

DELHI DEVELOPMENT AUTHORITY  
MASTER PLAN SECTION

No. F.1(2)/2000/MP

Dated:

Draft Minutes of the 1st and 2nd Technical Committee meeting held on 24-1-2001 and 29-1-2001 at 10.00 A.M. and 3.00 P.M. respectively in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

**Item no. 1/2001**

Sub; Change of land use of an area measuring 25 ha. (62.5 acres) from Rural Use Zone to 'Residential' near PVC Bazar, Rohtak Road.  
F.20(18)96-MP

The Technical Committee recommended for processing of the change of land use of the site under reference from 'Rural and Agriculture' to 'Residential'. The provision of the green buffer, service road, and the commercial land use along the Rohtak Road, which had already been approved as part of the integrated scheme of 970 ha. in the Tech. Committee meeting held on 3.3.98 would be retained. It was also decided that a detailed residential scheme shall be prepared on the proposed land which would be available to DDA.

**Item No. 2/2001**

Sub: Draft Zonal Development Plan for Zone 'L' (West Delhi III)  
F4(6)98-MP

Deferred.

**Item No. 3/2001**

Sub: Grade separator at T junction of G T Road & Road no. 66 (TYA)  
F.5(14)99-MP

The proposal of the grade separator was discussed in detail. The Technical Committee approved the proposal with following terms & conditions as given below:

- a. The design of grade separator be further examined by Eng. Wing in terms of the design, speed, structure, super elevation and other engineering aspects.
- b. The approval from the various agencies, if required, shall be taken by the executing agency.
- c. The diversion plan during construction is to be got approved from traffic police.
- d. The consultant will submit a landscape plan of the scheme.

- e. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- f. The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.

**Item No. 4/2001**

Sub: Change of land use of six sites for property development in Shahdara - Tis Hazari MRTS Corridor.  
F.20(9)99-MP

This matter was discussed in detail and Tech. committee recommended that the sites of the railway station proposed for Metro Rail Transport Corridor shall be considered as a 'commercial use'. Wherever necessary clearance shall be taken from the Ministry of Urban Development for the change of land use, if the site is part of the recreational use / district park. The other conditions and the development control norms shall remain the same, as communicated by DDA vide office letter dt. 4.10.99 which was put as Annexure to the Agenda. It was also decided that DMRC would obtain necessary clearance from the CWC and NEERI Nagpur with respect to the stations proposed at Shastri Park, falling in river bed area. This decision shall be applicable to six stations falling between Shahdara Tis Hazari MRTS Corridor. After feed back the necessary modifications in MPD 2001 shall be processed.

The Project / Scheme shall be implemented only after the change of land use is finally notified by the Ministry.

**Item No. 5/2001**

Sub: Change of land use for property Development at Shastri park for Implementation of Shahdara Tis Hazari elevated section of MRTS Phase I.  
F.20(2)99-MP

The case was discussed in detail. The Technical Committee desired that since the land formed part of river bed, DMRC must seek necessary clearance from Central Water Commission (CWC), CWRS, Pune and NEERI Nagpur with respect to the proposed land use specially the area proposed to be developed as residential. It was also desired that DMRC may work out the requirements of all essential facilities like water supply, sewerage, drainage, power schools / shopping etc. and circulation and parking for resident and floating population. All the land requirements for infrastructure of the proposed development shall have to be met within the projects boundaries and DMRC shall seek clearance from all the concerned service agencies. Only after seeking the necessary clearance, the proposal be submitted again for processing further

**Item No. 6/2001**

Sub: Change of land use and property development at Khyber Pass depot in implementation of metro corridor Vishwavidalaya Central Secretariat of MRTS Ph. I  
F.3(38)99-MP

The matter was discussed in detail. It was decided that exact boundaries of the filled up sanitary land fill site be obtained by DMRC from MCD and be super imposed on the proposals for seeking clearance of the Hon'ble Supreme Court for use other than recreational / forest.

The areas proposed for development as commercial complex, residential, operational area (depot / residential development of deck and yard) be indicated on a Survey Plan with dimensions and area. . It was resolved that a maximum of 25% deck area utilised for property development and the rest be kept free from constructions.. DMRC shall also work out the requirements of essential facilities like water supply, sewerage, drainage, power and circulation including parking for both the resident as well as floating population. All the infrastructural requirements of the proposed development shall have to be met within the project boundaries and DMRC shall seek clearance from all the concerned service agencies. The revised proposal on the above lines would be submitted by the DMRC to the DDA for further processing of the proposed land use.

The project / scheme shall be implemented only after the change of land uses are finally notified by the Govt. of India, as per the provisions of Section 11 (A) of the Delhi Development Act.

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MASTER PLAN SECTION

No. F.1(2)/2000/MP

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F.20(18)96-MP

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**Item No. 2/2001**

Sub: Draft Zonal Development Plan for Zone 'L' (West Delhi III)

F4(6)98-MP

Deferred.

**Item No. 3/2001**

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- c. The diversion plan during construction is to be got approved from traffic police.
- d. The consultant will submit a landscape plan of the scheme.

- e. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- f. The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.

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The Project / Scheme shall be implemented only after the change of land use is finally notified by the Ministry.

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Sub: Change of land use for property Development at Shastri park for Implementation of Shahdara Tis Hazari elevated section of MRTS Phase I.  
F.20(2)99-MP

The case was discussed in detail. The Technical Committee desired that since the land formed part of river bed, DMRC must seek necessary clearance from Central Water Commission (CWC), CWRS, Pune and NEERI Nagpur with respect to the proposed land use specially the area proposed to be developed as residential. It was also desired that DMRC may work out the requirements of all essential facilities like water supply, sewerage, drainage, power, <sup>Schools/shopping etc. & parking.</sup> and circulation for resident and floating population. <sup>to further</sup> Only after seeking the necessary clearance, the proposal be submitted again for processing ~~the proposed change of land use.~~

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Item No. 6/2001

Sub: Change of land use and property development at Khyber Pass depot in implementation of metro corridor Vishwavidalaya Central Secretariat of MRTS Ph. I  
F.3(38)99-MP

The matter was discussed in detail. It was decided that exact boundaries of the filled up sanitary land fill site be obtained by DMRC from MCD and be super imposed on the proposals for seeking clearance of the Hon'ble Supreme Court for use other than recreational / forest.

The areas proposed for development as commercial complex, residential, operational area (depot / residential development of deck and yard) <sup>on a survey plan with dimensions & area</sup> be indicated. It was resolved that a maximum of 25% <sup>deck area</sup> of the ~~operational area~~ <sup>property development</sup> be utilised for construction of deck and the rest be kept free from <sup>open</sup> constructions. DMRC shall also work out the requirements of essential facilities like water supply, sewerage, drainage, power and circulation including parking for both the resident as well as floating population. <sup>school / support</sup> All the <sup>land requirements for</sup> infrastructural requirements of the proposed development shall have to be met within the project boundaries and DMRC shall seek clearance from all the concerned service agencies. The revised proposal on the above lines would be submitted by the DMRC to the DDA for further processing of the proposed land use. \*

The project / scheme shall be implemented only after the change of land uses are finally notified by the Govt. of India, as per the provisions of Section 11 (A) of the Delhi Development Act.

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**DELHI DEVELOPMENT AUTHORITY**  
**(DEVELOPMENT CONTROL & BUILDING)**

No.F.1(1)/2001-MP

January 19, 2001

**MEETING NOTICE**

The first meeting of the Technical Committee of Delhi Development Authority for the year 2001 will be held on **24.1.2001 (Wednesday) at 10.30 a.m.** in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, I.P. Estate, New Delhi.

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

  
**(K. K. BANDYOPADHYAY)**  
**ADDL.COMMR.(DC&B)**  
**MEMBER SECRETARY**  
**PH : 3319931 (OFF)**  
**5720946 (RES)**

# I N D E X

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Sub:- Change of land use of an area measuring 25 hact.  
(62.5 acre) from 'Rural Use Zone' to 'Residential' near  
PVC Bazar Rohtak Road.

File No.F.20(18)96-MP.

The layout plan for PVC Bazar at Tikri Kalan, Rohtak Road was approved by the Technical Committee in its meeting held on 3.9.96 under item No.90/96. The Technical Committee recommended:

- i) Approval of the proposed site of about 25 hact. for residential use.
  - ii) Change of land use of 25 hact. from "rural use to residential" development.
2. Simultaneously it was also decided that NCR Planning Board be requested to consider and approve the amendment in the Regional Plan 2001 for NCR.
- This was approved by the Authority in its meeting held on 9.6.97 vide item No.19/Plg/97.
- A Public Notice was issued on 11.10.99 in the newspapers of Delhi for inviting objections and suggestions on the proposed change of land use. (Annexure-I).
3. 14 number of objections and suggestions have been received within the schedule time of 30 days and other 10 objections/ suggestions were received after the expiry of the stipulated period.
4. Most of the objections and suggestions are from the local residents and pertain to acquisition. A summary of the objections and suggestions is given below and the details with observations/comments are annexed at Annexure-II.
- i) Netaji Subhash Vihar be included in the proposed development.
  - ii) There is a cremation ground existing at site under reference & it is requested by local residents that this should be excluded from the notification.
  - iii) There is a temple of Shirdi Sai existing for the last five years. Local people have requested this should also be exempted from the acquisition proceedings.
  - iv) The public notice has been objected by the 10 local residents (time barred), as per details annexed on following grounds:
    - a) About 2000 safeda trees are grown.
    - b) Partly the area is developed as farm houses/green.

contd...

- c) Some portion is constructed and used for residential purposes.
5. i) The area under reference is to be developed as residential complex shall be incorporated in the Zonal Development Plan for Zone-L(West Delhi-III) as and when the land is finally notified for 'residential use'.
- ii) NCRPB has accorded its approval for change of land use in its meeting held on 2nd Dec., 1996.
- iii) PVC Market is already being implemented, developed and plots are being disposed off.
6. The proposed change of land use for 25 hac. of land (from rural use zone to residential) forms part of the scheme of south of Rohtak Road comprising of an area measuring of 970 hact. which was approved by the Technical Committee meeting held on 3.3.98 vide item No.11/98. The land use of the land under reference is predominantly residential use as per the scheme conceptualised for south of Rohtak Road. At the time of the preparation of the detail scheme for 25 hact. the proposal indicated in south of Rohtak Road shall be taken into consideration.
7. The change of land use for 25 hac. from "Rural to Residential use" alongwith objections/suggestions and observations/comments is placed before the Technical Committee for its consideration.

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.20(18)98-MP

dated: 11.10.99

PUBLIC NOTICE

The following modifications which the Central Govt. proposes to make in the Master Plan \ Zonal Development Plan for Delhi, are hereby published for public information. Any person having any objections \ suggestions with respect to the proposed modifications may send objections \ suggestions in writing to the Commissioner-cum-Secretary, Delhi Development Authority, Vikas Sadan, "B" Block, INA, New Delhi within a period of 30 days from the date of issue of this notice. The persons making the objections \ suggestions should also give his name and address.

MODIFICATIONS:

- i) "The land use of an area, measuring about 25 ha. (62.5 acres) falling in Planning Division 'L' (West Delhi - III) bounded by Rohtak Road (NH 10) in the North 400 KV high tension line in the East, cultivated land in the South and village Tikri Kalan in the West, is proposed to be changed from 'rural use zone' to 'residential'.
- ii) At page 140 (LHS) of the Gazette of India, part II section 3 sub section (ii) dated 1.8.90, under the heading standard for LPG godowns, is proposed to be amended as under:

Norms : 3 LPG godowns for 1,000,00 population (one Lac population)

Capacity Area: 500 cylinders or 8000 kg. of LPG  
520 sqm. (20 m x 26 m) inclusive of chowkidar flat.

Location: Permitted in all use zones except in Regional Parks \ Distt. Parks and developed recreational areas \ parks.

NOTE: LPG godown site shall be identified preferably around open spaces \ or in service centre and should be away from congested area or Institutional area.

"At page 145 of the Gazette of India, Part II section 3 sub section (ii) dated 1.8.90 under the heading "community at s.no 4 of sub serial no.15 is proposed to be replaced as under:

b

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"3 520 1560 - 0"

"At page 152 of the Gazette of India, Part II, Section 3 sub section (ii) dated 1.8.90 under the heading "SUB \ CLAUSE 8(2) A PERMISSION OF USE PREMISES IN USE ZONES" at S.NO. 022 Gas Godown is proposed to be replaced as under:

" P P P P P

"At page 155 (1.8.90) of the Gazette of India, Part II Section 3 sub section (ii) dated 1.8.90 under the heading A-3 Rural Zone (including A-2) in para (b) (ii) is proposed to be amended as under:

" (b) (ii) Park, Parking, Circulation, LPG Godown (except in Regional Parks \ Parks | Developed recreational areas \ Parks) and public utility are permitted in use zones".

2. The plan as well as text of MPD-2001 indicating the proposed modifications will be available for inspection at the office of Joint Director, Master Plan Section, DDA, Vikas Nagar, 6th floor, IP Estate, New Delhi on all working days within the period referred to above.

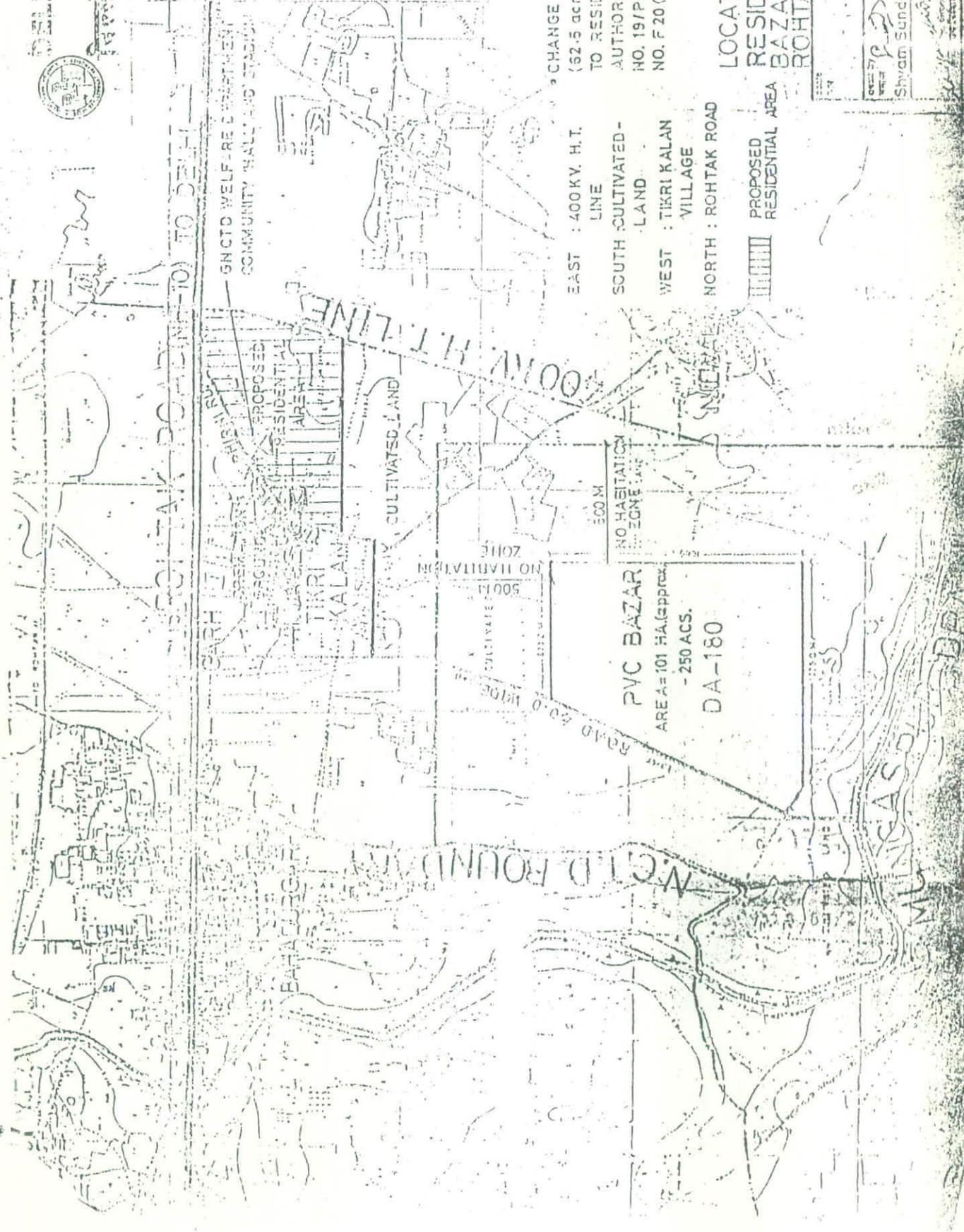
(V.M. BANERJEE) (L)  
COMMISSIONER - CUM - SECRETARY  
DELHI DEVELOPMENT AUTHORITY

VIKAS SADAN,  
'B' BLOCK, INA,  
NEW DELHI

DATED 16.10.99,

-5-

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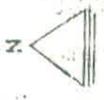
CHANGE OF LAND-USE OF 25 Ha. - (62.5 acres) FROM RURAL USE ZONE TO RESIDENTIAL USE APPROVED BY AUTHORITY VIDE ITS RESOLUTION NO. 19/Pig./97 DTD. 9.6.97. VIDE FILE NO. F 20(18)/96 - MP.

EAST : 400KV. H.T. LINE  
SOUTH : CULTIVATED - LAND  
WEST : TIKRI KALAN VILLAGE  
NORTH : ROHTAK ROAD

PVC BAZAR  
AREA = 101 Ha. (approx.)  
- 250 ACS.  
DA-180

LOCATION OF PROPOSED RESIDENTIAL AREA, PVC. - BAZAR TIKRI KALAN ROHTAK ROAD

DATE OF ISSUE	AUGUST-97	SCALE	1:1000
DATE OF REVISED		BY	
APPROVED BY	Shyam Sunder	DESIGNED BY	
CHECKED BY		DRAWN BY	



SUMMARY OF THE OBJECTIONS/SUGGESTIONS.

ANNEXURE-II

Objections/suggestions received in response to Public Notice No.29(18)/96-MP dt.11.10.99.

S.No.	Name & Add.	Summary of the objections/suggestions	Observations/comments.
1.	Director(TP), DDA	Director(TP)has suggested that northern side of the area is bounded by Rohtrak Road (NH-10) R/W for this road is 100 mtr. This may be included in the notification.	shall be incorporated in the final notification.
2.	Netaji Subhash Vihar Welfare Association. 40/12,Main Rohtrak Road, Tikri Kalan.	Netaji Subhash Vihar is stated to be situated on the other side of HT laine and it is suggested this area be also taken up for the dev.of residential houses so that the people would get residential accommodation as well as employment.	Outside the scheme.
3.	Rattan Prakash on behalf of the r/o Tikri Kalan.	a) They have objected to setting up of 3 LPG Godown at the proposed site as the same should be in an open area near some service centre.	Not related to the proposal under reference.
4.		b) The cremation ground is surrounded on three sides by the proposed site which could prove hazardous if the residential complex comes up over there. Hence notification be withdrawn.	shall be examined during the preparation of detail scheme for the area acquired and placed at the disposal of DDA.
4.	Sh.Dev Raj s/O Sh.Bhim Singh GH-14/13, Paschim Vihar, ND.	The petitioner is claiming to be the owner of the land measuring 1 Bigha 5½ Biswas of the proposed land and a temple by the name of Shirdi Sai Mandir having religious sanctity is being run there for the last five years. Keeping in view the religious sentiments of the people may be exempted from the acquisition.	Shall be examined during the preparation of detail scheme for the area aquired and placed at the disposal of DDA.

- 7 -
- |   |   |  |
|---|---|--|
| <p>5. Sh. Om Parkash Bansal,<br/>Kh.No. 39/24/1</p> | <p>The petitioners have objected to the said Public Notice on the following grounds:-</p> <p>a) Some portion is constructed &amp; occupied. )<br/> b) Some 2000 Safeda trees have been grown. )<br/> c) A temple has already come up there. )<br/> d) The area is being developed in the shape )<br/> of farm houses/green. )<br/> e) LPG Plant could be risky.<br/> f) Area should be exempted from acquisition as NOC has been obtained from ADM(LA), Delhi.<br/> g) The petitioner may be given personnel hearing.</p> | <p>Shall be examined during the preparation of detail scheme for the area acquired and placed at the disposal of DDA.</p> <p>not related to the proposal under reference.</p> <p>This is being acquisition issue, does not concern Planning.</p> <p>There is no provision for personnel hearing u/s 11 A of D.D.Act.</p> |
| <p>6. Sh. Sat Narain Kh.No. 39/17/2</p>             | <p>-do-</p>   | <p>-do-</p>  |
| <p>7. Sh. Dharam Pal Bansal, Kh.No. 39/14/1</p>     | <p>-do-</p>   | <p>-do-</p>  |
| <p>8. Sh. Dharam Pal Bansal, Kh.No. 39/13/2</p>     | <p>-do-</p>   | <p>-do-</p>  |
| <p>9. Sh. Ramesh Bansal, Kh.No. 39, 23/3</p>        | <p>-do-</p>   | <p>-do-</p>  |

10. Sangeeta Chhpra & Ramesh Bansal  
Kh.No.39/23/2 & 38/18/1

- a) The property is purchased for obtaining NOC from ADM(LA)Delhi.
- b) Grown up Safeda trees are existing at site.
- c) The property is worth lacs of rupees with proper pucca construction on it & requested for exemption.

