

No. EXC/MTG/58.

BOMBAY METROPOLITAN REGION
DEVELOPMENT AUTHORITY,
Griha Nirman Bhavan, 5th Floor,
Bandra(East), Bombay-400 051.

Date : 11th May, 1981.

The minutes of the fifty-eighth meeting of the Executive Committee of the Bombay Metropolitan Region Development Authority, held on the 10th April, 1981, are enclosed.

S. V. Asgaonkar 11/5/81
(S. V. ASGAONKAR)
SECRETARY,
EXECUTIVE COMMITTEE.

To:

- The Chief Secretary to the Govt. of Maharashtra,
General Administration Department,
Mantralaya, Bombay-400 032. - Chairman.
- The Metropolitan Commissioner, BMRDA. - Vice-Chairman.
- The Chairman, T&C Board, BMRDA. - Member.
- The Chairman, WRM Board, BMRDA. - Member.
- The Chairman, HURE Board, BMRDA. - Member.
- The Municipal Commissioner, B.M.C., Bombay. - Member.
- The Managing Director, CIDCO. - Member.
- The Secretary to the Govt. of Maharashtra,
Urban Development Department, Mantralaya,
Bombay. - Member.

INVITEES :

- The Financial Adviser, B.M.R.D.A.
- The Dy. Metropolitan Commissioner, B.M.R.D.A.
- The Member-Secretary, T&C Board, B.M.R.D.A.
- The Member-Secretary, WRM Board, B.M.R.D.A.
- The Member-Secretary, HURE Board, B.M.R.D.A.
- The Chief Engineer, Execution Wing, B.M.R.D.A.
- The Legal Adviser, B.M.R.D.A.
- The Senior Urban Planner, B.M.R.D.A.
- The Senior Planning Officer and Dy. Secretary,
HURE Board.

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MINUTES OF THE FIFTY-EIGHTH MEETING OF
THE EXECUTIVE COMMITTEE, B.M.R.D.A.

Date : 10th April, 1981 (Friday)

Time : 3.00 P.M.

Place : Special Committee Room, 5th Floor,
Mantralaya.

MEMBERS PRESENT :

- Shri P.G. Gavai,
Chief Secretary to the Government
of Maharashtra, General Adminis-
tration Department, Mantralaya. - Chairman
- Shri D.M. Sukthankar,
Metropolitan Commissioner,
B.M.R.D.A. - Vice-Chairman
- Shri B.N. Adarkar,
Chairman, T&C Board. - Member.
- Shri C.M. Correa,
Chairman, H.U.R.E. Board. - Member.
- Shri L.C. Gupta,
Managing Director, CIDCO, Bombay. - Member.
- Shri D.N. Capoor,
Secretary to Govt. of Maharashtra,
Urban Development Department,
Mantralaya, Bombay. - Member.

INVITEES :

- The Financial Adviser, B.M.R.D.A.
- The Dy. Metropolitan Commissioner, B.M.R.D.A.
- The Member-Secretary, T&C Board, B.M.R.D.A.
- The Member-Secretary, H.U.R.E. Board, B.M.R.D.A.
- The Member-Secretary, W.R.M. Board, B.M.R.D.A.
- The Chief Engineer, Executive Wing, B.M.R.D.A.
- The Dy. Municipal Commissioner (Shri J.R. Patwardhan), BMC.
- The Legal Adviser, B.M.R.D.A.
- The Sr. Planning Officer and Dy. Secretary, HURE Board,
B.M.R.D.A.
- Shri P.R. Walavalkar, Secretary, Executive Committee, BMRDA.

Item No.1 : Confirmation of the minutes of
the last (57th) Meeting.

The minutes were confirmed.

Item No.2

Item No.2 : Action taken on the minutes of the last (57th) Meeting.

The Manging Director, CIDCO, said that the Executive Committee should be apprised of the particulars of appeals under Section 13(4) of the B.M.R.D.A. Act, 1974 allowed by Government, together with the reasons for allowing each appeal and setting aside the decision of the Executive Committee. This suggestion was accepted.

The Chairman informed that the Government of Maharashtra, while continuing to pursue with the Government of India the question of taking up the Thane Creek-Ulhas River Inland Water Transport Project as a Centrally Sponsored Scheme and providing financial assistance therefor, had taken a decision to provide Rs.2 crores for this project in the State Plan and to go ahead with this scheme irrespective of the final decision of the Government of India in the matter.

