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Minutes of the meeting of the Technical Committee held on 7.10.92 at 11.30 AM in the Conference Room of Vikas Sadan, INA, New Delhi

The following were present:-

1. Sh.S.P.Jakhanwal, Vice Chairman (In chair)
2. Sh. H.S.Sharma, Engineer Member.
3. Sh. J.C. Gambhir, Commissioner(Planning)
4. Sh. K.J. Alphones, Commissioner(Lands)
5. Sh. Santosh Auluck, Chief Architect.
6. Sh. S.C.Gupta, Director(DC&P).
7. Sh. R.G.Gupta, Director(TYA)
8. Sh. P.C. Jain, Director(AP&B)

TOWN AND COUNTRY PLANNING ORGANISATION:

9. Sh. K.T. Gurumukhi, Addl.Town Planner.

LAND AND DEVELOPMENT OFFICE:

10. Sh.L.D.Ganotra, E.O.

DELHI POLICE(TRAFFIC)

11. Sh. Roopchand Sharma, A.C.P.

INVITEES:

12. Sh. R.N.Mathur, State Co-ordinator, Oil Companies, Delhi, Union Territory of Delhi.
(For Item No.108/92)

CEMENT CORPORATION OF INDIA.

13. Sh.A.K.Sinha, G.M. For Item No.110/92
 14. Sh.R.B.Singh, M(C) -do-
 15. Sh. N.C. Jain, E.D. -do-
- 2

1. ITEM NO. 105/92

Sub: Composite alignment plan of 45 mtrs. R/W road along west bank of Pankha drain & 30.48 mtrs.

R/W road on the eastern side of Najafgarh drain connecting outer ring road and Najafgarh road.

F5(16)87-MP

The proposal of having right of way of 45 mtrs. of the road along west Bank of Pankha drain was discussed in detail and the Technical committee agreed to the proposal of 45 mtrs. right of way instead of 30 mtr. as approved by the Technical committee in its earlier meeting held on 31.3.92. This was agreed keeping in view that this portion of the road will form part of the Urban Extension scheme. However, development work need not be held up on on the ground that land is not presently available upto 45 m width at all places. To begin with, when traffic is not fully developed, a smaller number of lanes will suffer.

2. ITEM NO. 108/92:

Sub: Issues relating to IOC for LPG Bottling plants in Capital Territory of Delhi. F20(20)87-MP

The discussion on the item was deferred as the State Coordinator of the Oil Companies wanted more time to study the case.

3. ITEM NO. 109/92:

Sub: Permission for construction of State Guest House on plot no. 18 Sardar Patel Marg (D-13) New Delhi. F16(8)92-MP

The Technical committee recommended that plot no. 18 Sardar Patel Marg allotted to Govt. of Himachal Pradesh by L&DO, Ministry of Urban Development, may be used for the construction of State Guest House. However, subject to the total quantum of construction with the parameters of Development Code of MPD-2001 should be, as applicable in case of residential plot. The badement, if provided and used only for parking, may not be counted in FAR.

4. ITEM NO. 91/92

Sub: Existing retail outlets at Behlolpur Khadar.
F11(237)91-LPB.

The Technical committee was informed that out of 2 existing outlets, one has become functional during 1991 and the earlier one in 1984 without the approval of ;the Local Body and without obtaining the land use certificate. It was decided that these facts be brought to the notice of Secretary, Ministry of Petroleum. Further, Technical committee desired that appropriate legal action be taken by the Lands Department against recent outlet established during 1991.

4. ITEM NO. 110/92 LAID ON TABLE

Sub: Land allotment to Cement Corporation of India for Railway siding & approach road to internal Container Depot (ICD) in Tuglakabad Area.
F3(41)89-MP

The revised proposals of the railway siding to the CCI was discussed. It was explained by CCI officers that the revised (latest) alignment does not interfere with the ROB of the MCD road. They insisted that the right of way for the siding shown on the plan, could not be further reduced on grounds of curve/elevation. Technical committee authorized VC to finalise the case in consultation with the Chairman, Railway Board.

This issues with the approval of Vice chairman,
DDA.

(ANIL BARAI)

(DY.DIR.(MP)

No.F.1(35)92-MP

Dated:

Copy to:

1. OSD to VC for information of the later.
2. Engineer Member
3. Principal Commissioner
4. Commissioner (Plg.) Member Secy.
5. Commissioner (Lands)

6. Director(DC&P)
7. Chief Architect
8. Director(TYA)
9. Director (AP&B)
10. Chief Town & Country Planner,
Town & Country Planning Office,
Vikas Bhawan, 'E' Block,
New Delhi.
11. Chief Architect
NDMC, Palika Kendra
New Delhi.
12. Town Planner,
MCD, Old Hindu College Bldg.
Kashmere Gate, Delhi.
13. Secretary,
DUAC, NDMC Commercial Complex,
Lok Nayak Bhawan, Khan Market,
New Delhi.
14. Land & Development Officer,
Land & Development Office,
Nirman Bhawan, New Delhi.
15. Sr. Architect,
H&T P (I) Unit, Room No. 316
'A' Wing, 3rd Floor,
Nirman Bhawan,
New Delhi.
16. Deputy Commissioner of Police (T)
MSO Bldg. IP Estate,
New Delhi.
17. Chief Engineer (Plg.) DESU
Shakti Sadan,
Dindayal Upadhaya Marg, New Delhi.
18. PS to Lt. Governor of Delhi,
Raj Niwas, Delhi.