Shall be examined during the preparation of detail scheme for the area acquired & placed at the disposal of DDA.

11. Sangeeta choapra Kh.No.39/13/2  
39/8/2

- a)The area has 'A' class construction on it. and occupied by residents for a long time.
- b)It is not justified to uproot the occupants and reestablish other.
- c) Proposal should be reconsider.

-do-

12. Shabnam Arora, Kh.No.39/24/2

-do-

-do-

13. Deepak Arora, Kh.No.39/17/2,  
39/24/2

-do-

-do-

14. Deepak Arora, Kh.No.39/14/2

-do-

-do-

15. Shabnam Arora, 30 W Punjabi Bagh

the petitioner has stated that about 6 acres of land falling along the Main Rohtak Road is constructed, developed and put to gainful use by its owner i.e residential, bldgs. industrial units, temple and varieties of trees; therefore the change of land use of the said piece of land is not equitable/justified or warranted for large public interest. Hence it is alleged that any unilateral decision would be prejudicial and unjustified.

-do-

16. Deepak Arora

The petitioner has stated that about 6 acres of land falling along the Main Rohtak Road is constructed, developed and put to gainful use by its owner i.e. residential, bldgs, industrial unit, temple and varieties of trees; therefore the change of land use of the said piece of land is not equitable/justified or waranteed for large public ainterest. Hence it is alleged that any unilateral decision would be prejudicial and unjustified/

Shall be examined during the preparation of detail scheme for the area acquired and placed at the disposal of DDA.

17. O.P.Bansal, 5 Paschim Vihar Rohtak Road.

-do-

-do-

18. Dharam Pal

-do-

-do-

19. S.N.Bansal, Paschim Vihar.

-do-

-do-

20. D, P, Bansal

-do-

-do-

21. Sangeeta Chopra

-do-

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22. Ravi Chopra

-do-

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23. Sangeeta Chopra

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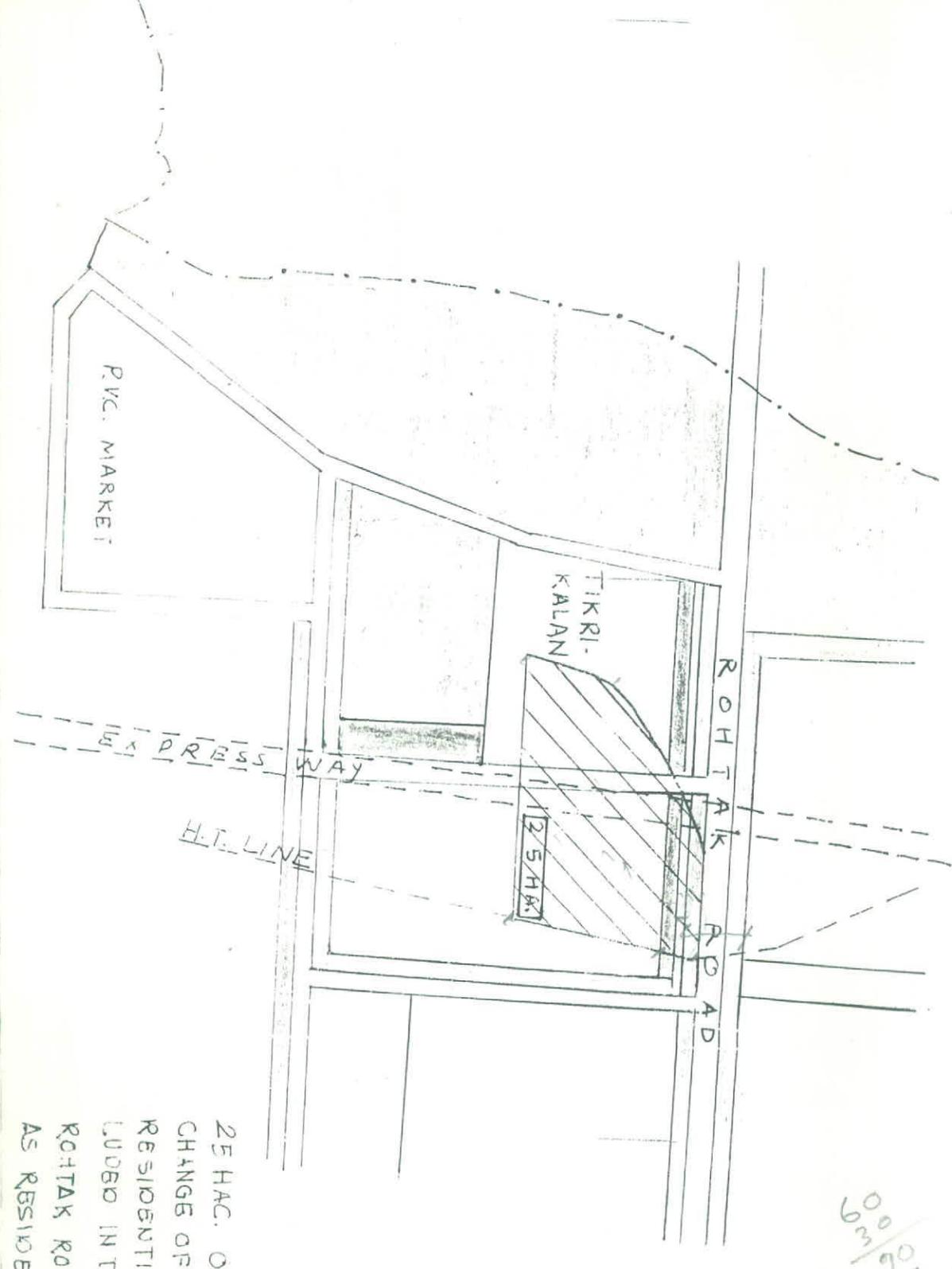
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24. Ravi Chopra

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00/00/00/00



25 HAC. OF LAND PROCESSED FOR CHANGE OF LANDUSE FROM RURAL TO RESIDENTIAL HAS ALREADY BEEN INC. LUDED IN THE SCHEM OF SOUTH OF ROHTAK ROAD WHICH IS PROPOSED AS RESIDENTIAL.

PLAN NOT TO THE SCALE

PROPOSED 25 HAC.

Sub:- Draft Zonal Development Plan for Zone-'L'  
(West Delhi-III).

File No.F.4(6)98-MP.

1. INTRODUCTION:

Zone 'L'(West Delhi-III)is predominantly rural zone as per MPD-2001. It covers an area of about 22979 hac. and is bounded by NH-10, the Railway line in the north, Zone 'K' in the east and boundary of NCT Delhi in south and western sides. There are about 46 villages falling in the zone with Najafgarh town as an urban settlement. The population of the zone as per 1991 census is 1,57,561 and the projected population by the year 2001 is 2,35,148 as stipulated in MPD-2001.

1.1 The draft Zonal Development Plan for Zone-'L'(West Delhi-III) was considered by the Technical Committee on 1.9.98 vide item No.54/98/TC. Technical Committee "while conceptually agreeing with the proposal of draft zonal plan desired that it may be circulated to the MCD, Development Commissioner GNCTD, Deptt.of Rural Development, GNCTD, NCR Planning Board, Commissioner (Industries),Engineer-in-chief, PWD and other concerned deptts. for their observations before it is processed further".

1.2 The draft Zonal Development Plan accordingly was circulated to T&CPO, MCD and various deptts of GNCTD for observations & comments:

1.3 A meeting was held under the chairmanship of Addl.Coammr.(UDP), DDA on 2.8.2000 and the observations/comments received were discussed with the officers representing these departments. The observations of the concerned Deptt.alongwith the comments of Planning Deptt., DDA were discussed and given hereunder. The summary of observations of various deptts. and comments thereon are annexed for reference.

1.3.1 CHIEF PLANNER, TCPO.

i) Approved policy on farm houses be incorporated in the ZDP. Chief Planner, TCPO has requested that approved policy on farm houses be incorporated in the Zonal Development Plan. It was clarified that policy within the overall framework of MPD-2001 are applicable to the ZDP also.

ii) Industries to be permitted as per Annexure III/G of MPD-2001. It was informed that necessary corrections have already been incorporated in the Draft Report.

contd.../-

iii) Sh.B.K.Arora, TCP, TCPO had expressed his opinion that approval of NCRPB should be sought for the proposal of Urban Extension.

It was clarified that Zone-L is not a part of Urban Extension and Zonal Development Plan has been prepared within the framework of MPD-2001.

1.3.2 TOWN PLANNER, MCD:

i) This zone is located near Najafgarh and it may influence unauthorised encroachment. Presently existing unauthorised colonies within the zone are under consideration of regularisation as per policy of Govt.of India which may effect the rural character envisaged in the plan.

It was deliberated that proposal contained in the ZDP are as per the provisions laid down in MPD-2001 and regularisation of unauthorised colonies as per Govt.of India policies shall be dealt accordingly.

ii) To extend urban limit as per new Master Plan:

It was clarified that the preparation and processing of Zonal Development Plan is being done under the provisions of MPD-2001 and Delhi Development Act. The exercise to extend urban limits, if any, is being separately examined as a part of MPD-2021.

iii) To extend the MRTS route to all Growth Centres and Growth points in rural areas:

It was deliberated that it may not be a feasible proposition taking into consideration the character of the zone which is predominantly a rural.

1.3.3 PROJECT DIRECTOR(RD)GNCTD:

It was deliberated in the meeting that facilities are to be provided in the Growth Centres/Growth Points within the overall framework of Mini Master Plan for rural area.

1.3.4 DIRECTOR(HIGHER EDUCATION) GNCTD:

i) It was requested by GNCTD that Pre-University colleges be shown on the plan as per their respective locations. These have already been marked on the Zonal Development Plan of 'L'(WEST DELHI-III).

ii) Acquisition of land for Indraprastha University in Chhawla: It was informed that Indraprastha University has been allotted land in the nearby suburb Dwarka and there is no proposal for setting up of Indraprastha University in Chhawla.

1.3.5 DELHI VIDYUT BOARD:

The representatives of DVB was requested to send the total power requirement alongwith its location of ESS site in the

contd.../-

zone. They were also asked to submit the proposed transmission route alignment in the zone for the consideration of DDA.

1.3.6 CHIEF ENGINEER, PWD:

A request from this department was received to widen the Najafgarh Mitraon-Dhansa road to 60 mtrs. instead of 45 mtrs. with 15mt. green buffer on either side of R/W. It was informed that we have already considered the proposal and shall be incorporated subsequent to the approval of TC.

ii) It was suggested by PWD that alignment plan of the proposed expressway connection NH-10, NH-8 has been finalized and may be incorporated in ZDP. Dy.Dir.(TT) DDA informed that the proposed alignment plan of expressway prepared by PWD was considered by TC with certain observations which are yet to be submitted by PWD.

iii) Regarding Passenger Terminal as suggested by PWD alongwith Expressway was not found feasible and it was decided that expressway may be taken up as per approved alignment plan.

2. The proposal contained in the draft Zonal Development Plan was agreeable to all concerned Deptts. and it was decided to process it further. DVB was requested to send the total power requirement alongwith the location and route alignment of transmission lines which is still awaited.

3. Draft Zonal Development Plan is submitted for consideration of Technical Committee for further processing as per Delhi Development Act.

Klpate

XII-2K

JD (P) DWK

JD

Dv(DWK)

- 14 -

ANNEXURE

SUMMARY OF THE OBSERVATIONS AND COMMENTS THEREON RECEIVED  
FROM VARIOUS DEPARTMENTS.

Item No. Name of the Deptt.	Observations	Comments.
1. Chief Planner, TCPO	<p>i) Approved policy on farm houses be incorporated in the ZDP.</p> <p>ii) Industries are to be permitted as per Annexure-III G of the MPP-2001.</p>	<p>Approved policies within the framework of MPP-2001 is applicable for the ZDP also.</p> <p>Necessary corrections have been made in ZDP-'L'(West Delhi-III).</p>
2. Town Planner, MCD	<p>i) This zone is located adjoining Dwarka subcity, Najafgarh Town &amp; NH-10. Its immediate surroundings will influence and will give rise to unauthorised encroachment.</p> <p>About 400 unauthorised colonies are located in this area which would affect the rural character envisaged in the plan. Since these are under consideration for approval/finalisation for regularisation as per the policy of Govt. of India.</p> <p>ii) The urbanisable limit is likely to get extended in the New Master Plan of Delhi and Zone 'L' may be included in the extended urban limits.</p> <p>iii, a) MRTS corridor will increase the pace of urbanisation in the area and proposed development of Growth Centre, Growth points and Basic Villages are an appropriate planning strategy.</p> <p>b) MRTS route should include other Growth Centres also such as Ujwala, Daryapur Khurd, Gumman hera, Daulat pur etc. These public transport system should be able to cater the demand of transportation of all major areas in the Zone.</p>	<p>The proposals contained in the ZDP are within the framework of MPP-2001 and provisions spelt out in the Mini Master Plan. Further it is felt that land development in rural area will help desist the unauthorised development/encroachment. As and when the unauthorised colonies are regularised as per the policy/directives of Govt. of India, same shall be dealt with accordingly.</p> <p>The recommendations and stipulation of MPP-2001 shall be made applicable for Zone 'L'.</p> <p>a) &amp; b) It may not be feasible to extend MRTS route to the proposed Growth Centres, Growth points and basic Villages at this stage.</p>

15

Item No. Name of the Deptt. Observations Comments

Jharoda Kalan & Dhansa are the proposed Growth centres. The provisions of bus terminals in the Growth Centres will be made at the time of preparation of development plan of these centres.

c) Few more bus terminals may be proposed to peripheral area adjacent to Haryana like Jharoda Kalan, Mundhela Kalan, Dhansa.

All the Growth Centres are adequately interconnected by road network. The major Growth centres viz Najafgarh-Mintraon-Dhansa are proposed to have dedicated bus route.

d) Interconnection of sub zone with wide road network be provided without disturbing the ecology of the area.

Provision of development of Growth Centres, Growth points and basic villages under the scheme of Mini Master Plan and the provision of development of infrastructure facilities like roads, cremation ground, parks, protection of Gaon Sabha land be included while making provisions of development activities in future planning of the rural areas in the NCT of Delhi.

3. Project Director (RD) GNCTD.

Facilities are to be provided in the growth centres and growth points as per the approved plan within overall framework of mini master plan for Rural Delhi at the time of preparation of development plans.

4. Directorate of Higher Education, Govt. of GNCTD

i) The Draft ZDP has shown 7 number of existing pre university colleges. They have asked for the location of these colleges.

areawise location has been marked on the plan.

ii) Acquisition of land in Chhawala for Indraprastha University be included in the draft plan.

There is no proposal for setting up of Indraprastha University in Chhawala. Land to this university has been allotted in nearby suburb city of Dwarka.

5. Executive Engineer Delhi Vidhyut Board.

It has been found that the requirement of No. of sub-stations of various capacities viz. 220 KV, 66 KV & 33KV is required to be worked out on the basis of area requirement based on population, growth infrastructure proposed in the ZDP. The power requirement and the requirement of sub station shall be intimated in due course.

The power requirements in terms of No. of electric sub-stations will be incorporated in the ZDP/development plans of growth centres, growth points and basic villages as and when the details are received from DVB.

Contd/-

16

Item No. Name of the Deptt.

Observations

Comments.

6. Chief Engineer-III  
PWD.

i) R/w of Master Plan road linking Najafgarh-Mitraon-Dhansa be kept as 60 mtr. 15 Mtr. green buffer on either side of R/w be provided in order to ensure that ribbon development is kept at adequate distance from right of way of the road.

The proposal shall be incorporated after the approval of the Technical Committee.

ii) Alignment plan of the proposed expressway connecting NH-10 near Tikri Border and NH-8 & NH-2 has been finalised, which may be incorporated in the Zonal Development Plan including the proposal for Metropolitan Terminals.

Approved alignment plan shall be incorporated in the ZDP.

—————\*—————

17 -

S.No. 3/ITEM No. 3/2001/TC

SUB: GRADE SEPARATOR AT T JUNCTION OF G.T. ROAD – ROAD NO. 66(TYA)  
F.5 (14) 99-MP

### 1. BACKGROUND:

The above mentioned flyover is one of the seven flyovers to be constructed by DDA in Phase-II as decided in the meeting held on 9.3.2000 in the chamber of Secretary, PWD. The same is informed by EM in a letter addressed to Principal Secretary, PWD DTD. 10.3.2000. M/s CRAPHTS Consultants (I) Pvt. Ltd. has submitted the proposal along with the feasibility report for the above said flyovers.

### 2. LOCATION:

The proposed grade separator is a T-junction on G.T. Road, Shahdara and M.P. Road no. 66. The land use around this junction is given as under:

- i. On the Northern side of G.T. Road is New Seelam Pur, Ph. I & Ph.II and police lines.
- ii. On the Southern side of GT Road is Recreational (Distt. Park) and Delhi Gazhiabad Railway line.
- iii. On the Eastern side of M.P. Road no. 66 is New Seelam Pur Residential Ph.III & Ph.IV and Welcome Colony.
- iv. On the Western side of M.P. Road no. 66 is New Seelam Pur Residential Ph. I & II.
- v. MRTS is also proposed along railway line to Gaziabad i.e. between existing G.T. Road and Delhi Gaziabad railway line.
- vi. Eastern Yamuna Canal is also running parallel to M.P. Road no. 66 on its eastern side.

The site plan is enclosed at annexure A

### 3. RIGHT OF WAY & ALIGNMENT DETAILS.

As per M.P.D. 2001, the right of way of G.T. Road, Shahdra is 45.0 Meter. The same is approved by DDA vide Resolution no. 151/92 DT. 1.12.1992. The right of way of M.P. Road no. 66 is 30.0 Meter. As per MPD 1962/MPD 2001 the same stands approved by DDA vide Resolution no. 99 DT. 8.8.75.

### 4. EXISTING TRAFFIC CONDITIONS:

As per feasibility report submitted by the consultant this three-arm intersection has an estimated peak hour capacity of 5000 p.c.u with signal time of 90 sec. A signal cycle timing of 145 sec. As obtained at this intersection indicates that this intersection is not operating efficiently. Therefore, it is being controlled manually at peak hours.

Augmentation of capacity at grade is not possible, as it has already been developed to its maximum possible at grade configuration. Therefore, M/s Craphths Consultants Pvt. Ltd. Has submitted three alternative designs for grade separator at this point out of which the present proposal of half fly over on north side of G.T. Road has been recommended by the consultants.

**5. EARLIER ACTION;**

EE, FD-5 vide his letter dt. 4.2.2000 had forwarded planning and design of a grade separator at the above mentioned intersection. This case was discussed in the T.C. in its meeting held on 22.8.2000 vide item no. 47/2000. & 7.11.2000 vide item no. 55/2000.

Following are the decisions of the T.C

**I. 22.8.2000 item no. 47/2000**

*"The proposed grade separator scheme at Junction of G.T. road and road no. 66 was presented by the Consultant. During the presentation, the consultant highlighted the need for integrating the proposed scheme with the upcoming MRTS Stations at Seelampur and Gautampuri area as well as DMRC's proposals of property development along this road. After detailed discussion the Technical Committee desired that the Project Manager Group-I, DDA may convene a meeting of all concerned i.e. DMRC, Consultant, Traffic Police, DDA, Irrigation and Floor Deptt. etc., so that a total integrated corridor improvement plan be evolved. The Technical Committee desired that the grade separator scheme at 'T' junction as per format, be submitted after it is duly authenticated by the Project Manager for consideration of the Technical committee."*

**II 7.11.2000 item no. 55/2000**

*Sh.D.Sanyal, the Project Consultant, on behalf of M/s Craphths Consultants(I)Pvt. Ltd., explained the proposal of the grade separator at this intersection. In the light of the earlier decision of the Technical Committee a meeting was held in the office the Project Manager, FD-2, wherein it was desired that the proposal be got examined with reference to the recommendations received from MRTS and Chief Engineer(I&F), GNCTD. In the meeting it was desired that a 3-lane half fly-over maybe considered in the first instance towards the north side of G.T. Road at this intersection DMRC desired that the entry and exit to their Railway Stations viz. Seelampur and Gautampur be integrated by making the present T-intersection into a four arm intersection and the fourth arm be utilized for the purpose of entry and exit to the MRTS Stations.*

*The above proposal with a three lane half fly over in the first phase and a 3 lane fly over to be added later in the 2<sup>nd</sup> phase on the request of DMRC which is likely to take*

more than five years. The consultant proposed a 3 lane half fly over to be constructed as a first phase proposal. However, the Consultant expressed his view that it would be better if the entire G.T. Road from Seelampur to Delhi-U.P. border is considered as an elevated expressway as part of corridor improvement plan. This suggestion was debated in the Technical committee and was not found suitable. The Consultant was directed to bring the proposal incorporating the suggestions again to the Technical Committee for consideration.