The Chairman, HURE Board, observed that a higher priority needs to be given, than had been done so far, for starting a passenger launch service between Bombay and New Bombay in order to strengthen as well as diversify the means of access to New Bombay and accelerating its development. He felt that the T&C Board should take up on a priority basis the necessary studies for studying the feasibility of such a service. The Chairman, Executive Committee, felt that the Tata Committee set up by Government for "Techno-Economic Feasibility Study of Bombay - Uran Road Link" had, as one of its terms of reference, the question of such a cross harbour launch service. In view of the above, the Chairman felt that the Government should write and request the Tata Committee to offer its recommendation on this matter on a priority basis, even as an interim recommendation, instead of asking the T&C Board to take up this study separately. After some discussion, the suggestion of the Chairman was welcomed and it was also decided that Shri R.Y. Tambe, Member-Secretary, T&C Board, should be nominated on the Tata Committee by the Govt. during its deliberations on the Passenger Launch Service between Bombay and New Bombay.

The Chairman sought the views of the Members

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on the question whether the new bridge across the Thane Creek, as a part of the Mankhurd-Belapur section of the East-West (Railway) Corridor, may be planned as a purely rail bridge or a rail-cum-road bridge. The members observed that goods traffic too will increase considerably and looking to the projected development of New Bombay and the hinter-land, it would be preferable to conceive of the proposed new bridge as a rail-cum-road bridge. The Metropolitan Commissioner also pointed out that in the report of the Indian Institute of Management, Bangalore, on the cost benefit analysis of the East-West Corridor, there was a mention that if the Mankhurd-Belapur commuter rail link does not come up by 1986, an additional road bridge across the Thane Creek would be required. The rail-cum-road bridge would also mean considerable saving in the cost of foundation. All things considered, it was agreed that the new bridge across the Thane Creek should be a rail-cum-road bridge and not a purely rail bridge.

The action taken on other items and the progressive action on the past decisions reported in the annexure was noted.

Item No.3 : Applications for permission under Section 13 of the BMRDA Act, 1974.

The applications bearing the following registration numbers were placed on the Table :-

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|----------------|-----------------|
| 1. 316/12/2/81 | 6. 321/10/3/81 |
| 2. 317/19/2/81 | 7. 322/11/3/81 |
| 3. 318/19/2/81 | 8. 323/12/3/81 |
| 4. 319/20/2/81 | 9. 324/12/3/81 |
| 5. 320/24/2/81 | 10. 325/19/3/81 |

(1) Application No.316/12/2/81 (The B.E.S.T. Undertaking, Electric House.)

The Committee noted that the proposal was for construction of a building to accommodate a Receiving Station, consisting of ground + 3 upper floors, on a plot bearing C.S.No.696 of Fort Division, at Hutatma Chowk, on Dadabhoy Nawroji Road in 'A' Municipal Ward.

The Committee noted that an Electric Sub-Station is permissible as per D.C.Rules in this zone, which is a Commercial Zone. Since the proposed construction of the Receiving Station is in the public interest and is intended to provide better services to the area, the Committee decided to grant

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the permission.

(2) Application No.317/19/2/81 (Zia Co-operative Housing Society Limited.)

The Committee noted that the proposal was for construction of two buildings (Wings A and B) consuming an F.S.I. of 1.656, with shops on ground floors and total floor area of 2713.60 sq.mtrs., on plot bearing C.S.No.224 of Byculla Division, Bellasis Road, in the "E" Municipal Ward, after demolishing all the existing structures having a built up area of 1402.65 sq.mtrs. and F.S.I. of 0.85. The Committee further noted that the applicant's plea was that the property was highly encumbered with various structures in a dilapidated condition and that the residents desired to rebuild the property, as per their own requirements, through a Co-operative Housing Society. The plot falls in the reservation for "Public Housing" and the Government of Maharashtra as well as the Competent Authority under the Land Ceiling Act have given their consent to have the property redeveloped.

The Committee noted that even with the permissible F.S.I. of 1.33, additional built up area of 773.62 sq.mtrs. would be available which should be sufficient to accommodate all the existing 15 residential tenants, by providing reasonably sized accommodation to them. The residential tenements proposed in the new buildings are, however, as many as 40 and the number of shops proposed is 28 as against the existing number of 14. The justification given by the applicant for allowing a higher F.S.I. of 1.66 is, thus, not convincing. The property can very well be developed within the F.S.I. limit of 1.33. The Committee, therefore, felt that if the desired permission were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

(3) Application No.318/19/2/81 (Kedy Co-operative Housing Society Ltd.)