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1. Sh.S.P.Jakhanwal, Vice Chairman (In chair)
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TOWN AND COUNTRY PLANNING ORGANISATION:

9. Sh. K.T. Gurumukhi, Addl.Town Planner.

LAND AND DEVELOPMENT OFFICE:

10. Sh.L.D.Ganotra, E.O.

DELHI POLICE (TRAFFIC)

11. Sh. Roopchand Sharma, A.C.P.

INVITEES:

12. Sh. R.N.Mathur, State Co-ordinator, Oil Companies, Delhi, Union Territory of Delhi.
(For Item No.108/92)

CEMENT CORPORATION OF INDIA.

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14. Sh.R.B.Singh, M(C) -do-
15. Sh. N.C. Jain, E.D. -do-

2

1. Item No.105/92

Sub : Composite alignment plan of 45 mtrs. R/W road along west bank of Pankha drain & 30.48 mtrs. R/W road on the eastern side of Najafgarh drain connecting outer ring road and Najafgarh road.

F5(16)87-MP

The proposal of having right of way of 45 mtrs. of the road along West Bank of Pankha drain was discussed in detail and the Technical Committee agreed to the proposal of 45 mtrs. right of way instead of 30 mtr. as approved by the Technical Committee in its earlier meeting held on 31.3.92. This was agreed keeping in view that this portion of the road will form part of the Urban Extension Scheme. *However, development work need not be held up only on the ground that land is not presently available upto 15m width at all places. To begin with, when traffic is not fully developed, a smaller number of lanes will suffice.*

2. Item No.108/92

Sub : Issues relating to IOC for LPG bottling plants in Capital Territory of Delhi.

F20(20)87-MP

The discussion on the item was deferred as the State Coordinator of the Oil Companies wanted more time to study the case.

3. Item No.109/92

Sub : Permission for construction of State Guest House on plot no.18 Sardar Patel Marg (D-13), New Delhi.

F.16(8)/92-MP

The Technical Committee recommended that Plot No.18, Sardar Patel Marg allotted to Govt. of Himachal Pradesh by L&DO, Ministry of Urban Development, may be used for the construction of State Guest House. However, subject to that the total quantum of construction within the parameters of Development Code of MPD-2001 should be, as applicable in case of residential plot. The basement, if provided and used *only* for parking, may not be counted in FAR.

Item No.91/92

Sub : Existing retail outlets at Behlolpur Khadar.
F.11(237)/91-LPB

The Technical Committee was informed that out of 2 ^{existing} outlets, one has ^{become functional} come up recently during 1991 and the earlier one ~~was put up~~ in 1984 without the approval of the Local Body and without obtaining the land use certificate. It was decided that these facts be brought to the notice of Secretary, Ministry of Petroleum. Further, Technical Committee desired that ^{appropriate legal} action be taken against recent outlets established during 1991 by the Lands Section.

Laid on Table

Item No.110/92

Sub : Land allotment to Cement Corporation of India for Railway siding & approach road to internal Container Depot (ICD) in Tuglakabad Area.
F.3(41)/89-MP

The revised proposals of the railway siding to CCI ^{was} and to ICD were discussed. Their representative insisted that the right-of-way for the siding, shown on the plan, could not be further reduced. ^{on grounds of curve/elevation} Therefore, Technical Committee ^{authorised} decided to have ^{a VC to finalise the case} discussion with the Chairman, Railway Board, ^{in consultation with} to sort out the pending issue with regard to ~~location of the railway siding and the feasible right of way for the siding for CCI.~~

It was explained by C.E.I. office that the revised (latest) alignment does not interfere with the Row. The M.C.D. road, the

A

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(35)92-MP

Dt. 1.10 .1992

MEETING NOTICE

The Technical Committee meeting of DDA will be held on 7th. October 1992 at 11.30 A..M. in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed herewith.

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

(ANIL BARAI)
DY.DIR.(MP)

To:

1. OSD to VC for the information of the later.
2. Engineer Member
3. Principal Commissioner
4. Commissioner (Plg.), Member Secretary
5. Commissioner (Lands)
6. Chief Architect
7. Director (DC&P)
8. Director (TYA)
9. Director (AP&B)
10. Chief Town & Country Planner,
Town & Country Planning Office,
Vikas Bhawan, 'E' Block,
New Delhi:

11. Chief Architect
NDMC, Palika Kendra
New Delhi.
12. Town Planner,
MCD, Old Hindu College Bldg.
Kashmere Gate, Delhi.
13. Secretary,
DUAC, NDMC Commercial Complex
Lok Nayak Bhawan, Khan Market,
New Delhi.
14. Land & Development Officer
Land and Development Office,
Nirman Bhawan, New Delhi.
15. Sr. Architect,
H&T P (I) Unit, Room No. 316,
'A' wing, 3rd floor,
Nirman Bhawan, New Delhi.
16. Deputy Commissioner of Police (T)
MSO Bldg. IP Estate,
New Delhi.
17. Chief Engineer (Plg.) DESU
Shakti Sadan,
Dindayal Upadhaya Marg,
New Delhi.