#### 6. FOLLOW UP ACTION:

In compliance to the decision of the T.C. the concerned EE, FD-5 has submitted the drawings to DMRC and obtained no objection certificate.

6.1 DMRC vide their letter no. DMRC/CA/122/687 dt. 8.7.2000 and letter No.DMRC/12/CA/815 dated 29.4.2000 made the following observations/suggestions (Annexure B-1 and B-2).

- i. The elevated expressway be extended to cover the proposed intersection as well subject to Technical feasibility. DMRC had no objection to construct a separate fly over over G.T. Road – Road no. 66 intersection as proposed.
- ii. The 3 arm signal control junction may be converted to 4 arm junction.
- iii. To cater to the pedestrian crossing subway may be planned at the junction.
- iv. The pedestrian subway proposed on eastern side may be dispensed with as DMRC has a proposal to construct a subway in front of Seelampur Station which is close by however, DMRC has no objection to DDA taking up this subway as well subject to above observations the proposed fly over planned is acceptable to DMRC.

6.2 The various issues related with the fly over were discussed in the meeting held under the chairmanship of Project Manager, FD-II on 13.10.2000 (the same are placed at Annexure - C). the decision in brief are as under:

- a. The proposal pertaining to corridor development of G. T. Road and a proposal of a grade separator and intersection with road no. 66 was explained by the consultant and in the light of the DMRC letter it was felt that the generation of optimal traffic from the railway station will take more than 5 to 10 years before stabilization as such the present 3 lane fly over proposal may be constructed in the first phase of development.

- b. Subsequently, in the second phase addition of other ½ flyover (3 lanes) be reviewed w.r. to MRTS station requirements and if required the other half flyover can be constructed in 2<sup>nd</sup> phase.
  - c. Overall circulation plan on account of closing of the medians of the G.T. Shahdara road will be explained by the consultant & also be discussed with traffic police.
- 6.3. The E.E., F.D.-5 has submitted a N.O.C. from the office of the CE(I&F), GNCTD dt. 6.11.2000. The copy of the letter is placed at Annexure-D.

## 7. REVISED PROPOSAL.

- a. The EE vide his letter no. F5(12)FD-5/A/DDA dt. 21.10.2000 has submitted the revised proposal of a 3 lane half fly over in first phase and additional 3 lane – i.e. 6 lane full fly over if required be constructed in the second phase. The 4<sup>th</sup> arm has been proposed by DMRC for the entry and exit of Parking lot for the proposed Metro Station at Gautam Pur. The proposal of the 4<sup>th</sup> arm will be examined in detail after the DMRC Station loads are stabilized & the need for addition of 4<sup>th</sup> arm is established.
- b.
  - i. The consultant Sh. D.Sanyal vide his letter no. CRTS/DDA/FOV/00/3523 dt.9.11.2000 has recommended that the provision of a signalized intersection under the unidirectional fly over i.e. proposed to be constructed at G.T. Road, road no. 66 will not require any right turning traffic at intersection of Road No.65 and G.T. Road (Please refer Annexure-E).
  - ii. The unidirectional fly over could be developed as a complete bi-directional fly over in due course of time after integrating this with a total corridor development plan that may become necessary with the MRTS picking up the estimated traffic.
  - iii. The Shahdara fly over will have to be suitably integrated with the total scheme at that stage with significant capacity augmentation at the intersection of road no. 57 and road no. 65, however, the first stage activity to provide a unidirectional fly over as given in the proposal are already submitted by the consultant earlier..

## 8. PLANNING OBSERVATIONS:

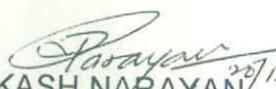
- i. Right of way line on the northern side of Station road has not been marked.
- ii. Road improvement up to 1.0 km. On either side of the scheme has not been submitted and survey up to one plot depth has not been shown on the plan.

- iii. As per the Supreme Court directives no dedicated bus bays has been provided.
- iv. The design of grade separator requires further examination by Eng. Wing in terms of the design, speed, structure, super elevation and other engineering aspects.
- v. The approval from the various agencies, if required, shall be taken by the executing agency.
- vi. The diversion plan during construction is to be got approved from traffic police.
- vii. The consultant will submit a landscape plan of the scheme.
- viii. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- ix. The project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.
- x. Movement of traffic generated by the MRTS station be taken care of and integrated in the proposal.
- xi. An overall circulation plan taking into consideration and impact of MRTS Station just opposite this intersection needs more detailing.

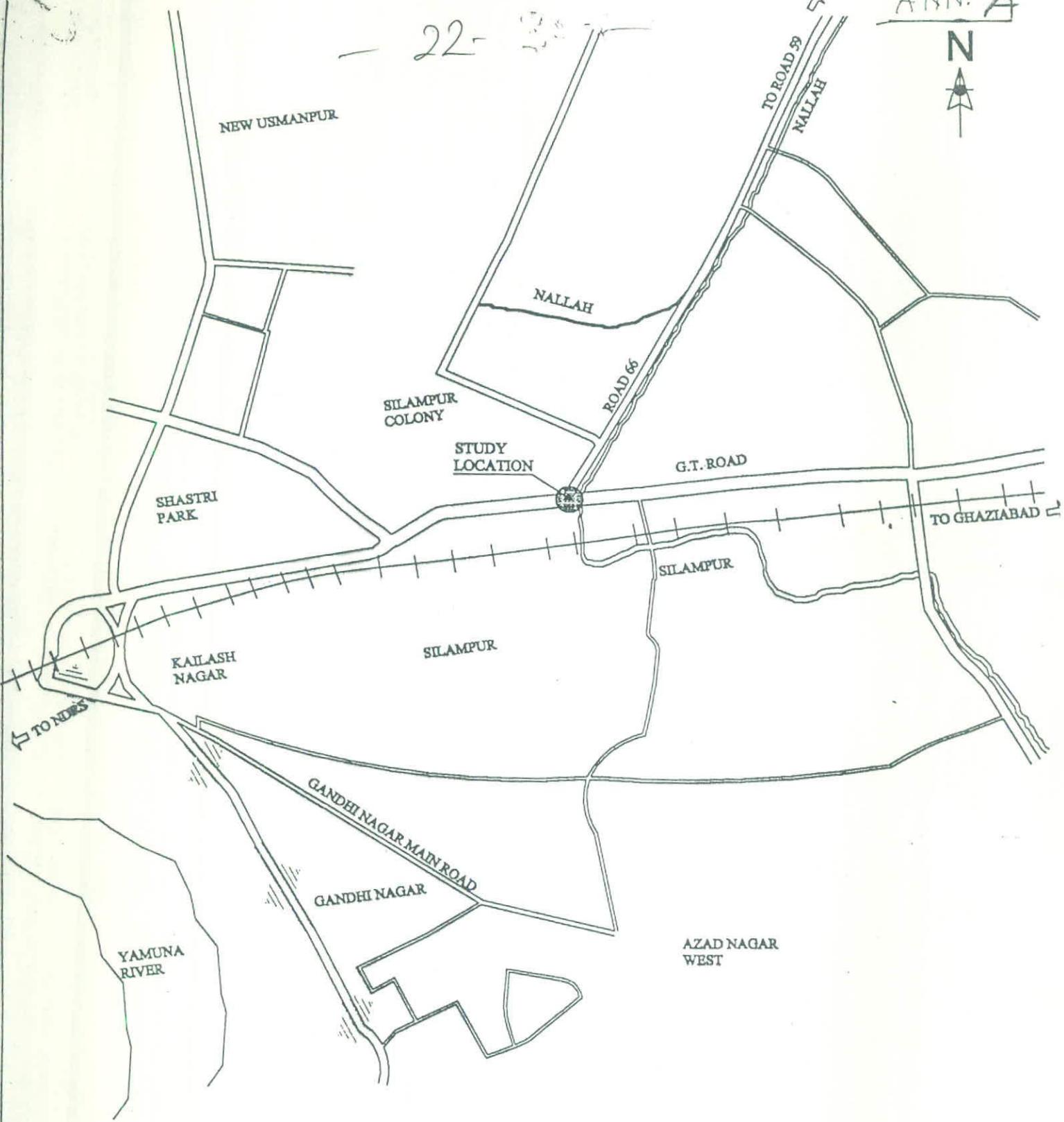
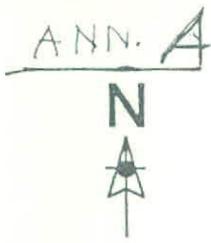
**9. RECOMMENDATIONS.**

The proposal contained in paras 5,6&7. and planning observations in para 8 with plan are placed before the Technical Committee for its consideration.

  
R.M. LAL  
J.D.(TT)  
20/12/2020

  
PRAKASH NARAYAN  
DIRECTOR (TT)  
20/12/2020

22-13



KEY PLAN SHOWING THE STUDY LOCATION  
(G.T. ROAD - ROAD 66 INTERSECTION)

FIGURE : 1

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दिल्ली मेट्रो रेल कॉर्पोरेशन लि०  
**DELHI METRO RAIL CORPORATION LTD.**

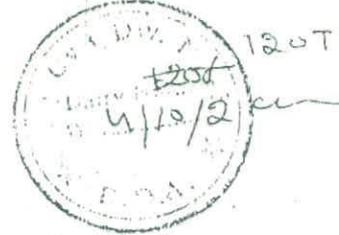
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)  
 N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

Ref. no. DMRC/CA/122/687

July 8, 2000

To

Mr. R. P. Goel  
 Executive Engineer  
 Fly Over Division No.5, DDA  
 Seed Bed Park  
 Sakar Pur, Delhi - 110092.



Sub: Proposed flyover at G.T. Road - Road 66 Intersection

Ref.: FS (12) FD 5/A99-2000/688 dtd. 07.06.2000

Dear Sir,

With reference to above referred letter the proposal for the proposed flyover at GT Road - Road 66 intersection has been examined and our comments are as under: -

1. The existing express way is terminating about 100 mts. east of Seelampur intersection (G T Road - Road no.55 intersection). The proposed system is at GT-Road 66. It may be desirable to study the viability of extending the existing express way till the proposed one.
2. The turning movement (PCU) diagram without and with metro for the year 2005 are enclosed which may also be considered while finalising the proposal.
3. The intersection of GT Road and Road no. 66 may be designed as a four arm junction to facilitate entry to the Gautampur station.

Thanking you,

Yours sincerely,

*T. Khurana*  
 (Tripta Khurana)  
 Chief Architect

Encl.: As above

24

ANN. B-2

Tel: : 4365202/04  
Fax : 4365370



# दिल्ली मेट्रो रेल कॉर्पोरेशन लिओ DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

Ref.No.DMRC/12/CA/ 122/815

September 29, 2000

To

Mr. R P Goel  
Executive Engineer  
Flyover Division No.5, DDA  
Seed Bed Park, Sakarpuri  
Delhi - 110092



Sub: Proposed flyover at GT Road - Road 66 Intersection observations

- Ref.: i) Your Lr. FS(12)FD5/A99-2000/688 dtd. 7-6-2000  
 ii) Our Lr. No.DMRC/CA/122/688 dtd. 8-7-2000  
 iii) Your Lr. No. F.5 (12)/FD-5/A/99-2000/DDA/1192 dtd. 26-9-2000

Dear Sir,

In response to your letter under reference (i), the letter with observations/suggestions were communicated vide our dtd. 8-7-2000 (reference ii above). Further to the same, the following suggestions/comments are offered.

1. It has been suggested in our earlier reference (ii above) that the elevated expressway be extended to cover the proposed intersection. This is a suggestion, which DDA may consider adopting if found to be technically feasible. DMRC has no objection to construct a separate flyover over GT Road - Road No.66 intersection as proposed.
2. As suggested in our earlier letter, the three armed signal controlled junctions may be converted as four armed junction. Your proposal indicates the entry from station in dotted lines.
3. To cater to the pedestrian crossing, a subway may be planned at the junction.
4. The pedestrian subway proposed on the eastern side may be dispensed as DMRC has already proposed a subway in front of Seelampur station close by. So also another subway has been suggested above at the intersection. However, DMRC has no objection to DDA taking up this subway as well if it is found necessary as per studies.

Subject to the above observations, the proposed flyover plan is acceptable to DMRC.

Two copies of Gautampur Station Layout are enclosed as requested (in minutes of the meeting)

It is further requested that traffic report containing details of projected traffic on the fly over as well as at grade may please be communicated so that DMRC could incorporate these details in its traffic integration plans that are under preparation.

Thanking you,

Yours faithfully,

(Tripta Khurana)  
Chief Architect

- 26 -

ANN. C' ①

DELHI DEVELOPMENT AUTHORITY  
OFFICE OF THE PROJECT MANAGER  
FLYOVER PROJECT GROUP - II

NO.: (P.M.&P.E) Coordn (2000) Let IT / DPH / 819 DT: 17/10/2000

MINUTES OF THE MEETING

SUBJECT :: REG. Proposed Grade S eparators at

- A. Gazipur IFC and NH-24 by-pass.
- B. G.T. Shahdara and Road No. 66.

.....

The meeting was held today at 13.10.2000, under the chairmanship of flyover Project Manager Gp-2 and the following Officers attended the meeting ::

- 1. Sh. Prakash Narayan, Director (TT).
- 2. Sh. D.K. Saluja, Director (Area Plan)
- 3. Sh. R.M. Lal, Jt. Director (TT)
- 4. Sh. O.P. Verma, E.E./F.D.-6
- 5. Sh. R.P. Goel, E.E./F.D.5
- 6. Sh. D.P. Singh, E.E./F.D.-7
- 7. Sh. Parvati, Consultant/  
Alam m/s [unclear]

A.

The matter pertaining to the Flyover Project of Gazipur Freight Complex, NH-24 was initiated and Director (Area Plan) explained the Integrated IFC Gazipur to revise the layout plan of the Freight Complex. The following were desired ::

- I. The survey of existing infrastructure (Roads, Drains, Electrical systems, boundary wall, fencing etc.) will be got obtained from the office of the Chief Engineer (EZ) such that in formulating the modifications, the infructuous expenditure could be minimised.
- II. Based on the above information the area planning will modify the alignment plan within Freight Complex based on the information available.
- III. On account of the complexity of the transportation network required for the Freight Complex. The necessary alignment may be taken as a constraint and based on this a secondary road network be got evolved with the help of consultant: to maintain efficiency of the project.
- IV. Identifiable reference points will be identified on the

2290/3 DCT  
17.10.2000

Placed in the concerned file B  
G.T. Shahdara Rd & Road no. 66.

[Signature]  
20.10.2000

...2..

map to avoid any confusion later.

V. The alignment plan indicated on the map will also give cross-sectional dimensions to indicate the depth of drain the height of footpath etc.

VI. On account of various meetings and inputs from various agencies the draft proposal of the grade separators gets modified, whereas the technical report forming the part of the grade separator remain unchanged. To avoid such a situation the consultant will give a brief of number of pages which will be required to be revised as part of the report. Once the proposal is approved by the technical committee then the consultant will submit final report incorporating all the amendments in the write up.

B. The proposal pertaining to the development of G.T. Road and the proposal of the grade separators at its intersection with road no.66 was explained by the consultant and it was felt that in the light of conditions stated in the DMRC letter we can get ahead with the development of G.T. Road because the generation of optimal traffic from the railway stations will take more than 5-10 years time before showing any impact. The following was recommended :-

- I. The flyover prepared by the consultant indicating the pedestrian/cyclists under pass may be constructed as the first phase of development.
- II. The final phase of this project may be got reviewed when DMRC/site situations want certain modifications.
- III. The loads indicated in the MRTS proposal are optimal and will take more time before they get stabilised and a new modal split gets established by MRTS system.
- IV. The consultants will send a report indicating basis of the said proposal.
- V. Necessary NOC from I&F Deptt. GNCTD pertaining to drain coming in the said proposal will be got obtained.
- VI. The overall circulation on account of closing of the medians of the G. Shahdara Road will be explained by the consultant.

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"Annex - D"

OFFICE OF THE CHIEF ENGINEER (I&F)  
GOVT. OF N.C.T. OF DELHI  
IVTH FLOOR ISBT BLDG. DELHI

No.CEF/P&D/D.D.A-DW/A. E.III/P/F/97

16599

Dated :

6-11-2000

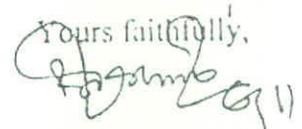
To

✓ The Executive Engineer,  
Flyover Division, V-  
Delhi Development Authority,  
Seed Bed Park, School Block,  
Shakarpur, Delhi-92.

Subject : Proposed flyover at G.T. Road - Road No.66 intersection.

Sir,

With reference to your letter No.F.5(12)/FD.5/A/99-2000/1303 dated 31.10.2000 on the subject mentioned above, it is to inform that proposal of your department to widen the existing bridge on G.T. Road across Trunk Drain No. 1 at the intersection of Road No.66 to accommodate the flyover as per ~~enclosed~~ lay out plan is agreed to in principle. It is, however, subject to the condition that the additional bridges to be constructed upstream and downstream of the existing bridge shall have same spans as that of the existing bridge and suitably designed to suit to alignment of the drain at this bridge site so as to ensure smooth flow under the bridges.

Yours faithfully,  
  
(B.M. BATISH)

SUPERINTENDING SURVEYOR OF WORKS

No.CEF/P&D/D.D.A-DW/A. E.III/P/F/97

Dated :

Copy alongwith the copy of letter dated 31.10.2000 forwarded for information to :-  
Superintending Engineer FC-I, Irrigation & Flood Control Department, Govt. of  
N.C.T. of Delhi, LM Bund Office Complex, Shastri Nagar, Delhi.

Encl: As above.

✓  
SUPERINTENDING SURVEYORS OF WORKS

F. S.K. MALHOTRA  
Project Manager - Grp II



20  
DELHI  
DEVELOPMENT  
AUTHORITY

FLYOVER PROJECTS

17th Floor, Vikas Minar, I.P. Estate, New Delhi - 110 002  
Phone : Off. : 3310660

No. Pmzcf 04(15) 200/POA/Lot A/898

Dated: 13/11/2000

To

The Director(TT),  
Delhi Development Authority,  
Vikas Minar,  
New Delhi.

SUB: Proposed flyover at G.T.Road-Road No.66  
intersection.

The above proposal alongwith planning observations was placed before the Technical Committee on 7.11.2000 for its consideration. After due deliberation and discussion, the matter was deferred for want of certain clarifications from the Consultants. M/s Craphts Consultants vide their letter No.CRTS/DDA-FOV/00/3523 dt.9.11.2000(enclosed in original) have submitted that after re-examining the scheme prepared by them they have envisaged that with the provision of a signalled intersection under the unidirectional flyover which is proposed to be constructed along G.T.Road - Road No.65 will not be required to carry any additional right turning traffic. They have further stated that the unidirectional flyover could be developed as a complete bi-directional flyover in due course of time after integrating this with a total corridor development plan which may become necessary with the MRTS picking up the estimated traffic.

Since, now we have received the

p/...2

OFFICE OF DIR. (TT)  
Diary No. 1233  
13/11

20/11/00  
15/11/00

with file pt.  
14/11

JD(MP)

20/11/00  
15/11/00

30

recommendation/clarifications from our Consultants,  
you are requested to kindly arrange a special meeting  
of Technical Committee and place the matter before  
the Technical Committee for its consideration and  
approval. This may please be done on Top Priority.

*S.K. Malhotra*

( S.K. MALHOTRA )

PROJECT MANAGER GRP.II

Encl:As above.

(AL)  
ch (HONS) M. Tech  
I.E (IND) M.I.T.E (USA)  
MANAGING DIRECTOR

*Dyno 13 Feb 2005*  
*31*

"ANNEX - E"

# CRAPHTS CONSULTANTS (INDIA) PRIVATE LIMITED

Head Office: 14/3 Mathura Road, Faridabad 121003 Telefax : +91 - 129 - 5278813/5275948

REF.....

DATE .....