The Committee noted that the application was for redevelopment of the property on C.S.No.234 of Byculla Division, Bellasis Road, in the "E" Municipal Ward, with floor area of 5300.39 sq.mtrs., by consuming an F.S.I. of 1.659, after demolishing the existing

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structures. In the reconstructed building, 96 shops on the ground and first floors and 36 residential flats on 2nd to 6th floors have been proposed, as against the existing 87 residential tenants, 37 commercial tenants and 2 godowns. The applicant has stated that the property was highly encumbered with dilapidated structures and that the residents desired to develop the property, as per their own requirements, through a registered cooperative housing society. The plot falls in the reservation for 'Public Housing' and the Govt. as well as the Competent Authority under the Land Ceiling Act have no objection to the property being redeveloped, provided the rights and interests of the existing occupants are adequately protected. The total number of shops proposed, in the form of a shopping centre on ground and first floors, is 96 as against the 37 existing commercial tenants. All the existing residential tenants are not being reaccommodated. Redevelopment of the property has thus been proposed without ensuring the protection of the rights and interests of the existing residential tenants. The Committee, therefore, concluded that there is no justification nor are there any special grounds to grant F.S.I. higher than the permissible F.S.I. of 1.33. If the desired permission were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

(4) Application No.319/20/2/81 (Bombay Housing and Area Development Board, Dadar.)

The Committee noted that the proposal was for change of user of "Vikrant Sadan" building, having ground + 4 upper floors and floor area of 3539.20 sq.mtrs., situated on plot bearing C.S.No.42 of Parel-Sewri Division at Gas Company Lane, Sane Guruji Road in 'F' (South) Municipal Ward. The building is presently used for residential purpose. The residents have, it is stated, complained that there is serious nuisance due to gas pollution caused by the gas company nearby and have requested that they be shifted to other places. The Bombay Housing and Area Development Board desires to shift the existing 158 residential tenants of this building to other reconstructed buildings (depending upon availability of surplus tenements therein) and then to utilise the whole building (Vikrant Sadan) for store/godown and office of the Board by shifting its existing office located at Sonawala Building at Dadar which is owned by the B.M.C.(Vikrant Sadan is a building reconstructed by the Board and is owned by it.)

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The Committee noted that the higher F.S.I. of 2.66 of Vikrant Sadan was permitted because the Board had to reconstruct the old building to re-accommodate the old residential tenants. It would not have been permissible for office purpose for which the building is now proposed to be utilised. The Committee, therefore, felt that if the desired permission were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

(5) Application No.320/24/2/81 (Hindustan Lever Limited, Sewree.)

The Committee noted that the proposal was for construction of an additional floor area of 595 sq.mtrs. in the existing building of Hindustan Lever Limited at Sewree, on a plot bearing S.No.145 of 'F' Municipal Ward, thereby increasing the existing floor area from 66527 sq.mtrs. to 67122 sq.mtrs. and raising the F.S.I. from 0.697 to 0.703. The applicant has stated that the additional area would be utilised for resiting the Vim unit of the factory and that there would be no increase in the production of Vim and no additional employment.

The Committee, after examining the proposal, noted that the proposal amounts to creation of additional warehousing space and comes within the ambit of the BMRDA's Notification dated 10th June, 1977 as extended from time to time. From the plans submitted by the applicant, it is seen that on the floors at levels 51 ft. and 66 ft., storage of raw materials has been indicated. In the past, in similar cases involving proposals for construction of additional floor area to be used for storage of raw materials, the Committee had decided to refuse the permission. Having regard to the precedents and the fact that if the permission were granted in this case, the overall development of the Metropolitan Region is likely to be affected adversely, the application was rejected.

(The Chairman observed that in cases of this type, it is necessary that the site is inspected by an Officer at the appropriate level, with a view to verifying the facts and assessing first hand whether the

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contentions put forward by the applicant were correct. He, therefore, directed that site inspections should invariably be undertaken in such cases in future and the findings of the inspection should be available when the Committee considers the application).

(6) Application No.321/10/3/81 (Balwas Estate Cooperative Housing Society Ltd.)