SUB: Composite Alignment plan of 45 mtrs. R/W road along west bank of Pankha Drain & 30.48 mtrs. R/W road on the eastern side of Najafgarh Drain connecting outer ring road and Najafgarh Road. F5(16)87-MP

1. Location:

The proposed road shall form an important link to connect outer ring road (Road no. 26) near Keshopur Sewerage Treatment Plant to Najafgarh Road in the alignment of Pankha Road.

Length of the road is about 3 kms. This road link shall also be used to traffic destined to Najafgarh road and South Delhi. It is likely to relieve congestion on the internal road of Janakpuri. Location plan is placed as Annexure 'I'.

2. Zonal /Master Plan proposals:

The stretch of road between outer ring road and Pankha Drain forms part of the composite layout plan of Bodella Residential Scheme. R/W of this road as per the layout plan is 30.48 mtrs. From Najafgarh Drain to Najafgarh Road it is taken along Pankha Drain with a R/W of 45 mtrs. In the alignment of Pankha Road. These roads are not shown in MPD-1962 and 2001.

3. Background:

Composite alignment plan of this from outer ring road (Road no. 26) to Najafgarh Road was prepared earlier and placed before the Tech. committee meeting held on 31.3.92 in which the following decisions were given (Annexure II)

"The composite alignment plan of the above cited road was discussed in detail. The Tech. Committee approved the proposal for a 30.0 mtrs. R/W with the provisions that the excess land where ever available be developed and maintained as green area."

As per the decisions of the Tech. committee a fresh composite alignment has been prepared keeping the R/W of road along Pankha Drain as 45 mtrs. in stead of 30.0 mtrs. as this is part of the Urban Extn. 45 mtrs R/W Road.

4. Existing conditions and proposals:

For preparation of the alignment plan, the road has been divided in following three parts.

Part I From Outer Ring road to Antriksh Coop. Group Housing Society along Najafgarh Drain.

- Part II From Antriksh Coop. Group Housing Society to Pankha Drain along the scheme boundary of Bodella and on the eastern side of the Najafgarh Drain.
- Part III From Najafgarh Drain to Najafgarh Road along Pankha Drain.

Part I:

Existing Conditions

A two/four lane divided carriageway is existing between Outer Ring Road and Tanners Colny layout. There is no separate service road for the residential development on the southern side of this road. The road link between Tanners Colony and Antriksh Group Housing Society is yet to be developed.

Proposals

A uniform four lane divided carriageway with a separate service road for the residential development on the southern side has been proposed in the 30.48 mtrs. R/W upto Antriksh Coop. Group Housing Society. Recessed bus bays have also been proposed at suitable locations. Gap in verge have been provided taking into consideration the layout plan of Bodella Residential Scheme Tanners Colony and general circulation

Part II:

This stretch of road is yet to be developed, it forms part of Bodella Residential Scheme. Between the Bodella Scheme boundary and Najafgarh Drain another parallel drain has been developed by the irrigation & Flood Deptt. (DA). There are five existing 66 KV HT Line pylons which have been erected at a distance of about 18-23 mtrs. from the Bodella Scheme constructed by DDA.

A four lane divided C/W (7.5 mtrs.) on either side) with a central verge of 1.0 mtrs. has been proposed. A service road varying from 5.50 mtrs. to 6.5 mtrs. has been proposed along the boundary of the Bodella Group Housing Scheme for an efficient traffic management of local traffic with the through traffic

I N D E X

S.NO.	ITEM NO.	PARTICULARS
1.	105/92	Composite Alignment Plan of 45 mtrs. R/W road along West Bank of Pankha Drain and 30.48 mtrs. R/W road on the eastern side of Najafgarh Drain connecting outer Ring Road and Najafgarh Road. F5(16)87-MP
2.	108/92	Allotment of land to IOC for LPG Bottling Plants in capital Territory of Delhi. F20(20)87-MP
3.	109/92	Special Permission for State Guest House on plot no. 18, Sardar Patel Marg. D-13 F16(8)92-MP
4.	91/92	Existing Retail outlets at Behlopur Khadar. E.11(237)91-PPB
LAID ON TABLE		
5.	110/92	Land allotment to CCI for Railway siding and approach road to internal Container Depot (ICD) in Tughlakabad Area. F3(41)89-MP

b. Single lane recessed bus bays have been proposed at suitable locations

c. Gaps in verge have also been incorporated to provide an easy and efficient cross movement.

d. Junction of 18.0 mtrs. and above roads with appropriate road geometrics have been incorporated.

e. The vacant space between in R/W line and the drain shall be maintained as green.