CRTS/DDA-FOV/00/3523

09.11.2000

Sri R.P. Goel  
Executive Engineer  
Flyover Division 5  
Delhi Development Authority  
Shakarpur  
New Delhi 110 091

Dear Sir,

Sub: Proposed flyover at G.T. Road - Road 66 intersection

This has reference to the meeting taken by Project Manager, Flyover Project (Group II) on 08.11.2000 on the subject as mentioned above. The scheme prepared by us has again been examined in the light of this discussion and in the context of the compliance note that had been sent to you earlier alongwith the proposals (vide our letter No. CRTS/DDA-FOV/2000/3481 Dt. 18.10.2000)..

We have also examined the planning observations as contained in the Agenda for the Technical Committee Meeting held on 07.11.2000. In this context, it may please be noted that with the provision of a signalled intersection under the unidirectional flyover that is proposed to be constructed along G.T. Road, Road 65 will not be required to carry any additional right turning traffic.

The unidirectional flyover could be developed as a complete bi-directional flyover in due course of time after integrating this with a total corridor development plan that may become necessary with the MRTS picking up the estimated traffic. The Shahadra Flyover will have to be suitably integrated with the total scheme at that stage with significant capacity augmentation at the intersections of Road 57 and Road 65. However, the first stage activity will be to provide a unidirectional flyover as given in the proposals submitted by us already.

Thanking you,

Yours faithfully,

*(D. SANYAL)*

*P.S: It may please be noted that the Page nos. 5-2 & 5-4 of Feasibility Report submitted earlier will have to be revised on account of revision of plans. The revised report incorporating the modifications etc will be submitted once the proposal is approved by TC, DDA.*

*(D. SANYAL)*

Regd. Office: A/5 (L.G.F), Gulmohar Park, New Delhi 110 049

CRAP

**SUB: CHANGE OF LAND USE OF SIX SITES FOR PROPERTY DEVELOPMENT IN SHAHDARA - TIS HAZARI CORRIDOR**

FILE: F.20 (9) 99-MP

**INTRODUCTION / BACKGROUND :**

The Mass Rapid Transit System Phase-I was approved by the Authority in its meeting held on 7<sup>th</sup> June 1996 vide item no.60/96(Annexure-I). There are three MRTS Corridors, are to be developed in Phase-I:

- i. From Shahdara to Nangloi – elevated and on surface. (25 Kms.)
- ii. From Delhi University to Central Secretariat – under ground metro (11 Kms.)
- iii. From Subzi Mandi to Holambi Kalan – surface and partially elevated (19.3.Kms.)

The corridor of Subzi Mandi to Holambi Kalan was dropped and another corridor, Tri Nagar - Barwala has been included in the phase-I as approved by MOUD, informed by DMRC vide letter no. DMRC/103/98 DT. 13<sup>th</sup> Sept., 2000 from Director (Projects & Plan) D.M.R.C.(Annexure-II)

As per the report submitted by DMRC dt. 1.2.2000, this project is a joint venture financed by Govt. of India, Delhi Govt., Loan/ Grant from other agencies and 6% of the total costs is to be raised from property development on the MRTS Stations/Depots..

The first stretch from Shahdara to Tis Hazari of the MRTS PHASE I is under construction.

**SCOPE:**

The issues of MRTS – Station only are considered here. Issues of MRTS Depots/Terminals are however beyond the scope of this agenda and shall be considered separately.

**1.0 PROPOSAL**

The Chief Engineer (General) Delhi Metro Rail Corporation initially requested vide letter dated 6.4. 1999 and subsequently number of letters with modified requirements were received from DMRC regarding property development on MRTS stations, Depots & Terminals. The table below gives the plot area requirements submitted by DMRC at various dates.

**TABLE: 1.1 THE AREA OF THE PLOTS FOR CHANGE OF LAND USE AS PER THE VARIOUS LETTERS OF DMRC:**

S.NO.	LOCATION	STATION PLOT AREA (VIDE DMRC LETTERS DATED )					
		6.4.99	23.7.99	27.3.2K	9.6.2K	3.11.2K	30.11.2k*
1	SHAHDRRA	34,700	22,400	30,880	33,000	45,363	24300
2	SEELAM PUR	29,100	36,860	36,775	36,848	38,455	35700
3	GAUTAM PUR	40,700	52,900	52,900	52,900	51,214	49000
4	SHASTRI PARK	620,000 (17,500)	17,500	76,000	80,000	80,000	NA
5	I.S.B.T.	23,900	20,230 4,300	0	49,400	19,800	47100
6	TIS HAZARI		14,600	Area not given.	14,600	14,600	-

\* Area does not includes Railway Land.

**TABLE1.2: THE COMPOSITION OF LAND AND EXISTING USE OF THESE SITE (VIDE LETTER NO DMRC/PD/C-1/APPG DATED 30.11.2000)**

STATION/DEPOT	AREA OF STATION (LAND FROM AREA (HA,)	OWNERSHIP STATUS	REMARKS	REG PROPERTY DEVELOPMENT
<b>MRTS STATIONS</b>				
SHAHDRARA	Railway : 2.43	Possession taken over	Not feasible	
	Private: 2.1	Possession taken over	Full utilisation planned	
SEELAMPUR	Railway: 0.39	Possession taken over	Not feasible	
	DDA: 1.8	Possession taken over	Full utilisation planned	
	Fisheries: 1.77	Possession taken over	Full utilisation planned	
GAUTAMPUR	Railways: 0.5	Possession taken over	Not Feasible	
ISBT	Fisheries: 4.9	Possession taken over	Full utilisation planned	
	Transport Dept: 0.4	Possession taken over	Full utilisation planned	
	L&DO: 4.31	Possession taken over	Full utilisation planned	
TIS HAZARI	Railway 1.46	Possession taken over	Not feasible	

TABLE 1.3 COMPARATIVE STATEMENT SHOWING REQUIRED OPERATIONAL PLOT FOR STATION AND ACQUIRED PLOT. (vide letter dtd. 30.11.2000 by Chief Urban Planner, DMRC) (ANEXURE - III)

LOCATION	STATION FOOT PRINT	STATION PARKING	AREA FOR CIRCULATION AND LANDSCAPING	TOTAL OPERATION PLOT AREA OF MRTS	ACQUIRED PLOT	PLOT FOR PROP. DEVT. CALCULATION	PERMISSIBLE COVERAGE @255	STATION COVERAGE IN PD PLOT	PD COVERAGE	TOTAL FAR @ 100	STATION FAR	PD FAR
1	2	3	4	(1+2+3) 5	6	7	(1/25X6) 8	9	(8-9)/10	(10x6) 11	12	(10-11) 13
SHAHDARA	5800	42960	19504	68264	45363	21054	5264	3464	1800	21054	5431	15623
SEELAMPUR	5800	24250	12020	42070	38455	34527	8632	4500	4132	34527	5600	28927
GAUTAMPUR	5800	29807	14243	49850	51214	46354	11589	4500	7089	46354	5600	40754
SHASTRI PARK	5800	12232	7213	25245	80000	80000	20000	5800	14200	80000	6100	73900
ISBT	11000	4321	30642	45963	47100	47100	11775	11000	775	47100	25000	22100
TIS HAZARI	5800	4704	4202	14706	14600	0	0	5800	0	0	6100	0

TABLE 14. RETURN FROM PROPERTY DEVELOPMENT FOR SIX (6) STATIONS - ON SHAHDARA - TIS HAZARI CORRIDOR & TWO DEPOTS VIDE LETTER OF MRTS DTD 29.11.2000.

LOCATION	FLOOR AREA (SQ M)	AREA DEVELOPMENT PROPOSED BY DMRC (SQ M)	LICENSE RATE RS /SQ M	EXPECTED RETURNS (RS CRORES)		
				UPTO 2005	AFTER 2005	TOTAL RETURNS
Rail Corridor						
MRTS STATIONS						
SHAHDARA	15623	15623	30000	12.50	0.00	12.50
SEELAMPUR	28927	14464	25000	7.23	7.23	14.46
GAUTAMPUR	40754	10189	25000	5.09	15.28	20.38
SHASTRI PARK	73900	14780	25000	7.39	29.56	36.95
ISBT	22100	5525	35000	3.32	9.95	13.26
TIS HAZARI	0	-	-	-	-	-
SUB TOTAL	181304	60581	AVERAGE 28000.00	35.53	62.02	97.55

Analysis on fixed cost basis (2000)

The Area shown is the floor area that can be utilized for Prop. Development keeping in view the permissions from land owning agencies coverage and Far norms etc

Construction Cost is taken as Rs 10000/sq m. at all locations and Rs 15000/sqm at ISBT

60% of the floor area is adopted for calculating returns

From the above table, it is worked out that an minimum profit of Rs. 15,000 per sq.m. (licence rate - construction cost) has been generated through Property Development by DMRC on these stations.

## 2.0 EXAMINATION

### 2.1 MASTER PLAN / ZONAL PLAN

The land use of the sites for property development, as per the Master Plan for Delhi 2001/Zonal Development Plan/Layout Plan are given as under

TABLE 2.1 MASTER PLAN & ZONAL DEVELOPMENT PLAN LAND USES

LOCATION	MPD-2001	LAND USE ZONAL DEV PLAN
1 SHAHDARA	Partly residential & Dist Park	Partly Residential, Distt Park, Commr Street Transportation
2 SEELAMPUR	Dist Park	Distt Park
3 GAUTAMPUR	Dist Park	Distt Park
4 SHASTRI PARK	River Bed	Z I Plan yet to approved by Competent Authority
5 I S B T	ISBT Transportation, Distt Park	ISBT Transportation, Dist Park
6 TIS HAZARI	Residential	Residential Police lines (Bungalow area)

2.2. As per MPD-2001, parking and circulation is permitted in all use zones. Any other use in transportation use needs change of land use.

2.3. The DMRC is continuously modifying the requirement for plot area. Few of the letters referred above in Table 1.1, this indicates that DMRC is still in the process of finalizing its requirement.

2.4. As per the report on property development on 6 stations (Shahdara - Tis-Hazari corridor) the draft final report submitted by RITES for MRTS corridor in Dwarka, the boarding and alighting at various stations is roughly half then originally considered by DMRC.

TABLE 2.4 PASSENGER RIDERSHIP (ANNEXURE - IV)

S.N	LOCATION	As per DMRC Report July 1999				As per RITES Report April 2000			
		2005		2021		2005		2021	
		BOARDING	ALIGHTING	BOARDING	ALIGHTING	BOARDING	ALIGHTING	BOARDING	ALIGHTING
1	SHAHDRRA	20878	16153	31991	24723	19529	15109	29889	23124
2	SEELAMPUR	15354	11879	23526	18181	11310	8750	17310	13392
3	GAUTAMPUR	15234	11787	23343	18040	11221	8682	17172	13288
4	SHASTRI PARK	4142	6346	3204	4904	3031	2360	3670	3612
5	I.S.B T	4225	4176	7204	6659	3112	3076	4763	4708
6	TIS HAZARI	2363	2400	3468	3674	1667	1768	2551	2706

2.5 MATRIX FOR PROPERTY DEVELOPMENT

Based on the information supplied by DMRC in table no. 1.4 above for generating revenue upto 6% of the total cost of Rs. 500 crores. Through property Development for ph. I of MRTS As per the method adopted by DMRC and worked out the profit per sq. m., a matrix has been developed and given in the following table:

TABLE 2.5 GENERATION OF FUNDS UPTO 500 CRORES OR 6%. (COMPILED BY DDA)

PROFIT PER SQ.M.	LAND DEVELOPMENT NORMS			
	LAND REQUIRE D IN SQ.M.	PLOT AREA	G. COVERAGE @25%	FAR @ 75% FLOOR SPACE IN SQ.M.
PROFIT @ RS.5, 000/- PER SQ. M.	10,00,000	1,13,33,300	3,33,300	10,00,000
PROFIT @ RS.7, 500/- PER SQ. M.	6,66,666	8,88,800	2,22,200	6,66,666
PROFIT @ RS.10, 000/- PER SQ. M.	5,00,000	6,66,600	1,66,600	5,00,000
PROFIT @ S.15, 000 PER SQ.M.	3,33,333	4,44,400	1,11,100	3,33,333
PROFIT @ RS.20, 000/- PER SQ. M.	2,50,000	3,33,300	8,33,00	2,50,000

2.6 IMPLICATIONS:

- i. Most of the stations are proposed on the vacant land readily available and the land use of this land are recreational. Any development on this land will further reduce the lung spaces of the city. A policy decision is required in this matter, with reference to instructions of Min. of U.D. dt. 11.1.96 regarding "change of landuse in respect of areas in Delhi Developed as Green in recreational use zone etc".(ANNEXURE - V).
- ii. This metro corridor is passing through the congested area of the city, and once the metro becomes operational most of the road traffic and other activities will concentrate around station area. Further, the property development, will also generate addl. Traffic. Therefore, the road capacity would be insufficient in these areas.
- iii. The Commercial development through property development will imbalance the ratio of land uses of Master plan of Delhi. The projects of local authorities in pipeline will also get affected which will ultimately affect the local bodies economically.

2.6.1 ON PARKING:

- i. The plot area proposed for the development by DMRC is not in the ratio of parking requirements. For example in Shahdara parking area requirement for 2005 has been indicate as 28073 and for 2021 as 42960. And total plot area for station is 4.53 hectares whereas for Shastri Park the total parking requirements are 7951 for 2005 and 12232 for 2021 while the plot area for station has been recommended as 8 hectares.
- ii. The report has not mentioned modal split of passengers alighting / boarding MRTS. The broad calculations indicate that about 20% passengers are coming by public transport (bus), 40% by private modes (Cycle /Scooter)and 40% by hired modes (three wheeler /Cycle-rickshaw) as per DMRC report (ANNEXURE -IV)
- iii. As indicated in the report the general consultant of DMRC have recommended provision of parking for 60-100% vehicles used as indicated above. DMRC has made 100% parking provision accordingly in all stations based on which parking land requirement is calculated.

- iv. *In our view, this needs to be re-examined. Modal split should be more in favour of 'pedestrian' and 'public transport trips'. This will reduce the total personal trip-cost and make the MRTS more attractive. This will also reduce the plot area requirement, resulting into less cost and investment in project.*

#### 2.6.2 ON CIRCULATION AREA:

The 30% area recommended for circulation is on higher side, as the major circulation includes in parking also. This also needs to be re-examined.

#### 2.6.3 ON RAISING OF FUNDS VIS-À-VIS CROSS-SUBSIDISATION :

- i. DMRC has acquired more land than actually required for Station purposes and now is proposing for property development. The NCTD has limited land resource which needs to be utilized carefully. In view of this, it may not be justified that land other than reqd. for MRTS station Area be used for property development permitting in it. **In cases where excess land has been taken over by DMRC for MRTS Phase-I may be surrendered/ transferred back to the land owning agencies for its better utilization for the city.**
- ii. The methodology of Cross-Subsidization accrued from land development has been in practice / use in Delhi since promulgation of Master Plan and is continuing with city development for various other uses. Therefore, the policy to allow an independent agency to raise funds from property development may have impact on city-development to be undertaken by the present agencies.

#### 2.6.4 ON COSTING:

- i. DMRC vide letter 29.11.2000, has indicated the construction cost as Rs.10000/- per sq. mt at all locations and Rs.15000/- per sq. m. at ISBT. Ref.table 1.4
- ii. The land cost has been charged Rs. 22 lacs & 44 lacs per hectares by land owning agencies at present from DMRC
- iii. **The construction cost taken by DMRC (Rs.10,000/- per Sq.Mtr.) is on higher side. The construction cost in DDA projects as per information available is ranging from Rs.4500/- Rs.6500/- depending on finish-quality and number of stories.**
- iv. Calculation of selling area is based on 60% of saleable area. However, in such type of buildings 'Super area' is considered as saleable area. This also needs to be re-examined by DMRC.

#### 2.6.5 ON LAND USE :

##### OPTIONS FOR STATIONS :

- i. **Following are the options for permitting Stations;**
  - a. To define the MRTS station, its permissibility norms in various land uses & other conditions, which are required to be incorporated in Master Plan.
  - b. To change the land use of each AND every station plot.
- ii. **For additional Land (which is in excess of station operational area land) , there could be three following Options :**
  - a. DMRC would surrender the Addl. Land to develop as earmarked / existing land use by land owning agencies.
  - b. DMRC would be permitted to develop the Addl. Land as per the existing land use/ as per Master Plan. In this case the cost of land would be as per the land use to be proposed by DMRC as per MPD-2001/ZDP/Development Control Norms.
  - c. To treat this additional Land as part of MRTS Station, where property development (e.g. commercial, residential etc.) could be allowed with the development control norms of station as would be decided/approved by the Competent Authority. Financial implication will be examined by the respective land owning agencies.

##### MPD-2001 PROVISIONS

- a. In the MPD -2001 under TRANSPORTATION use zone there is no provision of MRTS etc. However T-4 Bus Terminal, Bus Depot and T - 6 Road Circulation are provided, which takes care of the Intra Urban Transport System which is BUS only. It is therefore envisaged that an use zone category named Intra Urban Transport System comprising of Bus, MRTS, and other modes may require inclusion in the MPD - 2001 with suitable modifications in it. This aspect requires consideration / decision.

b. In the last letter received from Chief Planner, DMRC dt. 30.11.2000, it has been brought to the notice that as per the agreement with the railways DMRC may not be able to do any property development on the lands transferred from Railways. The DMRC is not also in a position to use this land either for station building as Station buildings at different locations are already under construction.

However, it may be better if the property development of MRTS Phase-I is confined to the use of air space of stations (i.e., balance FAR of operational area). This will lead to intensive use of land.

### 3.0 OBSERVATIONS

3.1 DRAFT NORMS – PROPERTY DEVELOPMENT: This issue was examined in DDA and it was decided that initially the property development on 6 stations falling on Shahdara – Tis Hazari Corridor (phase-I part) may be allowed to DMRC. The broad guidelines for property development with certain conditions were issued by the Jt. Director (MP), DDA, vide letter no. F 20(9) 99/MP/1482 dated 14<sup>th</sup> October, 1999 (ANNEXURE - VII). The guidelines in brief are as under:

- a. DMRC shall certify that the area for station is minimum required for operation and no extra land has been added for property development.
- b. All the infrastructure requirements shall be arranged by the DMRC at its own cost.
- c. The maximum height of the proposed building shall be governed by the surrounding areas.
- d. The clearance from respective agencies required as per law shall be obtained by DMRC.
- e. The building plans shall need the approval of local bodies.
- f. The implications on other related aspects like land cost, allotment conditions etc. shall be examined by respective land owning agencies.
- g. The plot area shall be calculated after leaving the road right of way as per MPD-2001/zonal Development Plan/Layout Plan.
- h. The FAR shall be 100 (inclusive of operational/non-operational areas) and maximum ground coverage 25%. The FAR shall be restricted to the achievable road capacity and availability of other infrastructure.
- i. The stations to be permitted in all land uses except ridge, regional parks and other major developed greens.
- j. The DMRC to work out the detailed break-up of the total quantum of the proposed commercial / residential development in terms of sq. mtrs. In various phases.
- k. Parking for property development shall be provided as per the norms given in MPD-2001 as are applicable at that time.
- l. All commitments as per the approved policy for land acquisition and alternative allotment shall be taken care of by the DMRC.
- m. The permission shall be applicable to only six stations on the corridor Shahdara -Tis Hazari. After the feed back from these six stations future modification in the Master Plan shall be proposed for the development of stations.