The Committee noted that the proposal was for construction of 4 multistoreyed buildings on plot bearing C.S. No.241-242 of Tardeo Division, named as Balwas Estate, in 'E' Municipal Ward, with an area of 12588.82 sq.mtrs. and consuming an F.S.I. of 1.65, after demolishing the existing stables (area 4643.85 sq.mtrs.) but retaining the existing residential buildings (area 3010.80 sq.mtrs.). The applicant has stated that the property in question was highly encumbered with dilapidated structures and that the residents desired to redevelop it, as per their own requirements, through a cooperative housing society. The plot falls in the reservation for 'Public Housing' and the Government as well as the Competent Authority under the Land Ceiling Act have no objection to the proposal if the rights of old occupants are adequately safeguarded. The Committee noted that the plans had already been approved by the B.M.C. and commencement certificates issued for construction of 3 buildings on this very plot, by consuming an F.S.I. of 1.33 and that the construction work is in progress. The total number of residents/tenants proposed in all the 4 buildings is 196. All these will, however, be new members and not the existing tenants. The Committee, therefore, felt that the arguments put forward by the applicant for grant of higher F.S.I. beyond 1.33 were not at all convincing and that the applicant could very well restrict the development upto the permissible F.S.I. of 1.33. The Committee, therefore, concluded that if the proposal as requested were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

(7) Application No.322/11/3/81 (Bombay Port Trust) :

The Committee noted that this is a proposal from the B.P.T. for construction of a storage shed with a floor area of 317 sq.mtrs. and consuming an F.S.I. of less than 1.33, on the plot bearing survey No.193 on Muzawarpakhadi Road in the B.P.T. area. The shed is proposed to be used for storing temporarily the imported cars till they are cleared by the Customs Department, etc. At present, the imported cars which are received in the Docks are towed away to Frere Basin and kept in one

of the sheds there, along with other cargo, till such time they are removed by the parties concerned after completion of customs and other formalities. It is desirable to keep the imported cars separately from the other types of cargo and hence the need for the proposed shed. The justification given by the applicant being, thus, convincing, the Committee decided to grant the permission applied for.

(8) Application No.323/12/3/81(Mazgaon Dock Ltd.)

The Committee noted that the proposal was for addition of a floor area of 585.12 sq.mtrs. to the existing building on the plot at Kasara Bunder Road in 'E' Municipal Ward, for use as design, drawing and management offices. The F.S.I. consumed would thereby increase from 0.34 to 0.36. The property has been developed for fabrication of offshore platforms for the Oil and Natural Gas Commission and the additional space is stated to be required for office purposes by M/s. Engineers India Ltd., who have been engaged as Consultants for the offshore platforms project.

The Committee noted that as per the Development Plan of 'E' Ward, the plot under reference is in I2 Zone wherein office user is normally not permissible. Moreover, no construction for office user is permissible in the Island City, as per the D.C.Rules for Bombay City as amended by a Government Notification dated the 19th March 1979. The Committee was not satisfied about the need for permitting the proposed office user as incidental and essential to the main industrial activity of construction of offshore platforms being conducted on the site under consideration. The Committee also noted that land had been allotted to the applicant on Nhava Island for construction of offshore platforms. The Committee was unable to appreciate why the proposed office space could not be created on that island or somewhere in New Bombay. The application was, therefore, rejected.

Some of the members pointed out that some organisations like the present applicant (namely, Mazgaon Dock Ltd.) were putting forth applications,

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from time to time, containing piecemeal proposals, for permission to undertake developments which had been prohibited by the B.M.R.D.A. These developments, considered singly, appeared to be quite innocuous and inconsequential as they often involved consumption of very little F.S.I. These piecemeal proposals, if considered together, would, however, present quite a different picture with sinister implications, so far as the development of the B.M.R. is concerned. It was, therefore, decided that, in future, whenever applications for permission are received from such organisations, a mention should be made specifically, in the agenda note presented to the Executive Committee, of the particulars of all applications made by them in the past and the decisions taken by the Executive Committee thereon.

(9) Application No.324/12/3/81 (Mazgaon Dock Ltd.)

The Committee considered the application and noted that the proposal was for addition of 2198.56 sq.mtrs. to the existing F.O.B. (Fitting out on Board) building on the plot bearing C.S.No.185, Dockyard Road, in 'E' Municipal Ward, thereby increasing the built-up area from 1,09,938.68 sq.mtrs. to 1,12,137.20 sq.mtrs. and raising the F.S.I. from 0.626 to 0.646.

The main activity of Mazgaon Dock Ltd., a Government of India Undertaking, is that of building warships. The F.O.B. building is mainly a storage and assembly building where sophisticated electronic, electrical and other equipment, required to be fitted for day to day maintenance and repairs of ships, is kept. Even though a number of shops in the yard are proposed to be shifted to Anik-Chembur area, the proposed addition to F.O.B. building is stated to be necessary from the point of view of improving the efficiency in production and maintaining security.