Part III:

Road in this stretch is yet to be developed. The land along the Pankha Drain is generally available except for some area near Najafgarh Road/Pankha Road intersection where some structure shall be affected. This road shall form skewed intersection with Pankha Road/Najafgarh Road if taken straight as it is.

a. R/W of the stretch of road is 45.0 mtrs. as per the urban extension proposal. Hence proposals have been made as per the cross section of 45.0 mtrs. R/W with suitable modification as per the site condition.

b. A six lane divided carriageway (11.0 mtrs.) on either side of 1.5 mtrs. central verge has been proposed for this stretch 6.5 mtrs, wide service roads properly segregated from the main C/W by internal footpaths has been proposed on both side of the road.

c. To avoid two closely placed 'T' junctions with Najafgarh Road cross junction has been proposed for Pankha Road Najafgarh Road and the proposed road. Due to care has been taken in the road geometrics for an efficient movement at the intersection. For the proposed cross junction of this road the existing Pankha Road shall be realigned by shifting this road towards south and covering re-aligning the existing Pankha Drain with 'A' class RCC slab. For a stretch of against 500 mt.

d. Recessed bus bays have been proposed at suitable location.

e. Gaps in verses have also been proposed at suitable places to facilitate cross movements without much hindrance for through traffic.

5. Feasibility study

Executive Engineer, PWD(DA) Divn, XIV vide letter dt. 12.12.91 'Annexure III) has submitted the feasibility of the alignment. According to the feasibility report, one single storeyed structure of one wine shop, 6 HT line pylons, 37 manholes, 23 light poles, 240 safeda trees and 52 kikkar trees are affected.

Executive Engineer (P&D) Flood Deptt. (DA) vide letter dt. 17.6.91 (Annexure IV) has informed that the Pankha Drain is not under the Administrative control of their Deptt. They have desired for consideration of the

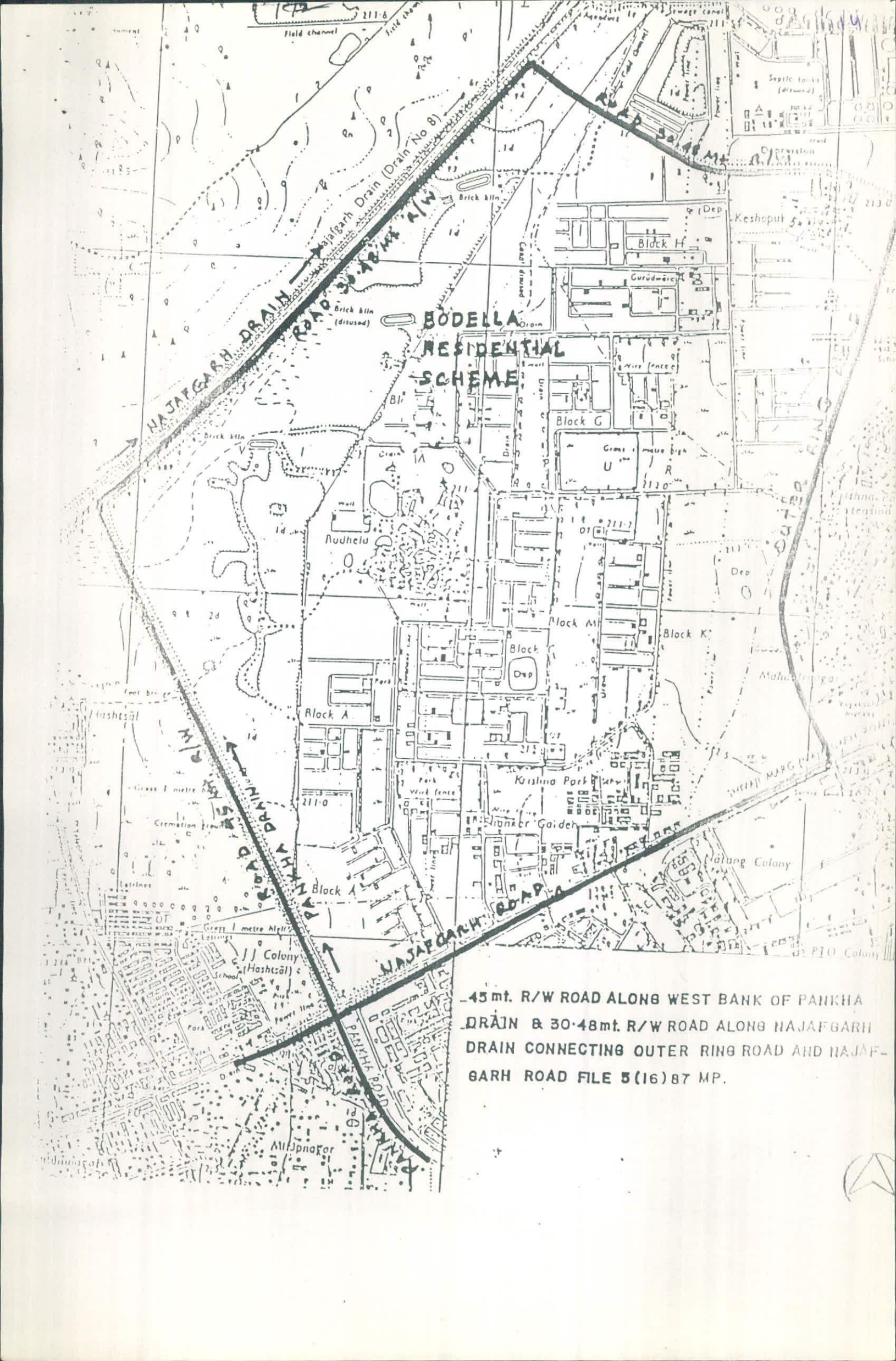
road along Bodella Residential Scheme after leaving the R/W of the Najafgarh Drain.