The Advisor (Property Development), DMRC, vide letter dated 3<sup>rd</sup> November, 1999 conveyed acceptance of DMRC to abide by the conditions imposed by DDA but had reservation on the condition no. 1 regarding certification of DMRC that 'the area for stations is the minimum area required for the operations of the metro facility and no extra land has been added for property development'. (ANNEXURE - VIII)

These guidelines were also approved in meeting of 2<sup>nd</sup> Steering Committee held on 17.7.2000 under the chairmanship of Secretary Urban Development(ANNEXURE - IX)

- 3.2 DMRC has not yet submitted the total floor area required for phase-I to generate 6% of the total project cost.
- 3.3 The Chief Architect, DMRC, vide letter dated 11<sup>th</sup> August 2000 (ANNEXURE-X) has stated that it is not feasible to indicate the floor space required to be constructed for part funding of the capital and O&M cost of the project as the market rates change rapidly and the real estate market is highly speculated. It may be worth while to mention here that the cabinet approval is linked with cost of project & wherein DMRC is submitting its proposals for property development in sq mtrs. These two can only be understood if calculated in one unit i.e, floor space & finances (returns) generated by this floor space.
- 3.4 The property development from commercial use needs to be judiciously balanced with the over all developments required for the city. The excess floor space then required may have an adverse effect. The theory of market demand and supply may need the consideration, where commercial area is in abundance and demand is less, the rate of such properties may be low and may also lead to a situation where there may be no takers/ developer for commercial properties. It is also understood that commercial areas developed by CIDCO by using the air space over station is now having problems in disposing these properties. This may also have adverse effect (a) on the fund needed for the implementation of MRTS & (b) for disposal of DDA developed commercial areas/ buildings.
- 3.5 *DMRC has proposed Property Development in both the land for station area as well as on additional part of land.*
- 3.6 It may be pertinent to mention that lands belonging to Railway have been transferred to DMRC on which no property Development is permitted as per the conditions laid down by Railway except for the use of Station building area and circulation/parking area required for functioning of MRTS Station as informed by DMRC.
- 3.7 One of the conditions stipulated by DDA in its letter dated 14.10.99 is that building plans of the stations where property development has been envisaged would be approved by the local bodies. However, DMRC has started construction of stations at Seelampur. The Chief Architect DMRC in letter dated. 11<sup>th</sup> August., 2000 has referred to the guidelines of Ministry of Urban Development according to which operational buildings are exempted from the approval of local agencies. **As per the floor space utilization it may not be correct to call it operational building rather it shall be termed Commercial/ Residential building where MRTS station has been provided.** Thus property development as envisaged for MRTS Phase-I can not be termed as operational. It is essential that DMRC get their building plans sanctioned by concerned local body. The DTC (also an intra-urban Transport mode) Terminal / Depot buildings are being approved by local bodies as per Master Plan / ZDP Building bye - laws.

#### 4.0 ISSUES :

4.1 Can DMRC be permitted to develop additional land for property dev. Which was initially allotted to DMRC for stations.

The land use for the intra urban transportation (e.g. DTC) has been defined in MPD 2001 and ZDF and all their schemes get prior approval from Local bodies. Metro is also an intra-urban mode of transportation. Therefore, the same conditions should also be applied in its case.

4.2 It necessitates to evolve a policy on:

Apportionment of land area indicating – i) MRTS Station area(maximum) and ii) Land area for property development, if permissible, permissibility criteria / conditions of property development in MRTS – station area/ land.

4.3 Norms of the Property Development indicating apportionment of station & commercial floor space in total permissible FAR to implement the Cabinet Decision on the aspect that 6% of the total cost is to be raised from property development on MRTS Station as conveyed by the DMRC.

4.4 Designation of land use of the MRTS Station area/land falling in area other than Recreational -use zone.

4.5 Emerging scenerios as follows need to be deliberated upon;

Scenerio-I : Whether Only layout modifications may be invited where MRTS Station (operational) property development is proposed over the land use premises shown as residential, commercial etc. on the Lay out plan of the concerned area.

Scenerio-II ; Whether On recreational use if stations with property development are proposed, then Change Of Land Use is involved, whereas the same without property development may be permissible or not keeping in view the instruction of MOUD dated 11.1.96.

#### 5.0. DECISION REQUIRED ON ISSUES / ASPECTS:

##### 5.1 PLOT SIZE:

The total land area required essentially for MRTS Station and its parking is required to be determined/defined. From the various tables given by DMRC, it appears that an area of about 2.4 hect. of land could accommodate the station plus parking area. The balance area (if any), therefore shall be additional land. (refer table 1.3, para 2.6.1)

##### 5.2. ADDITIONAL LAND

The following options for consideration are :

5.2.1 Either, DMRC would surrender the additional land to develop the same as per the existing land use by the Land Owning Agencies or,

5.2.2 DMRC would be permitted to develop the additional land as per the Land Use/MPD. Financial implications on which will be examined by the Land Owning Agencies keeping in view the land use proposed or,

5.2.3 To treat this additional land as part of MRTS Station where Property Development may be allowed with the Development Control Norms of the station as decided upon. Financial implications will be examined by the respective land owning agencies. (ref. para 2.63 & 2.6.6).

##### 5.3 PERMISSIBILITY OF MRTS STATION:

As per the broad DMRC proposal it has been observed that majority of the MRTS stations fall in 'Recreational Use'. Simultaneously, vide letter no. K-13011/5/96-DDIB dated 11<sup>th</sup> Jan. 1996, of Ministry of Urban Affairs and Employment, Ministry has directed that in future the areas actually developed as 'Green' in the Regional/District/Neighbourhood parks or in other recreational zones in the city will not be allowed to be converted into any other use. (copy of the same is annexed as ANNEXUREX-V ) (Ref para -2.6.4.)

Following options, in view of above, have been put up for consideration:

5.3.1 Where-ever MRTS Stations fall in 'Recreatiional Use', DMRC may approach the Ministry to obtain clearance / NOC so as to enable DDA to process further for change of land use/permitting the same in the recreational use. ( reference para - 2.6(1) )

5.3.2 Wherever MRTS Stations fall in 'other use zones', then the station area, measuring an average size of 2.4 hect. (computed with the help of Table 1.3) similar to DTC Terminals, may be permitted in all land use except as mentioned in 5.3.1, by adopting / processing modifications in the 'lay out plan' where-eve required or,

5.3.3 'Change Of Land Use' for all MRTS Stations may be proposed.

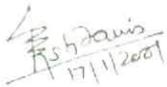
Following are the implications.

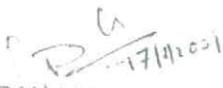
- a. Master Plan for Delhi has not envisaged/has no provisions in it with regard to merging of two or more use zones as 'mixed use' in one plot.
  - b. Wherever broadly DMRC proposal indicate major part of FAR for property Development, it would be difficult to indicate the dominant/determinant land use in the station. (ref. Table 1.3 & 1.4)
- 5.4 After the decision taken on the above issues, necessary modifications/inclusion in the MPD-2001 may require to be processed.

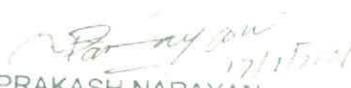
5.5 OTHER ISSUES:

- 5.5.1 The policy to allow an independent agency to raise funds for their project cross-subsidizing for Property Development may have impact on the city development to be undertaken by various present development agencies/local bodies. It is envisaged that disposal cost of Property Developed by DMRC may be lesser to that of as charged by Development Agencies. Whereas DMRC has obtained the land at subsidized rate for station. Now, if the PD is allowed on the same plot then, this aspect may require re-examination by Land Owning agencies. (ref. Para 2.6.3, para 2.6.4).
- 5.5.2 It is required to be re-examined that the 'Modal Split' should be made more in favour of 'pedestrian' and 'public transport trips', thereby reducing personal total trip costs for making MRTS more attractive and less cost/investment intensive projects. (ref. Para 2.6.1)
- 5.5.3 The circulation area of 30% as recommended by DMRC appears to be on higher side, as circulation is also included in parking areas. This needs re-examination. (ref. Para 2.6.2)

The matter contained in paras 2,3,4 & 5 are put up for consideration of the Technical Committee.

  
R.K. JAIN  
ASSTT. DIRECTOR (TT)

  
TAPAN MONDAL  
JT. DIRECTOR (TT)

  
PRAKASH NARAYAN  
DIRECTOR (TT)

- 4057  
51

ITEM Sub ; Proposed Mass Rapid Transportation System (MRTS)  
NO. for Delhi - Phase-I Proposal.

60/96

A-17696 File No. F.3(15)90 MP.

P R E C I S

1.0 INTRODUCTION/BACKGROUND

1.1 National Capital Territory of Delhi covers an area of 1486 Sq.Km. with an urban area of 500 Sq.Km. and another 240 Sq.Mtr. of proposed urban extension. It has a population of 9.3 million as per 1991 census which is estimated to increase to 13.2 million by the year-2001. It is perhaps the only city of its size in the world which depends mainly on buses for its most transport needs, which has resulted in growing use of personalised vehicles leading to increased congestion, fuel wastage and environmental pollution.

1.2 The bus system is operated by DTC and private operators with a total fleet of about 5,000 buses in addition to about 1,500 chartered buses. The peak hour trips on some roads are as high as 400 buses (each way per hour during peak period). As per the transport demand forecast for the year 2001, It is estimated that the number of buses will have to be at least doubled. During this period, personalised vehicles may grow three-fold, in addition to the existing problem of congestion, delays, fuel wastage and environmental pollution.

Contd.../-

1.3 Delhi Govt. had assigned the study of integrated multi-modal rapid transportation system for Delhi to M/s. RITES. RITES have suggested a 198 kms. of network comprising of rail corridors, metro corridors and dedicated bus-ways. At grade and elevated corridors shall be operated with EMU coaches of Indian Railways and are designated as rail corridors. All underground sections operated with special AC coaches with automatic opening and closing of doors are designated as metro corridors.

2.0 MRTS PHASE-I PROPOSALS

2.1 In the MRTS Phase-I, 55.3 kms. network is proposed between Shahdra to Nangloi, Subzi Mandi to Holambi Kalan and Vishwavidyalaya to Central Secretariat. The length of Shahdra to Nangloi is 25 kms., Subzi Mandi to Holambi Kalan is 19 kms. and Vishwavidyalaya to Central Sectt. corridor is 11 kms. The Vishwavidyalaya to Central Sectt. corridor is underground and has got 10 stations. The Shahdra to Nangloi Station is mostly elevated with 19 stations. The Subzi Mandi to Holambi Kalan is mainly at grade with 15 stations. Plans of MRTS Ph.I & full system are placed as (App. AA & BB P.NO. 115 & 116).

STATUS OF MRTS PHASE-I

2.2 The Govt. of India and Delhi Govt. has approved the modified MRTS Phase-I proposal of 55.3 kms. of Shahdra-Nangloi and Vishwavidyalaya to Central Sectt. corridor in July, 1994. The Ministry of Urban Affairs & Employment has desired to

Contd..../-

freeze the development activities on the MCTS Phase-I corridor. The Ministry has also desired the approval of DDA to the modified Phase-I proposal of Delhi MCTS Proposal.

IMPACT OF FULL SYSTEM ON THE MPD-2001 PROPOSALS

2.3 The full MCTS System would be linking to all the four integrated freight-cum-passenger terminals proposed in MPD-2001. This would provide flexibility for the commuters for moving in different directions through the spurs proposed in the Plan.

(b) One of the major features of the proposal is that most of the routes are proposed on surface/elevated tracks parallel to the railway lines. A parallel rail corridor is proposed along the existing ring rail which will act as a round about with connections to spurs in different directions. The only disadvantage is that there is a missing link between Old Delhi and Tilak Bridge. If this is connected, then the ring shall become complete to provide more flexibility to commuter movement.

3.0 OBSERVATIONS ON MCTS PHASE-I

3.1 The MCTS Phase-I corridor suggests an East-West link and a North Central city corridor. The East-West link provides access to Rohini & Narela Project being developed by DDA. Impact of MCTS system shall be felt after its link with Ring Rail & spurs have been completed.

3.2 The Shandra to Mangloj rail corridors has a number of origin and destination points, for example, Shandra,

Contd..../-

ISBT, Tis Hazari Courts, Old Subzi Mandi, Shahjada Bagh Indl. Area, Rohtak Road Indl. Area, Mangolpuri Indl. Area, Mangolpuri & Mangloi. In the Subzi Mandi-Holambi Kalan Section also, there a number of important origin and destination points like Subzi Mandi, Shakti Nagar, Azadpur Subzi Mandi, Sanjay Gandhi Transport Nagar, Badli-Sirsapur (Dohini Project), Alipur and Kalambki Kalan (Karela Project).

Due to the large number of origin & destination points, the route shall be utilized to its capacity.

3.3

In the Vishwavidyalaya to Central Sectt. corridor, mainly destination points like Vishwavidyalaya, Old Sectt. ISBT, Old Delhi Rly.St., New Delhi Rly.Stn., Connaught Place and Central Sectt. are existing. There is hardly any major origin points. This shall keep the corridor under utilized. A very strong inter-change point has to be developed at ISBT with the elevated Shahdra-Mangloi Corridor in the first phase itself.

3.4

The Vishwavidyalaya to Central Sectt. corridor proposed in the Phase-I is to be extended to Ring Rail in MCTS Ph.II proposal. Implementation of part proposal from Vishwavidyalaya to Central Sectt. under Phase-I may not yield adequate utilisation of the highly cost intensive underground corridor since it do not have proper origin and destination. It is suggested that this entire corridor

be constructed in a single phase <sup>and</sup> linking it to Ring Rail.

3.5 The MCTS proposal under Phase-I & II may also be integrated with the Regional Rail Transit System proposed by NCR, MCTS spurs. Access to Dwarka Project needs to be considered for a rapid transit link with Mother city.

3.6 The project shall involve clearance/demolition of built-up areas/structures for taking up the construction of additional tracks, stations, depots etc. Site-wise details of affected structures/properties proposed for acquisition/demolition/re-settlement may be taken up by RITES through the Transport Deptt., Government of Delhi with the Land Disposal Management Department of D.D.A.

#### CO-ORDINATION WITH RAILWAYS

3.7 A major section of MCTS is proposed along the rail corridors. RITES may therefore co-ordinate with railway on all aspects of MCTS Phase-I & II proposals. RITES may suggest railways to provide for two extra lines at Nizamuddin, Delhi & New Delhi railway stations for intra-urban movement. Plans for a new rail corridor connecting the four new Metropolitan passenger terminals may also be finalised by RITES with railway & NCRB.

#### LAND REQUIREMENT

3.8 Land requirement for the Vishwavidyalaya - Central Sectt. metro corridor is 39.14 Hect. above ground and 21.2 Hect. below the ground. The requirement of temporary acquisition

Contd..../-

of land for construction of depot and work sites has been estimated as 15.2 Hact.

3.9 The construction of rail corridors shall require 309.31 hact. of land for laying tracks, station, maintenance and stabling depot's transport integration and interchange facilities and other transport structures, administrative buildings, control centres, training facilities and staff quarters. Land for construction sites for prefab facilities are also required, though temporarily during construction period only.

3.10 T.C. DECISION :

3.10.1 The case was discussed in the Technical Committee Meeting held on 9.4.96 in which the following decisions were taken :

A. MRTS:

The item was presented by G.M. RITES with the help of slides & drawings. After detailed discussion, the following decisions were taken:-

- a) Proposed MRTS Phase-I, route alignment, station and depots covering length of 55.3km out of the total proposal in all phase of 198.5km as approved by MOUARE, GOI, was recommended for approval of Authority for incorporation in D-2001, under designated use of transportation T-2 (MRTS/Rail Terminal) & T-3 (MRTS/Rail Circulation).

- b) Govt. of India be requested to consider the permission for development in this corridor/ station on the lines of Airport notified operational use.
- c) New Development permission above & below the proposed M&TS corridor by Local Bodies, i.e. DDA, MCD, NDMC be allowed only after obtaining clearance from Transport Deptt., Govt. of Delhi.
- d) Approval from DUAC and other statutory bodies be also obtained.
- e) Land Owning Agencies covered in the M&TS corridor be asked to hand over land to Delhi Metro Rail Corporation Limited which have been assigned to implement the project. Action be separately initiated for the remaining land acquisition.
- f) The proposed uses, as per MPD-2001, are permitted in all use zones and therefore, will not involve change in land uses.

H. HSTS

In the light of the fact that HSTS details are yet to be finalised, the matter was deferred.

4.0 RECOMMENDATION

4.1 The observations mentioned under paras 3.1 to 3.9 and the decisions of Technical Committee under para 3.10 are recommended for approval of the Authority.

R E S O L U T I O N

Resolved that :

- i) In view of the fact that the Ministry has already examined these proposals in detail, decisions of the Technical Committee in para 3.10 of the Agenda item be approved.
- ii) Proposals in para 3.5 of the Agenda should be accorded due priority.
- iii) Proposals in para 3.6 of the Agenda should be entrusted to a specialist group of Planners & experts.
- iv) Resettlement plans should invariably be worked out in advance before taking up any clearance/demolition operation.

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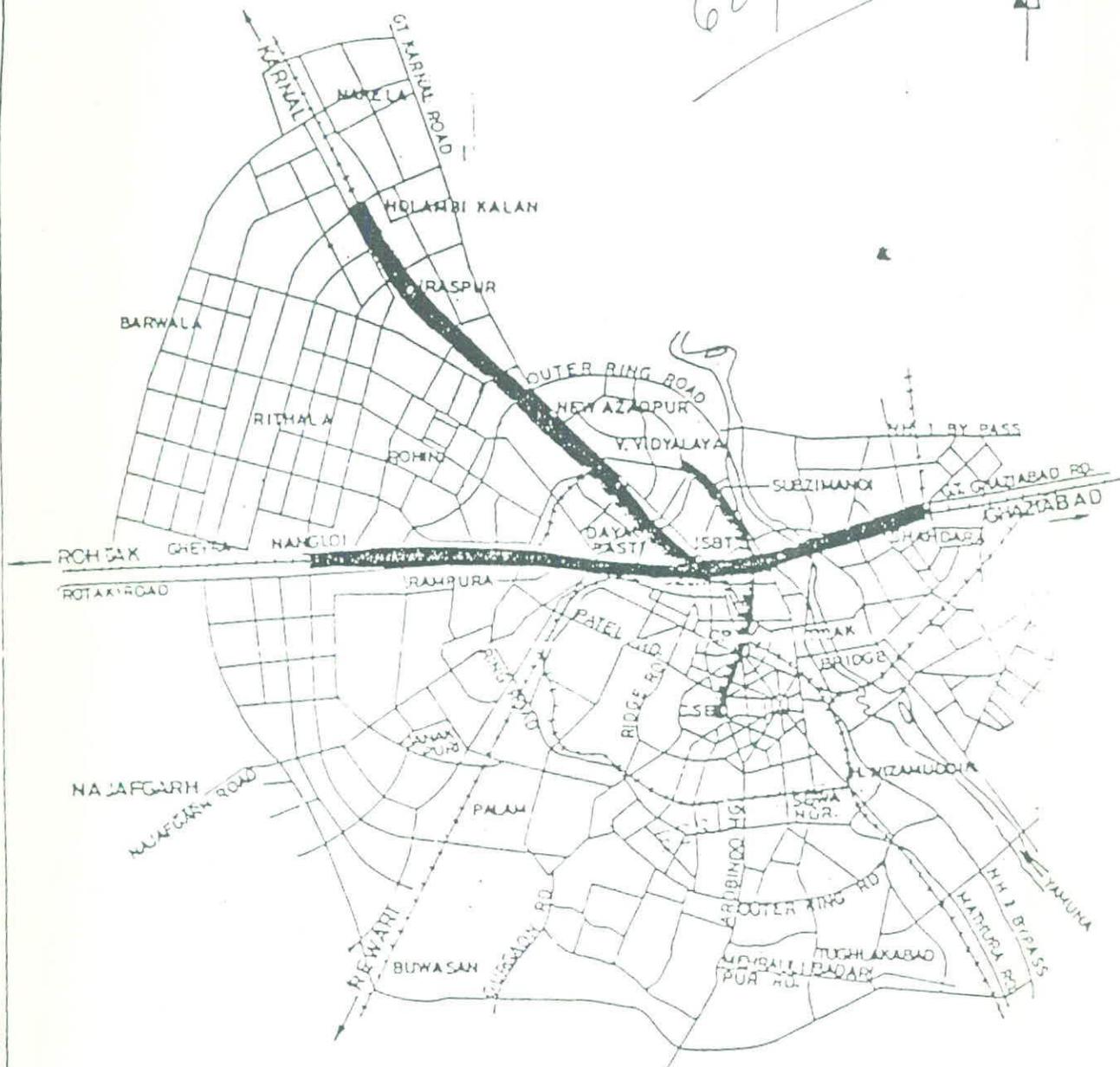
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ATTESTED

*Handwritten signature and date*  
12/12/56

APPENDIX 'AA' TO ITEM NO. 60/96  
 MODIFIED FIRST PHASE OF DELHI MRTS

(AS APPROVED BY GOI AND GNCTD)