The views of the Committee noted in para 2 of the minutes of the preceding application of Mazgaon Dock Ltd. hold good in this case also. While the intrinsic merit of this individual proposal can very well be appreciated, the Committee was of the view that such activities which are going on at the present location as can be shifted, should be shifted outside at the earliest. The Committee also felt that unless a complete and comprehensive picture of the existing and projected utilisation of available built-up area and of the phased

programme...10...

programme of shifting of activities which do not need a water front and which can be shifted out, is made available, it would not be proper to agree to the present proposal. In the absence of this information, the Committee felt that if the desired permission were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

(10) Application No.325/19/3/81(F.M.Chenoy & Co.Pvt.Ltd.):

The Committee noted that the proposal was for construction of a multistoreyed building with basement + ground floor + 22 upper floors, on plot bearing C.S.No.393 of Malbar Hill Division at Chowpatty Band Stand on Dady Seth Road, in 'D' Municipal Ward, for shops and residential user, with floor area of 6812.36 sq.mtrs. and consuming an F.S.I. of 1.6695. The applicant had stated that the property was highly encumbered with dilapidated old structures and the residents desired to redevelop it, as per their own requirements, through a registered co-operative housing society. The Government and the Competent Authority under the Land Ceiling Act had given their consent to redevelop the property. The Committee noted that as many as 42 spacious flats are proposed to be built in lieu of the existing 29 very small tenements. The proposed flats do not, therefore, appear to be for reaccommodating the existing tenants. The 112 shops proposed would have a total area of 3044.33 sq.mtrs. When there is not a single existing shop tenant, a shop line is not permissible in this area as per the Development Plan. The Committee further noted that the property abuts on the proposed West Island Freeway (including the Malabar Hill Tunnel) and the approach thereto and that the proposal, if acceded to, would aggravate the difficulties in traffic circulation at a junction which is already carrying a heavy traffic, particularly so owing to the substantial amount of shopping type development as proposed by the applicant. The Committee,

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therefore, felt that if the desired permission were granted, the overall development of the Metropolitan Region is likely to be affected adversely. The application was, therefore, rejected.

Accordingly, the Committee passed the following Resolution :

RESOLUTION NO.195 :

Resolved that in exercise of the powers conferred on it by clause (v) of the sub-section (2) of Section 7 of the B.M.R.D.A. Act, 1974, read with sub-section (i) of Section 13 of the said Act and all other powers enabling it in this behalf, the Committee hereby -

(I) refuses permission on behalf of the Authority under sub-section (3) of Section 13 of the said Act to -

1. the Zia Cooperative Housing Society Ltd. (Proposed) (Application bearing Registration No.317/19/2/81).
2. the Kedy Cooperative Housing Society Ltd. (Proposed) (Application bearing Registration No.318/19/2/81).
3. the Bombay Housing and Area Development Board, Dadar. (Application bearing Registration No.319/20/2/81).
4. the Hindustan Lever Ltd., Sewree. (Application bearing Registration No.320/24/2/81).
5. the Balwas Estate Cooperative Housing Society Ltd. (Proposed.) (Application bearing Registration No.321/10/3/81).
6. Mazgaon Dock Ltd. (Application bearing Registration No.323/12/3/81).
7. Mazgaon Dock Ltd. (Application bearing Registration No.324/12/3/81).
and
8. F.M.Chinoy & Co.Pvt. Ltd. (Application bearing Registration No.325/19/3/81),

for the reasons recorded in these minutes;

(II) grants permission to -

- (i) the B.E.S.T. Undertaking, B.M.C. (Application bearing Registration No.316/12/2/81) for construction of a Receiving Station on the plot bearing C.S.No.696 of Fort Division in 'A' Municipal Ward, and
- (ii) the Bombay Port Trust (Application bearing

Registration...12...

Registration No.322/11/3/81) for construction of a shed for temporary warehousing of imported cars with floor area of 317 sq.mtrs., on a plot bearing S.No.193 at Muzawarpakhadi Road.

Item No.4 : Assessment of the overall availability and requirement of cold storage facilities for fishing industry in B.M.R.

The consideration of the item was postponed.

Item No.5 : Techno-Economic Feasibility Study of a commuter line from Belapur to Nhava Sheva.