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

- i. Proposals as mentioned under para 3/4 above vide drawing no. TT-46/PPW-92.
- ii. PWD(DA) shall coordinate with local bodies for shifting of services.
- iii. PWD(DA) shall protect ;the R/W.
- iv. Permission for cutting of trees shall be obtained from the Competent Authority.
- v. PWD(DA) shall plant three times the number of trees required to be cut.
- vi. Shifting of structures falling in the R/W may be taken up with, the Lands Deptt. of DDA.

BODELLA RESIDENTIAL SCHEME

45 mt. R/W ROAD ALONG WEST BANK OF PANKHA
DRAIN & 30-48 mt. R/W ROAD ALONG NAJAFGARH
DRAIN CONNECTING OUTER RING ROAD AND NAJAF-
GARH ROAD FILE 5(16)87 MP.



Item No. 42/92

Sub:- Composite alignment plan of 45 mtrs. u/w road along west bank of Pankha Drain & 30.48 mtrs. R/W road on the eastern side of Najafgarh Drain connecting outer ring road and Najafgarh Road.

F.5(16)87-MP.

1. Location:

The proposed road shall form an important link to connect outer ring road (Road No.26) near Keshopur Sewage Treatment Plant to Najafgarh Road in the alignment of Pankha Road. Length of the road is about 3 Kms. This road link shall also be used by traffic destined to Najafgarh road and South Delhi. It is likely to relieve congestion on the internal road of Janakpuri. Location plan is placed as Annexure 'I'.

2. Zonal/Master Plan proposals:

The stretch of road between outer ring road and Pankha Drain forms part of the composite layout Plan of Bodella Residential Scheme. R/W of this road as per the layout plan is 30.48 mtrs. From Najafgarh Drain to Najafgarh Road it is taken along Pankha Drain with a R/W of 45 mtrs. in the alignment of Pankha Road. These roads are not shown in MPD-1962 & 2001.

3. Existing Conditions & Proposals.

For preparation of the alignment plan, the road has been divided in following three parts.

Part I: From Outer ring road to Antriksh Co-operative Group Housing Society along Najafgarh Drain.

Part II: From Antriksh Co-op. Group Housing Society to Pankha Drain along the scheme boundary of Bodella and on the eastern side of the Najafgarh Drain.

Part III: From Najafgarh Drain to Najafgarh Road along Pankha Drain.

Part I

Existing conditions

A two/four lane divided carriageway is existing

Proposals

A uniform four lane divided carriageway with a separate

12

between outer ring road and Tanners Colony layout. There is no separate service road for the residential development on the southern side of this road. The road link between Tanners Colony and Antriksh Group Housing Society is yet to be developed.

Part II

This stretch of road is yet to be developed, it forms part of Bodella Residential Scheme. Between the Bodella Scheme boundary and Najafgarh Drain another parallel drain has been developed by the Irrigation & Flood Deptt. (DA). There are five existing 66 KV HT line pylons which have been erected at a distance of about 18-23 mtrs. from the Bodella Scheme boundary. There is an existing drain along Bodella Scheme constructed by DDA.

service road for the residential development on the southern side has been proposed in the 30.48 mtrs. R/W upto Antriksh Co-op. Group Housing Society. Recessed bus bays have also been proposed at suitable locations. Gap in verge have been provided taking into consideration the layout plan of Bodella Residential Scheme, Tanners Colony and general circulation.

An alignment plan of this stretch has been prepared to develop a four lane divided carriageway in the 18 mtrs. to 23 mtrs. available space between the H.T. line pylons & the scheme boundary of Bodella as per Technical Committee meeting decision dated 11.8.87 which is as follows "7 mtrs. wide carriageways on either side of central verge be constructed. No cycle track be provided towards society's land. Cycle track towards Najafgarh Drain shall pass under the pylons or outside the pylons. Existing for using it as footpath. All services to pass on the stretch of land towards Najafgarh Drain.

It is suggested that the arrangement mentioned above be considered as first phase development only. In the final phase, six pylons shall be shifted along the drain constructed by I&F Deptt. and the road be developed to provide a six lane divided C/W in the available 30 mtrs. to 45 mtrs. R/W.