604



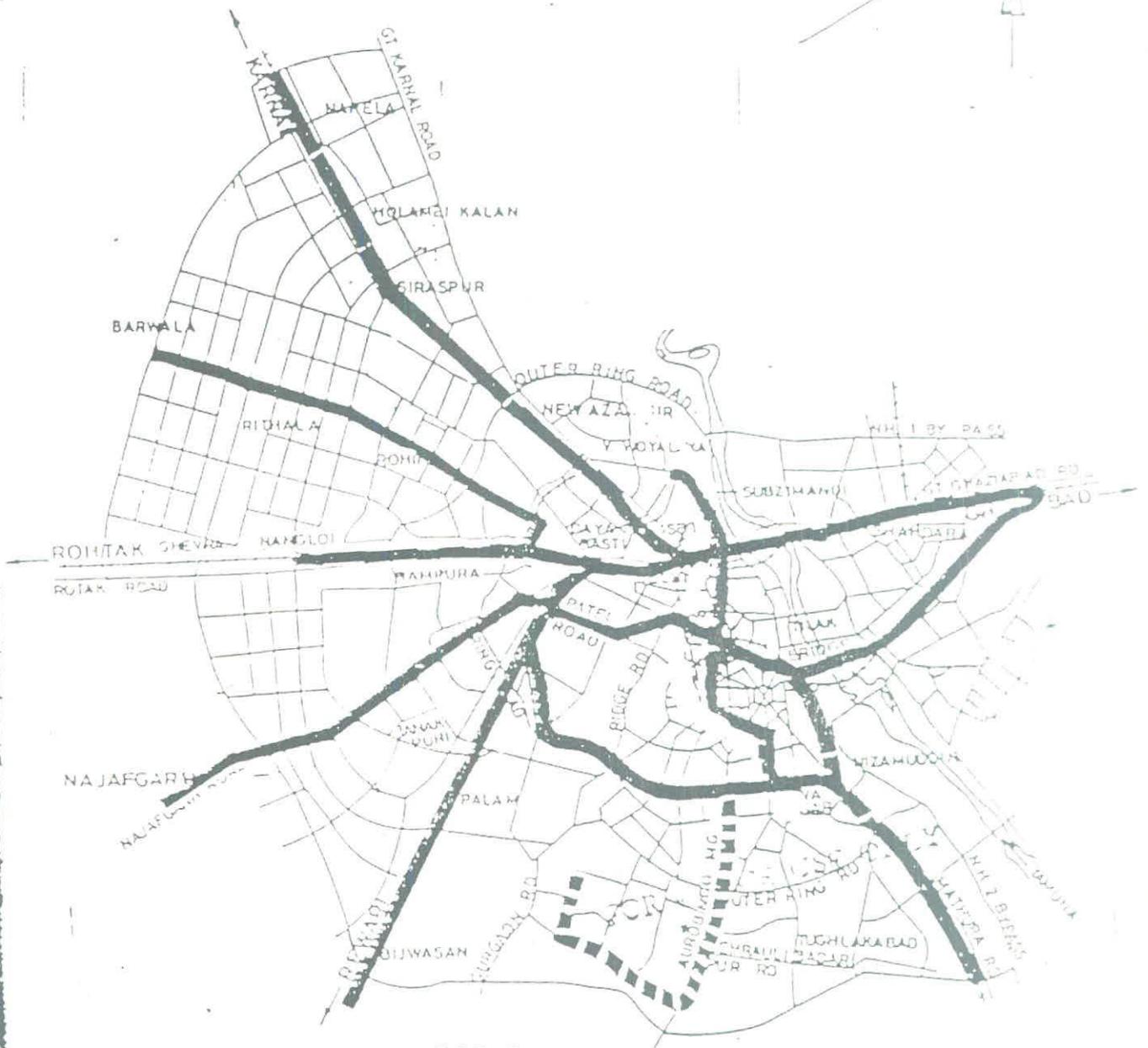
SECTION	LENGTH (Km)	W G	ELEV	AT GRADE
V. VIDYALAYA - C. SECTT	11	11	-	-
SHAHDARA - NANGLOI	25	-	17.70	7.30
SUBZI MANDI-HOLAMBI KALAN	19.3	-	4.45	14.85
	55.3	11	22.15	22.15

INTEGRATED MULTI MODAL MASS RAPID TRANSPORT SYSTEM FOR DELHI	GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI-RITES	SCALE	MODIFIED FIRST PHASE OF DELHI MRTS	FIGURE
		N.C.S.		12

48-110-

APPENDIX 'BB' TO ITEM NO. 60/26  
 FULL SYSTEM OF DELHI MRTS  
 (FEASIBILITY REPORT).

605



LEGEND	LENGTH (km)
UNDERGROUND	29.5
ELEVATED	26.5
SURFACE	111.0
DEDICATED BUSWAY	17.5
CONNECTION TO VASANTKUNJ	14.0
TOTAL	198.5

INTEGRATED MULTI-MODAL MASS RAPID TRANSPORT SYSTEM FOR DELHI	GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI-RITES	SCALE N.T.S.	FULL SYSTEM OF DELHI MRTS (FEASIBILITY REPORT)	FIGURE 11
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48A



दिल्ली मेट्रो रेल कॉर्पोरेशन लि०  
**DELHI METRO RAIL CORPORATION LTD.**

(A JOINT VENTURE OF GOVT. OF INDIA & GOVT. OF DELHI)  
Phones : 436 5202 / 04; Direct : 436 5848; Telefax : 436 5848

**C.B.K. RAO**  
Director (Project & Planning)

N.B.C.C. Place,  
Bhishma Pitamah Marg  
Pragati Vihar,  
New Delhi - 110 003  
September 13, 2000

No.DMRC/103/98

Sub: **Substitution of Subzimandi - Holambi Kalan Corridor with Trinagar - Barwala Corridor in MRTS Phase 1.**

10/6/98  
20/9

Government have taken a decision to replace Subzimandi - Holambi Kalan corridor with Trinagar - Barwala corridor in Delhi MRTS phase 1 project. A sketch showing Trinagar - Barwala corridor is enclosed.

This is for your information.

*C.B.K. Rao*  
(C.B.K. Rao)

21/5/99

Encl: As stated.

21/9/98  
5/9/2000

*(P.P.)*

5-10/3  
19/9/2K

- 4. Vice Chairman,  
Delhi Development Authority,  
Vikas Sadan,  
New Delhi.
- 6. Engineer-in-Chief,  
MCD, Town Hall,  
Delhi.
- Commissioner,  
MCD, Town Hall,  
Delhi
- 7. General Manager  
Delhi Vidyut Board,  
Nehru Place,  
New Delhi.
- 3. Chairman,  
NDMC, Palika Kendra  
New Delhi.
- 8. Chief Executive Officer  
Delhi Jal Board,  
Varunalaya, Phase II Jhandewalan,  
New Delhi - 110 005.
- 4. The General Manager,  
Northern Railway,  
Baroda House,  
New Delhi.
- 9. Chairman,  
Delhi Urban Art Commission  
India Habitat Centre,  
New Delhi.
- 5. D R M,  
New Delhi Railway Station,  
New Delhi.
- 10. Town Planner,  
MCD, Town Hall,  
Delhi

*Copy to*  
*20/9/2000*  
*20/9*

*ADD. Comm (DC & B) - 21/9/2000*  
*ADD Com (UDP) - 21/9/2000*  
*f. Arch.*  
*OSD (AP) - 21/9/00*  
*Dir (Works).*  
*21/9/2000*



Comparative Statement showing Required Operational Plot for Station and Acquired Plot

Station	1	2	3	4	5	6	7	8	9	10	11	12
	station foot print	Station parking	Area for Circulation and Landscaping	Total operational plot area of MRTS (1)+(2)+(3)	Acquired plot	plot for Prop Devt calculations	permissible coverage @ 25% 0.25x (6)	Station Coverage In PD plot	PD Coverage (6)-(7)	Total FAR @100 1x(6)	Station FAR	PD FAR (10)-(11)
Shahdara	5800	42960	19504	68264	45363	21054	5264	3464	1800	21054	5431	15623
Seelampur	5800	24250	12020	42070	38455	34527	8632	4500	4132	34527	5600	28927
Gautampur	5800	29807	14243	49850	51214	46354	11589	4500	7089	46354	5600	40754
Shastrl Park	5800	12232	7213	25245	80000	80000	20000	5800	14200	80000	6100	73900
ISBT	11000	4321	30642	45963	47100	47100	11775	11000	775	47100	25000	22100
TIIs Hazarl	5800	4704	4202	14706	14600	0	0	5800	0	0	6100	0

Depot	Shastrl Park	Khyberpass
Depot Yard	339000	247620
Area for operational staff Quarters	30000	30000
Area for future expansion of Depot to be used temporarily as entertainment theme park	150000	0
Area for Property Development	166000	44740

1.3 (b)



*Extracts : Draft final Report, April, 2000 of RITES submitted to DMRC.*

Table 2.22

STATION LOADS FOR RECOMMENDED MRTS NETWORK

STATION	2005						2011						2021					
	BOARDING		ALIGHTING		TOTAL	TOTAL	BOARDING		ALIGHTING		TOTAL	TOTAL	BOARDING		ALIGHTING		TOTAL	
	DAILY	PEAK HOUR	DAILY	PEAK HOUR			DAILY	PEAK HOUR	DAILY	PEAK HOUR			DAILY	PEAK HOUR	DAILY	PEAK HOUR		DAILY
SIHAIDARA - ISBT	195285	19529	151089	15109	346375	441775	249072	24907	192703	19270	441775	298886	29889	231244	23124	530130		
DELHI SIHAIDARA	113097	11310	87500	8750	200598	255847	144247	14425	111600	11160	255847	173096	17310	133920	13392	307016		
SEELAMPUR	112213	11221	86823	8682	199036	253855	143120	14312	110736	11074	253855	171743	17174	132883	13288	304626		
GAUTAMPUR	30510	3051	23601	2360	54110	69014	38913	3891	30101	3010	69014	46696	4670	36121	3612	82817		
SHASTRIPARK	31123	3112	30760	3076	61883	78927	39695	3969	39232	3923	78927	47634	4763	47079	4708	94713		
ISBT	16669	1667	17678	1768	34348	43808	21260	2126	22547	2255	43808	25512	2551	27057	2706	52569		
TIS HAZARI																		

Table: Boarding and Alighting Passenger Figures and Parking Requirements at MRTS Stations

S. No.	Station	Year	No. of Passengers		Parking Requirement						
			Boarding	Alighting	Total	Cycles	Rickshaws	Two Wheelers	Autos	Buses	
1	Shahdara	2005	20878	16153	28073	5324	741	17568	240	4200	
		2021	31991	24723	42960	8153	1137	26905	365	6400	
2	Seelampur	2005	15354	11879	15853	8193	642	6008	210	800	
		2021	23526	18181	24250	12546	984	9200	320	1200	
3	Gautampur	2005	15234	11787	19383	8648	765	7045	525	2400	
		2021	23343	18040	29807	13244	1173	10790	800	3800	
4	Shastri Park	2005	4142	3204	7951	2435	246	3570	300	1400	
		2021	6346	4904	12232	3728	378	5468	460	2200	
5	ISBT	2005	4225	4176	2517	606	216	890	205	600	
		2021	7204	6659	4321	987	351	1448	335	1200	
6	Tis Hazari	2005	2263	2400	3076	1076	105	1380	115	400	
		2021	3468	3674	4704	1647	162	2115	180	600	

Source: G.C.'s Transportation Report, June, 1999

Possible Provision for Parking Area Required per Vehicle ( in Sqm)

60-100%	60-100%	60-100%	60-100%	60-100%	100%
1.5	3	2.5	5	200	

Note: Passenger Boarding/Alighting Figures are for Morning Peak

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विद्युत् विकास प्राधिकरण  
ELECTRIC DEVELOPMENT AUTHORITY  
विकास मीनार  
VIKAS MINAR  
एस्टेट  
E.P. ESTATE

No F 20(9)99/MP

/1432

From: R.K.JAIN  
JT DIR.(MP)

नई दिल्ली

New Delhi 2. 16/10/99

To:

Adv Property Development,  
Delhi Metro Rail Corporation Ltd  
NBCC Place, Bhashini Pitamah Marg,  
Pragati Vihar, New Delhi-3

Sub: Reg property development for MRTS site

Sir,

This is reference to your letter no DMRC/FPC/APP/1 dt 23.7.99 and a previous reference of Chief Engineer (F) dt 6.4.99 on the above cited subject. I am directed to inform that a meeting was taken by Commr (Plg) which has been attended by the office of the DDA and representative of DMRC. In the development process of the property over MRTS site, DMRC will observe the following

1. The DMRC shall certify that the area for station is the minimum area required for the operation of the metro facility and no extra land has been added for property development. The proposed property development is as per the approval accorded by the Cabinet of Central Government.
2. The DMRC shall be responsible for arranging all infrastructure requirements at its own cost from the concerned agencies. DMRC shall also make provision for the land being proposed /required by respective infrastructure provider/agencies for the provision of infrastructure for the development in the integrated manner.
3. To achieve the urban form, the height of the proposed stations shall be governed by the height of the surrounding development area or on the recommendation of the DUAC.
4. The clearance from respective agencies, required as per law shall be obtained by DMRC.
5. The building plans shall need the approval of local bodies.

Yours faithfully,

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6. The implications on other related aspects like land cost, allotment conditions etc shall be examined by respective land owning agencies.
7. The plot area shall be calculated after leaving the road right of ways as per MPD-2001 Zonal Development Plans \ layouts.
8. Keeping the city form and the development norms of MPD-2001 for commercial areas of this magnitude, it may not be desirable to provide more than 100 FAR (inclusive of operational \ non operational areas) and not more than 25% ground coverage on the station plots proposed by DMRC. This also will be justified by a comprehensive traffic circulation study. The improvements if any identified in the comprehensive traffic circulation study shall be implemented simultaneously as per the policy. However the FAR shall be restricted to the achievable road capacity, and availability of other infrastructure.
9. As per MPD-2001 roads \ parking is permitting in all use zones. MPD-2001 has also indicated some of the major transportation uses on the Land Use Plan. Keeping the broad sparsity of MPD-2001 in view the land use of Terminals \ Yards may be processed for the modification in MPD-2001. The stations be permitted in all land uses except ridge regional parks and other major developed greens as per the guidelines issued by Ministry of Urban Development and Hon'ble Supreme Court.
10. The DMRC to work out the detailed break up of the total quantum of the proposed commercial \ residential development in terms of sq mtrs in various phase to implement the approval of competent authority so that the clear picture may emerge and its implications on land use plan while preparing MPD-2021 and financing of other schemes (EWS flats \ Master Plan Greens etc.) through property development as per the present prevailing system can be examined by respective departments \ ministries.
11. Parking for property development shall be provided by DMRC as per the norms given in MPD-2001 area applicable at that time.
12. All commitments as per the approved policy for land acquisition and alternative allotment shall be taken care of by DMRC.
13. This permission shall be applicable to only 6 stations proposed by DMRC on the corridor - Shahdara -is Hazari. After the feed back from these 6 stations future modifications in the Master Plan shall be proposed for the development of stations proposed to be located on MRTS, Phase I corridor.

Thanking You,

Yours faithfully,

(R K JAIN)

Jt Director (MP)

11.10.99

58

Tel: 4365202/04  
Fax: 4365370

# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

N.B.C.C. Place, Bhishma Pitamah Marg, Pragati Vihar, New Delhi-110003  
No.DMRC/PD/C1/APPG/7

Dt 3-11-1999

Commissioner Planning,  
Delhi Development Authority,  
NEW DELHI.

Dear Sir,

Sub Property Development for MRTS sites.  
Ref DDA's No F.20(9)99/MP/1432 dt 14-10-1999.

Receipt is acknowledged with thanks of DDA's above letter conveying approval to development norms of 100 FAR and 25% ground coverage for commercial development (Inclusive of operational areas) for the Shahdra -Tis Hazari corridor

All other stipulations made in this letter have been noted for adherence and implementation of DMRC's property development program has been taken up accordingly.

However some difficulty is felt in respect of the stipulation made in para 1. DMRC has been asked to certify that 'No extra land has been added for property development' at the stations.

Although land has in fact been acquired at the station sites primarily for construction of the station building, approach road, circulating area, landscaping etc, effort has been made that no other structures lie between the station building and the nearest main road, to provide an unobstructed approach for the metro users. In the process, at a couple of stations such as Gautampur, and Shastri Park, a little excess of available vacant land has been acquired. It is proposed to use some of this land for property development in line with the cabinet approval.

In this context it may be recalled that at the time of cabinet approval to the scheme of MRTS Phase I for Delhi in 1996, it had been specifically laid down that 7% of the project cost be met out of 'revenues from property development (Years 6-10), and (Additional revenue of Rs 2066 crores will also be generated during the years 11-20 and used towards debt repayment). It is pointed out that without utilising some area outside the 'foot-print' of the station buildings for property development, it is quite impractical to raise revenues on the scale visualised in the relevant 'Cabinet note'. This is even more so at present in view of the prevailing depression in property markets

In fact, para 1 actually goes against the spirit of the provisions of para 8, of the above letter, wherein the building norms stated above have been approved for this corridor. It would not be feasible to utilise the FARs permitted in para 8 without carrying out some property development outside the station buildings.

It is therefore requested that the 'certification' asked for in para 1 may not be insisted upon.

Thanking you,

*R. Raina*

Yours faithfully,

*R.M. Raina*

(R.M. RAINA)  
Adviser PropDev

with file pl  
8/11

Dia (TT)

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21/11/99

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26/7/99  
5/11/99

23/11/99  
21/11/99

*R. Raina*

59

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149

DELHI DEVELOPMENT AUTHORITY  
TRAFFIC & TRANSPORTATION UNIT  
4TH FLOOR, VIKAS MINAR, NEW DELHI.

NO: F5(21)99-MP/ 134

DATE: 4/8

**SUB: MINUTES OF THE 2ND MEETING OF STEERING GROUP CONSTITUTED BY MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (MOUD & PA) FOR DELHI MRTS PROJECT HELD ON 17.7.2000 UNDER THE CHAIRMANSHIP OF ADDL. SECRETARY, MOUD.**

Chairman welcomed all the members and other officers present.

1. The minutes of the 1st meeting of Steering Group circulated vide No.F5(21)99-MP/M-69/545 dt 1.10.99 were approved by the Steering Group.
2. Draft TOR of the Steering Group for integration of land use planning and implementation of Delhi MRTS project circulated with meeting notice dt. 4.7.2000 were discussed at length & were approved with following modification in para 1,2 & 8.

For para 1 & 2 activities of DMRC should be limited only to construction of Delhi MRTS, phase I.

a. Para 1 should read as under:

"DMRC should work out a comprehensive plan for MRTS routes, location of stations and terminals etc. for phase I. Action for the phase II may be kept in abeyance at this stage. Action, if any, needed may be taken by MOUD & PA and GNCTD based on the feasibility studies conducted by M/s RITES for the total MRTS system. The phase II routes would, however, may be considered during the preparation of MPD 2021."

b. Para 2 should read as under:

DMRC may also indicate the funds required through property development for Delhi MRTS phase-I in terms of financial and floor space both for capital cost of the project and at the O & M phase. This shall be within the frame work of the approval granted by Cabinet for the phase-I.

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c. Para 8 should read as under:

MOUD & PA may be requested to create a group of professional with supporting staff on the lines of New Delhi Redevelopment Committee. This Committee was constituted by Ministry sometime in 1972-73. The professional group shall be guided/monitored by their Steering Group. The structure of the group along with The revised TOR is enclosed.

3. The development norms including Max. Ground coverage & FAR etc. and other conditions, for the stations falling on Shahdara-Tis Hazari corridors of MRTS as intimated to DMRC by DDA vide letter no. F20(9)99-MP dt. 14.10.99 were approved by the Steering Group. It was also decided that the DMRC shall submit the plans for these stations & its property development for approval to the respective local agencies. It was also resolved that the property development on Shastri Park station need not be taken at this stage. The final report of NEERI on channelisation of Yamuna when received is also to be examined. The draft NEERI report has recommended only parking/green at this location. OSD(T), MOUD & PA indicated that DMRC has substantially pruned their requirement for the Tis Hazari Station, considering the anticipated potential of marketability of built properties.
4. The request of DMRC for the change of land use of Shastri Park Depot area for the residential use was also discussed and in view of the recommendation of draft NEERI report as given above, it was decided that this may be considered after the final report of NEERI is received. Till such time this proposal be kept in abeyance.
5. The group noted the offer of M/s Raj Rewal Associates regarding the preparation of architectural design studies linking metro stations with surrounding areas as a composite urban designs. No action was proposed to be taken.
6. The DMRC made the presentation of Transport Impact Studies Seelampur MRTS Station. The Group felt that broad feasibility of proposed subways, improvement of inter-section and road widening etc. may be examined at the first instance by DMRC and after doing so the study report be submitted to Road Owning Agencies for taking up the work each of the six MRTS Stations under reference. The further details be discussed in the sub group under the chairmanship of OSD(T), MOUD & PA. In this meeting MCD / PWD / Traffic police shall also be invited.
7. The Chairman desired that following 3 officers may also be included as members of the Steering Group for better coordination.

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7. The Chairman desired that following 3 officers may also be included as members of the Steering Group for better coordination.
- Chief Planner, TCPO., Govt. of India.
  - Executive Director(DMRC) Railway Board, Rail Bhawan.
  - Comm.(Transport) G.N.C.T.D.
8. It was also decided that DMRC shall examine the restrictions / modifications if any required in building byelaws for the properties falling along the underground MRTS corridors & stations. This shall be discussed in next meeting of the Group.
9. It was desired that during all future presentations of the proposals of DMRC before DDA/DUAC, OSD(T), MOUD & PA will be a special invitee. A formal letter shall be sent by DMRC to all concerned agencies.
10. The Chairman also desired that Commissioner(Police), NCTD & E-in-C (PWD), GNCTD may be requested to nominate Sr. Officer for this Group as a special invitees.
11. It was decided to have the meeting of this group more frequently.
12. The meeting ended with thanks to the chair.

