along the periphery of Siri Fort green area upto the proposed 220 KV sub Stn. Total length of the route is about 9 kms. This <sup>is</sup> not the shortest route and a lengthier route has been taken to avoid the lines to be taken above the builtup areas.

As per discussion with SE(Plg)I, DESU, alternative route proposals along Mehrauli - Badarpur Road, Madangir Road etc. had been studied but the same were not feasible due to existing structures/ non availability of clear corridor. The route suggested above is the feasible alternative as per SE(Plg)I DESU. Moreover as the 220 KV cable is not manufactured in India an overhead route has been suggested otherwise the cost of underground imported cable would be 15 to 20 times the overhead line as informed by DESU.

### 3. OBSERVATIONS :

The H.T. Corridor route was jointly inspected with Ex.Eng (Pl DESU, Shri Lamba and Jt. Director (Landscape) DDA Mrs. Bhandal on 6.9.1996. Following observations were made :

- 1) Along Mehrauli - Badarpur road, the route cannot be restricted within the road R/W throughout considering the position of existing carriageway's , Fort area and other site condition. The H.T. Route has to be taken partly in road R/w and partly through the periphery of Tughlakabad forest area.
- ii) As the proposed H.T. Lines will be passing *by the side* of the parts of the Tughlakabad Fort, a no objection from Archeological Survey of India may be taken before start of work.
- iii) The route is passing through Tughlakabad and Jahanpanah reserved forests, clearance of environment and forest department may be taken before start of work.
- iv) The pylons to be located along Mehrauli - Badarpur road, Madangir Road, Outer Ring Road, Tito Marg and Siri Fort Road may be located in consultation with MCD/PWD Authorities maintaining these roads.
- v) Specific location of pylons in relation to some existing physical feature has not been plotted. The exact *location* of pylons should be plotted in the Tughlakabad and Jahanpanah ~~Forest~~ in consultation with Director (Landscape) DDA so that minimum number of trees are required to be cut / trimmed.
- vi) DESU shall arrange to get landscape plan/details of areas around the H.T. pylons so that it merges with the rest of the landscape especially when it passes through Forest areas and developed greens.
- vii) On Madangir Road, the H.T. Line be taken behind the existing petrol pump so that the larger community open space across the road is not affected.
- viii) DESU had proposed to take the route through the Siri Fort complex, it is suggested that they may take the route along Tito Marg and Siri Fort Road along the periphery of the roads.



4. RECOMMENDATIONS :

Route proposed and observation made on 26/12/95 are put up to Technical Committee for consideration.

DECISION

Alternative route alignments were discussed. The proposal as contained in the agenda note was approved with the following observations:

- i) Clearance be obtained by DESU, from Archaeological Survey of India, Deptt. of Environment & Forest and other concerned/Land Owning Agencies.
- ii) Pylons along Mehrauli-Badarpur Road, Madangir Road Outer Ring Road and Siri Fort road may be located in consultation with MCD/PWD Authorities maintaining these roads.
- iii) In forest area, the exact location of pylons be decided in consultation with Dir.(Hort.) (South) and Director (Landscape), DDA so that minimum number of trees are required to be cut/trimmed. DESU shall also formulate details for integrated landscape land around HT pylons so that it merges with the overall landscape.

Checked.

*[Signature]*

18/05/96.

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*[Signature]*

18/7/96

*[Signature]*  
16/02/96

Member Secretary  
Technical Committee  
Delhi Development Authority