In the remaining stretch after pylons, four lane divided carriageway is proposed with recessed bus bays and foot-paths on either sides in phase I. The road shall be developed further with the remaining stretch after the pylons are shifted.

Contd...3/-

Road in this stretch is yet to be developed. The land along the Pankha Drain is generally available except for some area near Najafgarh Road/Pankha road intersection where some structure shall be affected. This road shall form skewed intersection with Pankha Road/Najafgarh Road if taken straight as it is.

A six lane divided carriageway with 6.5 mtrs. wide service road on the western side and green belt along Pankha Drain with inner/outer footpaths are proposed. The service road on the western side shall be used for approach to adjoining residential developments. Recessed bus-bays are proposed at suitable locations along the stretch. A part of the Pankha Drain near Najafgarh Road/Pankha road intersection shall have to be covered to bring the road in the alignment of Pankha Road and to develop a proper intersection.

3. Feasibility Study

Executive Engineer, PWD(DA) Divn. XIV vide letter dated 12.12.91 (Annexure II) has submitted the feasibility of the alignment. According to the feasibility report, one single storeyed structure of one wine shop, 6 HT line pylons, 37 manholes, 23 light poles, 240 safeda trees & 52 kikkar trees are affected.

Executive Engineer(P&D), Flood Deptt.(DA) vide letter dated 17.6.91(Annexure III) has informed that the Pankha Drain is not under the Administrative control of their Deptt. They have desired for construction of the road along Bodella residential scheme after leaving the R/W of the Najafgarh Drain.

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

- i) Proposals as mentioned under para-3 above.
- ii) PWD(DA) shall co-ordinate with local bodies for shifting of services.
- iii) PWD(DA) shall protect the R/W.
- iv) Permission for cutting of trees shall be obtained for the Competent Authority.
- v) PWD(DA) shall plant three times the number of trees required to be cut.
- vi) Shifting of structures falling in the R/W may be taken up with the Lands Deptt. of DDA.

The composite alignment plan of the above cited road was discussed in detail. The Technical Committee approved the proposal for a 30 mt. right of way with the proviso that the excess land, wherever available, be developed and maintained as a green area.

PUBLIC WORKS DEPTT. (DELHI ADMN.)DIVN. XIVR.R. Lines,
New Delhi-110010.

No. 13 (914) PWD XIV / DA-1

Dt. 12.12.91

From: H.S. LUTHRA,
EE, PWD(DA),
Divn. XIV.

To

Sh. D.K. Saluja,
Dy. Director(T)I,
Delhi Development Authority,
Vikas Minar,
New Delhi.Sub:- Feasibility of alignment plan of 45 mtrs. R/W road along Pankha Drain and 30 mtrs. R/W road along Nazafgarh Drain/Bodella from Outer Ring Road to Nazafgarh Road.

As desired during discussion on telephone, a copy of the revised feasibility report of the proposed 45 mtrs. R/W road along Pankha Drain and 30 mtrs. R/W road along Nazafgarh Drain/ Bodella Residential Scheme from Outer Ring Road to Nazafgarh Road is enclosed. It is requested that the case may please be discussed in the Technical Committee at the earliest.

Encls: As above.

(H.S. LUTHRA)
Executive Engineer.
PWD, DA, Divn. XIV.

FEASIBILITY REPORT, PROFORMA

1. Details of affected structures/
properties in the road R/w.

Pucca Semi Pucca Kutcha

a) Total No. of structures/
properties affected in the alignment. P/S | D/S | T/S |

b) No. of properties with
boundary wall and set-
backs only affected in
the alignment.

c) Width of properties
affected in road R/w.

d) No. of shops affected.

— Nil —

26.00 mtrs. (wine shop)

One wine shop.

2. Is there any deviation in
the approved alignment
prepared by TCPO earlier.
If yes, give details

— N.A. —

3. whether the alignment
confirms to the R/w as
shown in the approved
layout plans & regulari-
sation plans of the
colonies abutting this
road. If no, give details.

Yes

4. Details of affected services

Length
in mt.

a) Overhead high tension lines: 220KV lines
66KV lines 1400 mtrs. (6 Pylons)
33KV lines
11KV lines

b) Underground lines: 220KV lines
66KV lines
33KV lines
11KV lines

c) Underground sewerage lines Length & No. of
depth of manholes
the lines affected

d) Underground water supply lines Length No. of
1000 mtrs, 1.40 m. depth, 37 manholes
No. of
sluice
valve
chambers
affected

e) Storm water drainage lines

Length

f) No. of electric poles

3x Pylons and 23 Nos Lighting Poles

g) No. of telephone poles

5. Details of affected trees in Carriageway

Total nos. Girth No.
Species 0.5 to 1.00 m. 240

6. Other miscellaneous affected structures 0.5 to 1.00 m. 52

Temple, Mosque/Church/Gurudwara — —
Patrol Pump (specific location) — —
No.