PRAKASH NARAYAN  
DIRECTOR(TT)

Copy to :

Members of the Steering Group.

- PS to Additional Secretary(UD)
  - Commissioner(Plg), DDA
  - Secretary, Land & Building, GNCTD
  - OSD(T), MRTS Cell, MOUD.
  - Chief Architect, CPWD
  - Director(Project & Planning), DMRC Ltd
  - The Town Planner, MCD
  - The Chief Architect, NDMC
  - Prof. K.T. Ravindran, Member DUAC
  - The Land & Development Officer, (L&DO), MOUD.
- The officers, attended the meeting on 17/7/2000
- Sh. D.S. Meshram, Chief Planner, TCPO
  - Sh. C.L. Aggarwal, Chief Architect, DDA
  - Sh. K.K. Bandhopadhyay, Addl. Commissioner(DC&B), DDA
  - Sh. Chandra Ballabh, Addl. Commissioner(MPD-2021),
  - Ms. Tripta Khanna, Ch. Architect, DMRC
  - Sh. H.K. Srivastava, CE(G), DMRC
  - Sh. K. Srinath, DMRC
  - Sh. H.S. Bindra, Dy. Chief Architect, NDMC
  - Sh. A.P. Singh, SE(P&A) PWD, GNCTD
  - Sh. J.S. Dua, Under Secretary, (MRTS), MOUD
  - Sh. H.S. Dhillon, Dy Director(TT)

22. Sh. N.K. Aggarwal, OSD(AE)/DDA.

23. Sh. A. Aggarwal, DMRC.

24. Sh. Chander Bahria, Dy Dir/DC&B/GNCTD

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☎ : 4365202/04  
Fax : 4365270

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# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)  
N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

DMRC/12/CA/126/723

August 11, 2000

Director (T&T),  
Delhi Development Authority,  
Vikas Minar,  
IP Estate,  
New Delhi.

OFFICE OF DIR. (T&T)  
Diary No. 945  
Dated: 17-8-2000

**Sub:** Minutes of the second meeting of the Steering Committee held under the chairmanship of Additional Secretary, MOUD & PA for Delhi MRTS held on 17-7-2000

**Ref:** Minutes No. F5 (21) 99-MP/34 dated 4-8-2000

Dear Sir,

The minutes of the above meeting communicated to DMRC have been examined. The following observations are offered:

**Item 2b** As per the cabinet note of Sept 1996, a sum of Rs.492 crores (at then prices) or 7% of the project cost is to be generated through Property Development of MRTS sites within 6 to 10 years. In addition to this, an additional sum of Rs.2066 is also to be generated through Property Development during the years 11 to 20.

At this stage, it is not feasible to indicate the floor space required to be constructed for part funding of the capital and O&M cost of the project as the market rates change rapidly in India and the real estate market is highly speculative. In the past, there has been about 40% reduction in the rates of the commercial property since 1995. Projections of floor space based on cost estimation over a period of 20 years seems to be difficult.

Further, as the potential sites are spread over a wide area and a new corridor from Tri Nagar to Barwala has replaced Holambikalan corridor necessitating a fresh assessment of returns, it is therefore not advisable to link floor space with returns.

**Item 3** It has been stated that "DMRC shall submit the plans of these stations and its property development for approval to the respective local agencies". In this regard we like to draw your attention to the guidelines issued by the Ministry of Urban Development vide letters dtd. 5.3.77 and 12.3.90 according to which the local bodies shall strictly observe the instructions already contained in the ministry's letter dated 5.3.77 and shall thereof exempt the building plans for construction of such operational building for scrutiny with reference to their building byelaws. The various departments of the Government included in this

with file  
2/8/00

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letter (Railways being one of them) are not required to obtain prior sanction for their projects falling under the category of operational construction. They will however observe the building byelaws in respect of such construction.

It may be noted that Metro Project is an infrastructure project, which is being executed under the cover of Indian Railway Act. Therefore, the proposal of the station buildings being an operational requirement are not subject of approvals of local bodies. Any change in the procedure set by MOUD at this stage will result in unavoidable delays. This was also stressed in the meeting. However, the plans of the stations are being forwarded to DUAC for their information and record.

We have almost segregated the operational area from the property development with a view to expedite the operational requirement of the station. DDA has already approved guideline vide their letter dtd. 14.10.99 where they have allowed property on the six stations on Shahdara Tis Hazari Section. This guideline permits ground coverage of 25% and FAR of 100. All property development proposals including that at Shastri Park station have been framed based on this guideline. Some of these have been submitted to DUAC also. The approvals of the local bodies shall be obtained as per the guidelines for the property development proposals.

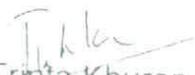
It has also been mentioned that 'It was resolved that the Property Development on Shastri Park station needed not be taken at this stage'. We do not recall any such decision having taken place and this goes against the guideline issued by DDA.

**Item 4** The proposal for Property Development at Shastri Park Depot area were discussed. However the commissioner DDA concluded that the subject of Shastri Park Depot requires more detailed discussions and therefore it shall be taken up separately. In view of this DMRC could not present the case in detail.

**Item 6** DMRC has been carrying out traffic impact studies for various stations and presenting them in various forums. In the last road safety committee meeting chaired by the Chief secretary, the various options for implementation of the improvements identified by DMRC were discussed. It was suggested that either the concerned civic agency undertakes the improvements themselves at their own cost or DMRC takes up these proposals as deposit schemes. DMRC can take up further feasibility studies of the improvements already identified if the concerned civic agencies decide to finance the improvement proposals. DMRC is initiating action for activating the concerned agencies in this regard.

Thanking you,

Yours faithfully,

  
(Tripta Khurana)  
Chief Architect

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S.No 5/ITEM Nos/2001/TC

**SUB: CHANGE OF LANDUSE FOR PROPERTY DEVELOPMENT AT SHASTRI PARK FOR IMPLEMENTATION OF SHAHDRA - TIS HAZARI ELEVATED SECTION OF MRTS PHASE- I.**

FILE NO: F.20(2)99/MP

**1. REFERENCES:**

- i. Chief Engineer (G) DMRC vide his letter no. DMRC/Lands dt.6.4.99 forwarded the Seven Plan related to Shastri Park Depot & Stations & other six sites earmarked for Stations. This also includes Tri Nagar Station with a request to change the land use for development of a M.R.T.S. Depot & stations.
- ii. On the request of DDA, Advisor (Property Dev.)DMRC vide letter dated 15.12.99 informed that DMRC is proposing to develop MRTS Depot at Shastri Park Station & 1500 DU's (including 400 DU's for DMRC essential staff. Advisor, DMRC vide letter dated 10.2.2000 & 8.6.2000 further informed the following area break up land taken over by DMRC from DDA for the development of Depot at Shastri Park - (Annexure I & II).

S.N.	USE	LETTER DT 10.2.2000	LETTER DT. 8.6.2000
1.	MRTS DEPOT - SHASTRI PARK	45.00 HECT.	51.9. HECT. (including 3.00 Hect. for essential Housing - 400 - Dus)
2.	MRTS STATION - SHASTRI PARK	1.70 HECT.	8.0 . HECT. Station & ancillary functions)
3	HOUSING	15.00 HECT.	16.6. HECT. ( Property Dev.)
	<b>TOTAL</b>	<b>61.70 HECT.</b>	<b>76.50 HECT</b>

- iii. MD, DMRC, vide letter dated 4.7.2000 informed that out of 1500 Dus, 300 Dus are for DMRC essential operating staff & 1200 Dus are for raising finance for finding the project.(ANNEXURE III).
- iv. As per the report "Property Development over MRTS sites - Proposal for change of land use - Shahdara- Tis- Hazari Corridor," submitted by DMRC on 10.2.2000, Govt. of India, approved construction of the 1<sup>st</sup> phase of MRTS for Delhi at an estimated cost of Rs.4,860 crores (1996 prices) in 1996. As per this Cabinet approval, 6% of the Project cost ( approx. 500 crores) is to be recovered through property development by DMRC.
- v. The proposal submitted by DMRC envisages the **development of Housing at 166 FAR. as a part of property Development** for collecting part of 6% of the project cost as per Cabinet approval.

**2. LOCATION:**

The site is located at a distance of 3.0 km Eastwards from ISBT on the Eastern Bank of river Yamuna and alongside of ISBT Bridge (Location plan is placed at ANNEXURE-IV).

$\frac{16,000}{100}$

$\frac{1600 \times}{1.8}$   
128

$\frac{1600}{1200}$   
 $\frac{2880}{}$

3. PROPOSAL:

As per the last letter dated 8.6.2000, DMRC has taken over 76.5 Hect. Area from DDA for the development of MRTS Depot. Now DMRC has submitted the proposal to utilize this land as follows:

S.N.	USE	LETTER DT. 8.6.2000
1.	MRTS DEPOT - SHASTRI PARK	51.9. HECT. (68.0%) (including 3.00 Hect. for essential Housing - 400 - Dus)
2.	MRTS STATION - SHASTRI PARK	8.0 . HECT. (10.5%) Station & ancilliary functions)
3	HOUSING	16.6. HECT.(21.5%) ( Property Dev.)
	<b>TOTAL</b>	<b>76.50 HECT(100%)</b>

4. EXAMINATION/OBSERVATIONS:

- i. As per MPD 2001 parking / circulation is permitted in all use zones. MPD 2001 has also indicated some of the major transportation uses e.g. I.F.C., M.P.T. & DTC Depot etc. in the land use plan of MPD 2001.
- ii. As per MPD 2001 & Zonal Development Plan, the **site falls in Zone 'O' in River Bed area.**
- iii. The zonal development plan of ZONE 'O' is yet to be approved by the Competent Authority yet.
- iv. It may be worthwhile to mention here that NEERI has submitted a draft report on "*Environmental management plan for rejuvenation of river Yamuna in NCTD*". The site under reference falls in the influence zone of this study. As per the draft report of NEERI the use permitted on site u/r are NURSERIES AND IDLE PARKING. The related extract of the NEERI draft report is placed at ANNEXURE V.
- v. The issues related with property development in MRTS Depot / Terminals / Stations were discussed in number of meetings. Based on the deemar of these discussions, DDA vide letter no F20(9)99/MP/1432 dt.14.10.99 issued the guide lines on 6 stations falling on Shahdra- Tis Hazari MRTS corridor (ANNEXURE VI). These guidelines were issued on the experimental basis & further cases were to be processed after getting the feed back. The extract of the DDA letter DT. 14.10.99 are reproduced below:
  - a. The DMRC shall certify that the area for station is the minimum area required for the operation of the metro facility and no extra land has been added for property development. The proposed property development is as per the approval accorded by the Cabinet of Central government.
  - b. The DMRC shall be responsible for arranging all infrastructure requirements at its own cost from the concerned agencies.
  - c. To achieve the urban form the height of the proposed stations shall be governed by the height of the surrounding development/areas as on the recommendation of the DUAC.
  - d. The clearance from respective agencies required as per law shall be obtained by DMRC.
  - e. The building plans shall need the approval of local bodies.
  - f. The implications on other related aspects like land cost, allotment conditions etc. shall be examined by respective land owning agencies.

- g. The plot area shall be calculated after leaving the right of way as per MPD-2001/Zonal Development Plans/Layout Plans.
- h. Traffic circulation shall be implemented simultaneously as per the policy. However, the FAR shall be restricted to the achievable road capacity and availability of other infrastructure.
- i. Keeping the broad spirit of MPD-2001 in view the land use of Terminals / Yards may be processed for the modification in MPD-2001. The stations be permitted in all land uses except ridge, regional marks and other major developed greens as per the guidelines issued by Ministry of urban Development and Hon'ble the Supreme court of India.
- j. The DMRC to work out the detailed break-up of the total quantum of the proposed commercial/residential development in terms of sq.mtrs.in various phase.
- k. Parking for property development shall be provided by DMRC as per the norms given in MPD-2001 are applicable at the time of development of station.
- l. All commitments as per the approved policy for land acquisition and alternative allotment shall be taken care of by DMRC.
- m. This permission shall be applicable to only six stations proposed by DMRC on the corridor Shahdara - Tis- Hazari. After the feed back from these six stations future modification in the Master Plan shall be proposed for the development of stations proposed to be located on MRTS phase-I Corridor.
- vi. Keeping the city form and the development norms of MPD-2001 for commercial areas of this magnitude, it may not be desirable to provide more than 100 FAR (inclusive of operational/non-operational areas) and not more than 25% ground coverage on the station plots proposed by DMRC. This also will be justified by a comprehensive traffic circulation study.
- vii. In the meeting of 2<sup>nd</sup> Steering Committee held on 17.7.2000 under the Chairmanship of Secretary U.D., the guidelines issued by DDA vide letter dt. 14.10.99 were approved.
- viii. The matter of change of land use at Shastri Park depot for residential use was also discussed in the meeting of 2<sup>nd</sup> steering Committee held under the chairmanship of Addl. Secretary MOUD & PA held on 17.7.2000 and it was decided that in view of the draft NEERI report, the matter may be **considered after the final report of NEERI is received. Till such time this proposal be kept in abeyance. (ANNEXURE- VII)**

#### 5. OBSERVATIONS;

- i. From the above para 1(ii) & (iii), it appears that DMRC has yet firm up the proposal.
- ii. The river bed is a sensitive zone & is lifeline to NCTD. Any development in this zone needs to be carefully examined and evaluated.
- iii. There are no provisions in MPD 2001 for the housing for essential staff in a Depot accommodating for 300 / 400 DUs in one depot appears to be on higher side.
- iv. The letter dt 14.10.99 of DDA & the minutes of the 2<sup>nd</sup> Steering Group meeting dt. 4.8.2000 have advised DMRC to work out the detailed break-up of the total quantum of proposed commercial / Residential development in terms of floor space (in sq. mts.) and after co-relating it with cabinet approval. This is yet to be supplied by D.M.R.C
- v. The proposal of DMRC also needs approval of other concerned agencies e.g. flood Deptt., DPCB, Yamuna Board in financial returns GNCTD etc.
- vi. The table given in para 3, above indicates that DMRC is utilizing approx. 70% of the total area taking from DDA for the purpose of development of MRTS Depot. In case Property Development is permitted to DMRC then a policy decision is required as to

(7)

whether the DEVELOPMENT CONTROLS & ZONING REGULATIONS in terms of Ground Coverage , FAR, Height etc. would be as per MPD 2001 or the same would require to be revised based on road capacity / surrounding development.

vii. "The Yamuna River Bed is one of the biggest channel of under ground water table. As Delhi is witnessing a sharp fall in the ground water level, the Yamuna River Bed becomes almost sacrosanct. Construction on the river bed will destroy bio-diversity. Ground water will not be adequately recharged to meet the requirement of surrounding areas." (Source : Times of India News Item dated 13.1.2001, ANNEXURE-VIII)

viii. "According to BIS standards (Bureau of Indian Standards), Delhi is in the high damage zone due to seismic activity. An IRS-1B map prepared for Delhi revealed 24 epicentres of earthquake. The sedimentation in River Yamuna suggest a neotectonic movement. Therefore, if the course of the river is narrowed (due to filling/ construction etc.) exert more pressure on the fault lines. The result? Earth quake". (Source: Times of India News Item dated 13.1.2001.)

ix. These two points need considerations in this regard.

DMRC vide his letter dated 4.1.2001 stated that "*once the land of Shastri Park Depot has been made over by DDA to DMRC for project implementation after considering all factors, it would not be correct to delay DMRC's property development work by linking it up with the report of NEERI.*" (ANNEXURE IX)

**In this matter it is clarified that DMRC was allotted land for the Development of 'Depot' only where property development was NOT included. If property development is permitted various implications such as *change of land use, applicable development norms etc.* in the MPD may require clarification.**

## 6. ISSUES:

- i. Can DMRC be permitted to develop additional land for property development, which was initially allotted to DMRC for Depot.
- ii. Can DMRC be permitted to develop 300 DUs for essential staff or no of units determined by Technical Committee.
- iii. Can DMRC be permitted to take up property development Dus for essential staff by over ruling the recommendations of Draft NERRI report.
- iv. In the absence of comprehensive requirements of property Dev.in terms of floor space/locations & also projected financial returns, DDA continue to deal with the requests of DMRC in piece meal manner. The DDA & Steering Committee constituted by Ministry of UD have desired that DMRC may work out details

## 7. DECISIONS REQUIRED ON ISSUES :

- a) For utilising the additional land, following options for consideration are :
  - i) Either DMRC would surrender the 'additional land' to develop the same as per the Master Plan of Delhi / Zonal Development Plan land use by the land owning agency,

or

ii) DMRC would be permitted to develop this 'additional land' as per the MPD / ZDP land use. Financial implications on which shall be examined by the Land Owning Agencies, keeping in view the land use proposed for,

or

iii) To treat this 'additional land' as part of MRTS Depot where the property development may be allowed with a 'development control norms' as decided upon. Financial implications shall be examined by respective land owning agencies.

b) Simultaneously, it may be observed that - the methodology of cross subsidization accrued from land development had been in practice / in use in Delhi since promulgation of the Master Plan and is continuing with City Development for various other uses. Therefore, policy to allow an independent agency for Property Development to raise funds for their project may have impact on the city development undertaken by the development agencies for development of the other uses.

c) MPD-2001 PROVISIONS:

In the MPD-2001 under 'Transportation' use zone there is no provisions of MRTS etc. However "T-4 Bus Terminal, Bus Depot and T-6 Road Circulation" are provided, which takes care of the 'Intra Urban Transport System' which is BUS only.

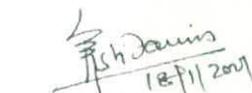
It is, therefore, proposed that an 'use zone' category named 'Intra Urban Transport System' comprising of Bus, MRTS, and other modes may require inclusion in the MPD-2001 with suitable modifications in it.

The dominant / determinant land use of this land may also have to be decided, to determine the applicable Development Control Norms in case multi-use in depot / terminal is permitted.

8. The proposal as per details in paras 3, 4, 5, 6 & 7 above are placed before the Technical Committee for its consideration.

  
(P. Narayan) 18/11/2007  
DIR. (TT)

  
(T.K. Mondal) 18/11/2007  
JT.DIR.(TT)

  
(R.K. Jain) 18/11/2007  
Asstt.DIR.(TT)

As per the NEERI draft report on "Environmental Management Plan for Reclamation & Rehabilitation in NCT" the main reference is made to their sub-zone 2: River bed between IFT and Railway Bridge. The activity recommended for this sub-zone according to the report use involves a river parking both on western and eastern bank respectively, as these activity will not produce any adverse impact on the prevailing environment but need to carry out the provision of the regulatory instrumented schemes, as at present their use is open space in this thickly populated area. (A copy of the plan is placed opposite at 24/c)

20/06/2020

M. Sub...  
21/6/20  
MPPR I

✓ ID-II (MPPR)-I  
Di (MPPR) I  
5-107  
20/6/2020

Please discuss with reference to the letter & quotation.

Di  
Plan  
21/6

This was discussed by me today with Di (T.T.). The recommendation of NEERI for this the land use are given above. It is however pointed out that these recommendations from draft report which has not been approved.

My kindly see if any to B

Di (MPPR) I  
✓ AC (MPPR)  
Di (TT)

23/06/2020

26/06/2020  
Plan  
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**दिल्ली मेट्रो रेल कॉर्पोरेशन लि०**  
**DELHI METRO RAIL CORPORATION LTD.**

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

N.B.C.C. Place, Bishma Pitamah Marg, Pragati Vihar, New Delhi-110003

DMRC/PD/C1/APPG/9  
10-2-2000

Shri R.K.Jain,  
Jt Director. (M.P.)  
Vikas Minar,  
I.P.Estate, New Delhi.110003.

Sub: **Property Development for MRTS sites**  
Ref: DDA' Lr. No. F.20(9)99/MP/96 dt 27-1-2000

Dear Sir,

As desired in your above letter, enclosed herewith is a plan of Shastri Park showing the proposed MRTS station, the depot, and the proposed housing development. The land areas to be utilised for each of these components have also been indicated. No area was specifically added for Property Development. The whole plot was identified initially on a rough basis before detailed planning of the depot. was done. Thereafter, the area lying in the belly of the depot yard has been proposed for DMRC's staff quarters and some housing for sale.

For all other MRTS stations on the Shahdara-Tis Hazari corridor, concept plans showing the proposed MRTS stations as well as property development have been detailed in the 'Proposal for change in land use Shahdara Tis Hazari corridor' sent to your office under letter No DMRC/PD/APPG/4 dt July 23,1999.