The Committee considered the agenda item and passed the following Resolution :

RESOLUTION NO.196 :

Resolved that the Executive Committee having considered the agenda note and in exercise of the powers vested in it by Section 7(2)(vi) of the BMRDA Act, hereby approves the proposal to entrust the work of carrying out the techno-economic feasibility study of the Belapur Nhava-Sheva commuter rail line to the Metropolitan Transport Project (Railway) at an estimated cost of Rs.8 lakhs.

Resolved further that the Metropolitan Commissioner is hereby authorised to take all necessary actions for finalising the terms of reference of the study and for its expeditious completion.

Item No.6 : Protection of land required for Mankhurd-Belapur rail line against proliferation of unauthorised hutments.

The note was placed before the Committee with a view to reporting the action taken in respect of the direction given by the Committee in its 56th Meeting held on 17th January, 1981 that lands required for the Mankhurd-Belapur Railway line should be properly protected. The problem of encroachments on Government/Municipal lands is becoming more and more acute day by day and the progress of several projects is being adversely affected. The Chairman informed the members that Government had recently created a

new post of Controller of Encroachments to deal effectively with the problem. The area of Bombay City had been divided into six Zones and for each Zone, there would be a mobile squad (consisting of staff drawn from the Revenue and Police Departments and the B.M.C.) for effective and speedy action to remove new encroachments. He desired that full benefit of this special machinery should be taken to protect Government lands from further encroachments.

There was a general discussion on how the development of New Bombay could be accelerated. It was agreed that unless important offices of the State and Central Governments and of apex bodies like the Reserve Bank of India, which have wide regulatory powers and with which the private sector companies/organisations and even the public at large are required to keep an intimate contact, are shifted to New Bombay, no real pace will be set to the process of shifting of commercial activities and of jobs to New Bombay. Note embodying the specific steps which need to be urgently taken to decongest Bombay and to accelerate the development of New Bombay should be prepared by the BMRDA/Urban Development Department and discussed in a special meeting of the Executive Committee to be convened for the purpose. After finalisation of the Note in the light of the discussion in the special meeting of the Executive Committee, the Chief Minister may be requested by the Chairman of the Executive Committee to remain present in a meeting of the Executive Committee so that the points made in the Note could be pointedly brought to the notice of the Chief Minister and concrete action could be initiated by all the State and other agencies involved, in accordance with the final orders of the Chief Minister.

Item No.7 : Control on unauthorised change of users.

The Committee noted the interim report on the action taken, which set out the summary of recommendations of the High Level Working Group constituted by the Executive Committee on 17.1.1981 to consider the question of controlling unauthorised change of user of premises in Bombay Island.

Item No.8 : Bombay Urban Transport Project (BUTP)
(World Bank Loan No.1335-IN)-Periodical Progress Report.

The Committee noted that progress of some of the projects was lagging behind due to shortage of cement and the difficulties in clearing the lands by removal of slums.

Item No.9.....14....

Item No.9 : Delegation of powers to the Chief Engineer, BMRDA.

The Committee considered the agenda note and passed the following Resolution :

RESOLUTION NO.197 :

Resolved that in exercise of the powers conferred on it by clause (vi) and (vii) of the sub-section (2) of Section 7 of the BMRDA Act, 1974, and all other powers enabling it in this behalf, the Executive Committee hereby approves the delegation to the Chief Engineer, BMRDA and his Engineering Officers, the same powers as have been delegated to the Member-Secretary and the Engineering Officers of the HURE Board by the Executive Committee's Resolution No.83 dated the 27.1.1978.

Item No.10 : Creation of posts in the Central Planning Cell for the Regional Information System.

The Committee considered the agenda note and passed the following Resolution :

RESOLUTION NO.198 :

Resolved that in exercise of powers conferred by the Standing Committee's Resolution No.38, dated the 17th Nov., 1976 and No.165, dated the 7th March, 1981, the Executive Committee hereby accords its approval to the creation of the following post :

<u>Designation</u>	<u>Pay-Scale</u>	<u>No.of post.</u>
Statistician	Rs.680-40-1000-EB-50-1500.	1

Item No.11 : Accounts of the BMRD Fund for the quarter ending 31st December, 1980.

The accounts were noted by the Committee.

Item No.12 : Reconstruction of dilapidated buildings and redevelopment of slums in Bombay.

It was decided that as the subject was of paramount importance and various cognate issues involved were very complex, a special meeting of the Committee should be held, to discuss only this subject thread-bare, on 15th April, 1981 at 3.00 p.m. It was further decided that Secretary(Housing) should also be invited to attend this special meeting.

The meeting then concluded with a vote of thanks to the Chair.