Annexure - III
(page - 3)

12/

Taxi stand

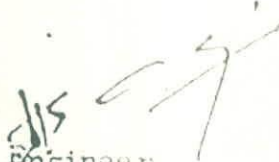
Developed part with or without
railing Pole mounted S/Stn.
11KV

7. General comments about the
feasibility to implement the
alignment proposal.

It is feasible


Asstt. Engineer, PWD(DA),
Divn. XIV.

12.12.91.


Executive Engineer,
PWD(DA), Divn. XIV.
12.12.91.

OFFICE OF THE CHIEF ENGINEER (I&F)
DELHI ADMINISTRATION
IV FLOOR ISBT BUILDING KSHMERE GATE DELHI

No. CEF/P&D/ND-Misc/91-92/12581 Dated the 17 June, 91

To

✓ The Deputy Director (T) I,
Vikas Minar, DDA,
I.P. Estate,
New Delhi.

Sub: Alignment plan of proposed road along Najafgarh Drain & Pankha Drain to connect Outer Ring Road and Najafgarh Road.

Sir,

Kindly refer to your letter no. F.5(16)/37/MP/606 dated 23rd April, 1991 vide which a draft alignment Plan proposed along with Pankha Road Drain and Najafgarh Road to connect Outer Ring Road has been forwarded. In this regard, I am directed to forward the following comments:-

i) The Pankha Road drain is not under the administrative control of the I&FC Department. DDA has requested the I&F Department to consider the feasibility of diverting the storm water from Cantonment area (and presently flowing through Palam Drain) into Pankha Road Drain. This proposal appears technically feasible if adequate land is made available for widening the existing Pankha Road drain. When such alternative is being considered by DDA, the proposal of widening the existing Pankha Road towards the drain side may not prove practicable as the Chief Engineer (I&F) does not recommend covering of such large size drains.

ii) Feasibility of construction of a road parallel to Najafgarh Drain should be contemplated only beyond the land width meant for Najafgarh Drain. I&F Department will not be able to spare any land along Najafgarh Drain in the stretch from outfall of Palam Drain upto the Outer Ring Road.

2. In view of the above your Authority may like to review the proposals.

Yours faithfully,

Singh

(GAJRAJ SINGH)

EXECUTIVE ENGINEER (P&D)

Pls put up with the file
2 m/b
M. Balakrishnan

ITEM NO. 108/92.

SUB : ISSUES RELATING TO IOC FOR LPG BOTTLING PLANTS
IN CAPITAL TERRITORY OF DELHI.

File No.F20(20)87-MP

Chief LPG Manager(Engg.) IOC Ltd., New Delhi,
in a reference, raised the following issues:-

- a) Allotment of 50 acres of land adjacent to IOC's LPG bottling Plant at Tikrikalan for providing additional bulk tankage.
- b) Approach road alignment for the New LPG bottling plant site at Madanpur Khadar in South Delhi where 72.4 acres of land is allotted.
- c) Allotment of land for siting additional LPG bottling plant either in North Delhi or East Delhi in an area measuring 75 acres as one plot or 2 plots each about 30 acres.

2. The above issues have been examined in detail.
The report is as below:-

a) Request for 50 acres of land adjacent to IOC LPG bottling plant at Tikrikalan for handling additional bulk was examined on an earlier reference and the Joint Secretary, Govt. of India, Ministry of Petroleum and Natural Gas, was informed on 19.10.91 that no additional land is available for this purpose adjacent to Tikrikalan project and for additional land requirement, IOC should approach to the Member Secy., NCR for location of suitable land outside the Union Territory of Delhi. Addl. General Manager, LPG (IOC Ltd.) was also informed.

b) Regarding the approach road to the new sites in Madanpur Khadar. Although, the land was allotted to IOC for a new bottling plant at the time when there was no proposal for urbanisation of this area, however, as urbanisation is proposed to the extended right upto Agra Canal, therefore, the land already allotted would not be suitable for the LPG bottling plant and this land should be taken back from IOC and they may be advised to identify a suitable site in NCR area.

c) Regarding the land for location of new LPG bottling plant either in North or in East Delhi, as there is no suitable site available the IOC should approach NCR Planning Board.

contd..../-

3. It is also observed that in MPD-2001, in the land use category shown as 'Warehousing Depot', the locations are marked on land use map of MPD-2001, where this type of activities are allowed but keeping in view the concept of de-centralisation of activity from Delhi, MPD-2001 needs amendment to that extent.

4. The land vacated by IOC at Shakur Basti area is earmarked for green and circulation and IOC was informed accordingly.

5. The matter is placed before the Technical Committee for consideration the above points, before the IOC is informed further.

4

ITEM NO. 109/92.

SUB :- Permission for construction of State Guest House on plot no. 18 & Sardar Patel Marg (D-13), New Delhi.
(File No. F.16(8)/92-MP)

...

The Resident Commissioner, Govt. of Himachal Pradesh, vide his letter dated 20.6.92 has requested for the permission under special appeal and development controls in respect of their plot no.18 at Sardar Patel Marg, New Delhi may be conveyed. The plot measuring 3430 sq.yds. has been allotted to the Govt. of Himachal Pradesh by the Land and Development Office, Ministry of Urban Development vide its letter dated 22.4.92 for construction of state guest house.

2. As per the draft Zonal Development Plan (D-13) and layout plan, the plot under reference falls under 'residential use' zone. As per the development Code of MPD-2001, (Page 151 & 152 of the Gazette), a guest house for govt./semi-govt. and public company is permitted in 'residential use' either as part of the approval of the layout plan or as a case of 'special appeal permission from the Authority. As the plot under reference forms part of the residential layout the development controls for residential plot would be applicable in this case.

3. As per the Master Plan, the minimum R/W road in front of a guest house plot should be 24 mt. The plot under reference is facing a 9 mt. wide service road and neighbourhood park, which fronts on 45 mt. wide Sardar Patel Marg.

4. The matter is put up for consideration of the Technical Committee.

ITEM NO.: 91/92

SUB.: - Existing retail outlets at Behlulpur Khadar.
(F.11(2370/91-LPB))

...

The subject matter was considered in the Technical Committee meeting held on 31.8.92 vide item no.48/92. and the Technical Committee desired that the matter be brought before the Technical Committee along with Master Plan for Petrol Pumps earlier approved by DDA.

During the meeting of the Technical Committee it was explained that in the year 1962 Authority approved a Master Plan of petrol pumps vide res.no. 76 dated 5.2.1962. From the perusal of the file on the subject it is noted that the plan approved by the Authority is available therein. The text of the Authority resolution is annexed.

3. As per the approved Zonal Development Plan of the Area no petrol pump sites are located towards the East of Ring Road between Nizamuddin Bridge and Kalindi Colony. Thereby two petrol pumps, one under reference and the other adjacent to it are operating unauthorisedly in the Development Area of DDA, on the land in process of acquisition being contested in the Court of Law.

4. The matter has been considered by the Technical Committee in its meeting held on 22.9.92 and it was desired that the State Co-ordinator in the Oil Companies may find out whether the existing outlets at Ring Road at Behlulpur Khadar are constructed with the approval of the Competent Authority or are functioning with the approval of the site from the land use point of view and getting the approval from the building plan sanctioning Authority. It further desired that Commissioner(Lands) should find out the status of the land under the existing outlets.

5. The desired informations has been requested from Commr.(Lands) D.D.A. and State Co-ordinator, Oil Companies and the same will be laid on table.

6. The matter is again placed before the Technical Committee.

Subject: Land allotment to Cement Corporation of India for Railway siding & approach road to internal Container Depot (ICD) in Tughlakabad Area.

File No. F.3(41)/89/MP

1. On the request of Railways Delhi Development Authority considered the allotment of about 11.12 acres of land in Tughlakabad Area for a CCI railway siding. In view of a very big In-Land Container Depot in the vicinity of the area, the Planning Wing proposed an integrated circulation plan for the area including ICD. Meanwhile, the CCI deposited the cost of land to DDA.
2. Technical Committee in the series of the meetings finally approved the proposal for ICD Tughlakbad on 18.2.92 based on the directions given by the Ministry of U.D. and the Cabinet Secretariat. Later to appropriately accommodate the CCI railway siding a meeting and a joint inspection was undertaken by Commissioner (Plg) with Officers from MCD, CCI, CONCOR, RITES and Railways etc. on 8.4.92.
3. The issue of Railway siding for CCI was last discussed in Technical Committee held in July 92. There were serious differences of opinion between the Planning Department of DDA & Railway/CCI Authorities. The site was once again inspected by VC/DDA on 22.8.92 together with Officers of Railway/CCI & CONCOR. It was decided that Railway siding to CCI should be realigned in such a way that it is kept close to Railway quarters & the curvature/turning radius of the siding be reduced to the maximum possible extent. It was also decided that to the extent possible all the fully grown trees should be protected. CONCOR was asked to re-submit the alignment plan integrating the same with the railway siding & the proposed approach road.
4. Railways have submitted the proposal indicating the railway siding to CCI, as well as approach road to ICD vide letter dt. 10.9.92. This proposal along with the alignment suggested by DDA are shown in the Plan laid on the table.

5. ISSUES:- It is seen that the railway siding is retained more or less in its previous position, & a part of the DDA Park is affected by the approach road to ICD. The width of the railway siding varies from 20 mt to 40 mt. Total number of trees affected by the railway siding and the approach road to ICD are as given below:-

- | | |
|---|-----------|
| a) No of trees affected by the 1st proposal of Railways (excluding the approach road) | about 221 |
| b) No of trees affected by the proposal of DDA | about 82 |
| c) No of trees affected by the extent railway proposal | |
| - rail siding | about 195 |
| - ICD approach road | about 90 |

It is proposed that the railway siding should be (i) with mini R/way required i.e. 12 metres to 24 metres and (ii) as near to the boundary of the railway colony as possible taking a corner of the railway colony.

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