For corridors other than Shahdara – Tis Hazari, such plans are still under preparation, and as such these cannot be furnished at this stage.

It is hoped that this information will serve the purpose.

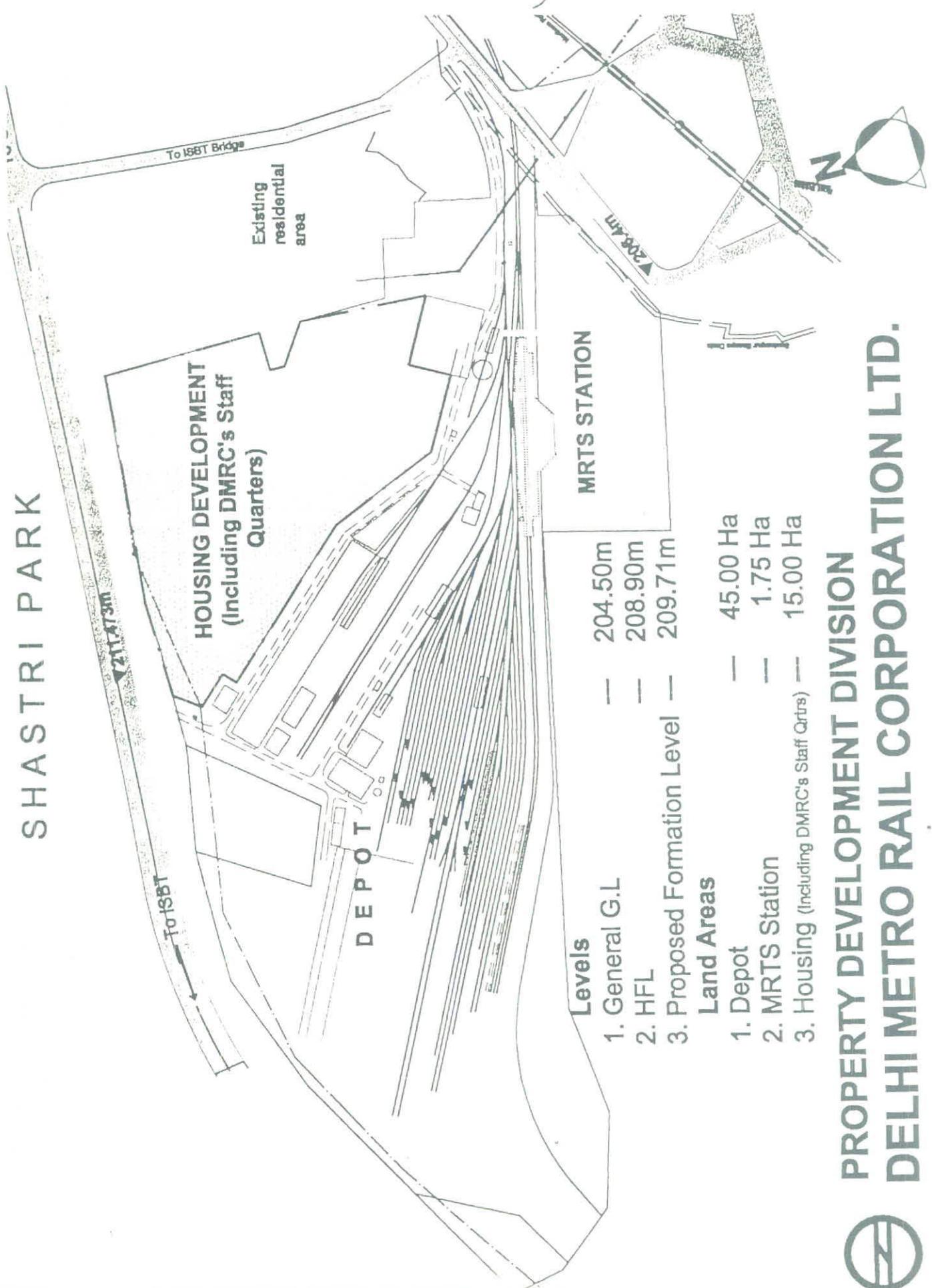
Thanking you,

Yours faithfully,



(R.M.RAINA.)

*Put up with file*  
*R.M. Raina*  
*Unit II 2*



SHASTRI PARK

To IGBT Bridge

Existing residential area

HOUSING DEVELOPMENT  
(Including DMRC's Staff Quarters)

MRTS STATION

DEPOT

Levels	
1. General G.L	204.50m
2. HFL	208.90m
3. Proposed Formation Level	209.71m
Land Areas	
1. Depot	45.00 Ha
2. MRTS Station	1.75 Ha
3. Housing (Including DMRC's Staff Qtrs)	15.00 Ha

PROPERTY DEVELOPMENT DIVISION  
DELHI METRO RAIL CORPORATION LTD.



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4365202/04  
Fax : 4365370



# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)  
N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

Diary No. 746  
Dated 16/6/2000

DMRC/PD/C1/APPG/11  
8-6-2000

Commissioner Planning,  
Delhi Development Authority,  
Vikas Minar, I.P.Estate,  
New Delhi.

11/22/mf  
17/7  
19/6

COMMR. I.P. P.S. ALI  
A 17.9.5  
16/6/2000

Sub: **Change of land use in Shastri Park Depot area**  
Ref: i Lr.No.DMRC/PD/C1/APPG/4 Dtd. 23-7-1999  
ii Lr.No. DMRC/PD/C1/APPG/10 Dtd. 9-5-1999

Dear Sir,

Under Ref (i) above, DDA had been requested for necessary change in land use to enable DMRC to carry out property development on seven plots of DMRC's land on Shahdara-Tis Hazari section, six at MRTS stations, and one at Shastri Park Depot.

Sanction to develop six station plots to an FAR of 100 and ground coverage of 25% has already been accorded under DDA's no F20(9)/MP/1432 dt 14-10-99.

Subsequently, under reference (ii) above, a detailed site plan showing the specific land proposed for residential development at Shastri Park Depot had been sent as desired.

However, as further desired by you in the meeting held in your office on 17<sup>th</sup> May, another comprehensive plan showing the whole of the land so far acquired by DMRC at Shastri Park showing all proposed developments is now enclosed for your reference.

The following points may please be noted:

- i) The total area of land taken over by DMRC for development at Shastri Park is 76.5 ha.

for na. 146mm  
Dir (P/C)  
with file no  
10/6/2000

File bearing no. F.20(9)/99-MP has been sent to Dir. (77) on 29.5.2000  
22/6/2000  
Dir. (77)

PTO

- ii) The minimum area required for construction of the Railway Yard is 51.9 ha. This includes 3.0 ha of land for housing DMRC's staff numbering 400 families.
- iii) The minimum area of land required for development of Shastri Park Station and its ancillary functions is 8.0 ha.
- iv) The rest of the area which amounts to 16.6 ha is proposed for Property Development / Land use: Housing. The FAR shall be 1.66.

It is requested that action may be initiated immediately now for obtaining approval for the necessary changes in Land Use to 'Residential' as needed by Delhi Metro Rail Corporation to avoid delays in implementation of MRTS Phase - I Project. It is reiterated that finances for the project are urgently needed as per the directive of the cabinet.

Yours faithfully



RM Raina  
Advisor (PD)

Encl:

- i) Comprehensive land plan
- ii) Location Plan

- 74 -

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19/07/00 30

436-5395  
436-5370(Fax)

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# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

**E. SREEDHARAN**  
MANAGING DIRECTOR

N.B.C.C. Place,  
Bhishma Pitamah Marg,  
Pragati Vihar,  
New Delhi-110003

O No.DMRC/PD/C1/APPS/3

Dt. 4.7.2000

Dear Shri Ghosh,

Sub: Delhi Metro Project – Land use clearance for Property Development.

As per the financing plan approved by the Union Cabinet for the Delhi Metro Project Phase-I, about 6% of the cost of the project is to be raised through property development. As a part of this exercise we had identified construction of about 1500 units adjacent to our main Car Depot at Shastri Park of which about 300 units are required for housing the essential operating staff of the DMRC and the remaining are for raising finance to fund the project.

Although DDA's permission to take up property development at six of the stations between Shahdara and Tis Hazari has been conveyed to us under your letter No.F.20(9)99/MP/1432 dt. 14.10.99, this permission did not cover specifically the residential developments adjacent to the Shastri Park Car Depot area. We have been corresponding with DDA to obtain the required 'Land-use' clearance for taking up these residential units since December, 1999 and in spite of a number of meetings held at the level of Commissioner (Planning), the required clearance has not been forthcoming.

In the meanwhile taking up construction of these residential units has become extremely urgent in view of the fact that the first section of the Metro Project from Shahdara to Tis Hazari is to be commissioned by March, 2002. We have already started the various steps necessary for the recruitment, training and deployment of the staff needed for the Operation & Maintenance and it is essential these residential units are completed latest by December, 2001.

Since the matter has become extremely urgent, may I request that a meeting is held at your level to sort out all the issues connected with the 'Land-use' clearance for taking up the residential development of this plot.

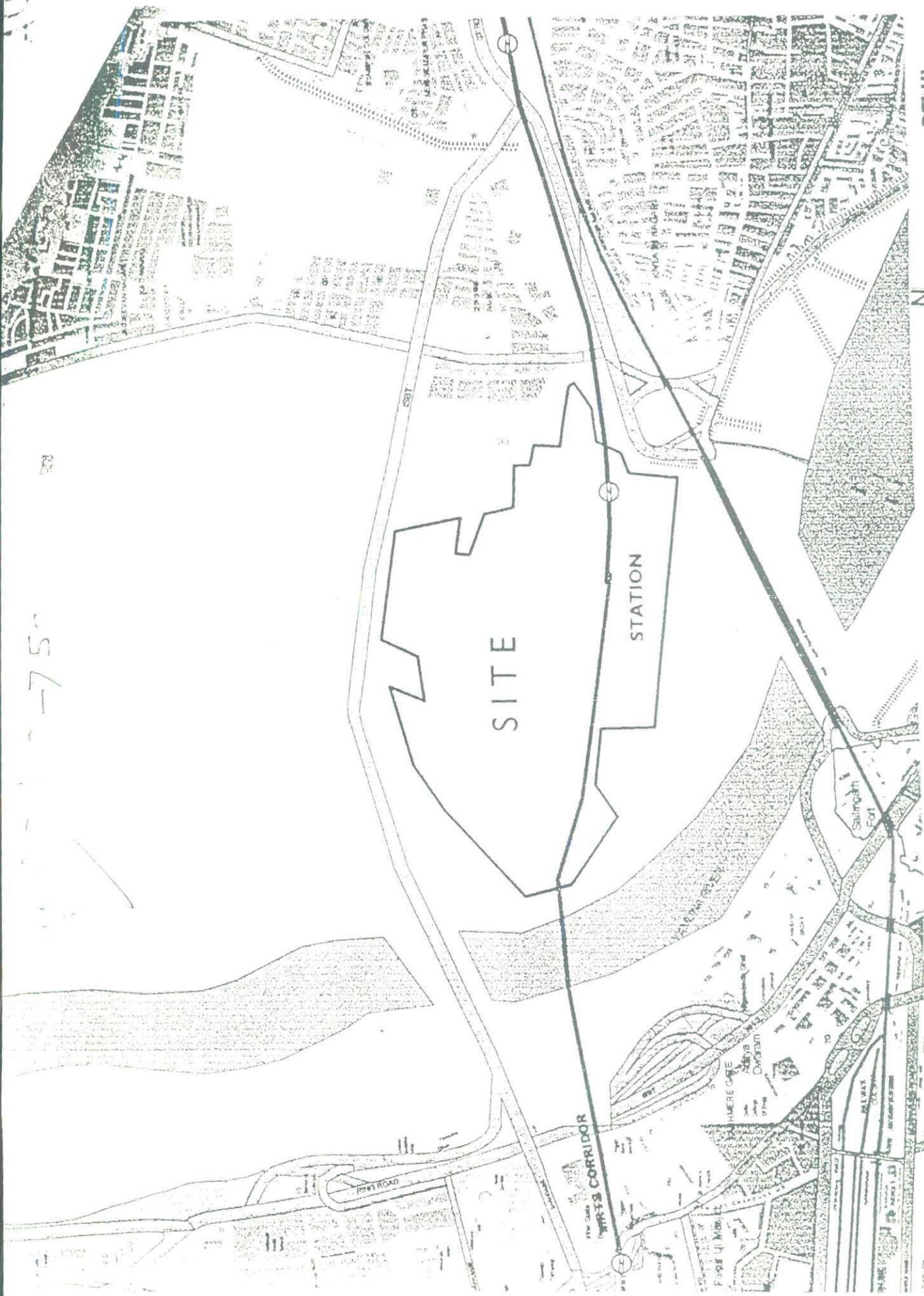
Further, to avoid similar delays in obtaining clearances from DDA for other sites as well, may I request that all DMRC's cases are reviewed at your level or at the level of the Commissioner on a monthly basis. It is extremely important for us to get the clearances in time to enable us to raise the required resources for the timely completion of this Project.

Thanking you,

Yours sincerely,

(E. Sreedharan)

Shri P.K. Ghosh,  
Vice Chairman,  
Delhi Development Authority,  
Vikas Sadan, New Delhi.



**Location Plan - MRTC Phase I Station: Shastri Park**

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-84/c-

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FIGURE 3.11: PROPOSED LAND USE PLANNING FROM WAZIRABAD BRIDGE TO GIDRAHAWA BRIDGE



Reference from NEERI DRAFT REPORTS



No.F.20(9)99/MP

77  
/1432

From: R.K.JAIN  
JT.DIR.(MP)

दिल्ली विकास प्राधिकरण  
DELHI DEVELOPMENT AUTHORITY  
विकास मीनार  
VIKAS MINAR  
इन्द्रप्रस्थ एस्टेट  
I.P. ESTATE

नई दिल्ली

New Delhi 2... 16/10/99..19..

To:

Adv.Property Development,  
Delhi Metro Rail Corporation Ltd.  
NBCC Place, Bhishma Pitamah Marg,  
Pragati Vihar, New Delhi-3

Sub: Reg property development for MRTS site

Sir,

This is reference to your letter no DMRC/PL/C V/APPG/4 dt 23.7.99 and a previous reference of Chief Engineer (E) dt 6.4.99 on the above cited subject. I am directed to inform that a meeting was taken by Commr (Plg.) which has been attended by the office of the DDA and representative of DMRC. In the development process of the property over MRTS site, DMRC will observe the following:

1. The DMRC shall certify that the area for station is the minimum area required for the operation of the metro facility and no extra land has been added for property development. The proposed property development is as per the approval accorded by the Cabinet of Central Government.
2. The DMRC shall be responsible for arranging all infrastructure requirements at its own cost from the concerned agencies. DMRC shall also make provision for the land being proposed /required by respective infrastructure provider/agencies for the provision of infrastructure for the development in the integrated manner.
3. To achieve the urban form the height of the proposed stations shall be governed by the height of the surrounding development area or on the recommendation of the DUAC.
4. The clearance from respective agencies required as per law shall be obtained by DMRC.
5. The building plans shall need the approval of local bodies.

- Contd -

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6. The implications on other related aspects like land cost, allotment conditions etc shall be examined by respective land owning agencies
7. The plot area shall be calculated after leaving the road right of ways as per MPD-2001 Zonal Development Plans \ layouts.
8. Keeping the city form and the development norms of MPD-2001 for commercial areas of this magnitude, it may not be desirable to provide more than 100 FAR (inclusive of operational \ non operational areas) and not more than 25% ground coverage on the station plots proposed by DMRC. This also will be justified by a comprehensive traffic circulation study. The improvements if any identified in the comprehensive traffic circulation study shall be implemented simultaneously as per the policy. However the FAR shall be restricted to the achievable road capacity, and availability of other infrastructure.
9. As per MPD-2001 roads \ parking is permitting in all use zones. MPD-2001 has also indicated some of the major transportation uses on the Land Use Plan. Keeping the broad spirity of MPD-2001 in view the land use of Terminals \ Yards may be processed for the modification in MPD-2001. The stations be permitted in all land uses except ridge regional parks and other major developed greens as per the guidelines issued by Ministry of Urban Development and Hon'ble Supreme Court
10. The DMRC to work out the detailed break up of the total quantum of the proposed commercial \ residential development in terms of sq mtrs in various phase to implement the approval of competent authority so that the clear picture may emerge and its implications on land use plan while preparing MPD-2021 and financing of other schemes (EWS flats \ Master Plan Greens etc.) through property development as per the present prevailing system can be examined by respective departments \ ministries.
11. Parking for property development shall be provided by DMRC as per the norms given in MPD-2001 area applicable at that time.
12. All commitments as per the approved policy for land acquisition and alternative allotment shall be taken care of by DMRC
13. This permission shall be applicable to only 6 stations proposed by DMRC on the corridor - Shahdara Tis Hazari. After the feed back from these 6 stations future modifications in the Master Plan shall be proposed for the development of stations proposed to be located on MRTS, Phase I corridor.

Thanking You,

Yours faithfully,  
*R.K. JAIN*  
(R.K. JAIN)  
Jt. Director (MP)  
11.10.99

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VII

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**DELHI DEVELOPMENT AUTHORITY  
TRAFFIC & TRANSPORTATION UNIT  
4TH FLOOR, VIKAS MINAR, NEW DELHI.**

NO: F5(21)99-MP/ 134

DATE: 4/8

**SUB: MINUTES OF THE 2ND MEETING OF STEERING GROUP CONSTITUTED BY MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (MOUD & PA) FOR DELHI MRTS PROJECT HELD ON 17.7.2000 UNDER THE CHAIRMANSHIP OF ADDL. SECRETARY, MOUD.**

Chairman welcomed all the members and other officers present.

1. The minutes of the 1st meeting of Steering Group circulated vide No.F5(21)99-MP/M-69/545 dt 1.10.99 were approved by the Steering Group.
2. Draft TOR of the Steering Group for integration of land use planning and implementation of Delhi MRTS project circulated with meeting notice dt. 4.7.200 were discussed at length & were approved with following modification in para 1,2 & 8.

For para 1 & 2 activities of DMRC should be limited only to construction of Delhi MRTS, phase I.

a. Para 1 should read as under:

"DMRC should work out a comprehensive plan for MRTS routes, location of stations and terminals etc. for phase I. Action for the phase II may be kept in abeyance at this stage. Action, if any, needed may be taken by MOUD & PA and GNCTD based on the feasibility studies conducted by M/s RITES for the total MRTS system. The phase II routes would, however, may be considered during the preparation of MPD 2021."

b. Para 2 should read as under:

DMRC may also indicate the funds required through property development for Delhi MRTS phase-I in terms of financial and floor space both for capital cost of the project and at the O & M phase. This shall be within the frame work of the approval granted by Cabinet for the phase-I.

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c. Para 8 should read as under:

MOUD & PA may be requested to create a group of professional with supporting staff on the lines of New Delhi Redevelopment Committee. This Committee was constituted by Ministry sometime in 1972-73. The professional group shall be guided/monitored by their Steering Group. The structure of the group along with The revised TOR is enclosed.

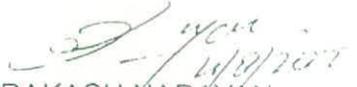
3. The development norms including Max. Ground coverage & FAR etc. and other conditions, for the stations falling on Shahdara-Tis Hazari corridors of MRTS as intimated to DMRC by DDA vide letter no. F20(9)99-MP dt. 14.10.99 were approved by the Steering Group. It was also decided that the DMRC shall submit the plans for these stations & its property development for approval to the respective local agencies. It was also resolved that the property development on Shastri Park station need not be taken at this stage. The final report of NEERI on channelisation of Yamuna when received is also to be examined. The draft NEERI report has recommended only parking/green at this location. OSD(T), MOUD & PA indicated that DMRC has substantially pruned their requirement for the Tis Hazari Station, considering the anticipated potential of marketability of built properties.
4. The request of DMRC for the change of land use of Shastri Park Depot area for the residential use was also discussed and in view of the recommendation of draft NEERI report as given above, it was decided that this may be considered after the final report of NEERI is received. Till such time this proposal be kept in abeyance.
5. The group noted the offer of M/s Raj Rewal Associates regarding the preparation of architectural design studies linking metro stations with surrounding areas as a composite urban designs. No action was proposed to be taken.
6. The DMRC made the presentation of Transport Impact Studies Seelampur MRTS Station. The Group felt that broad feasibility of proposed subways, improvement of inter-section and road widening etc. may be examined at the first instance by DMRC and after doing so the study report be submitted to Road Owning Agencies for taking up the work each of the six MRTS Stations under reference. The further details be discussed in the sub group under the chairmanship of OSD(T), MOUD & PA. In this meeting MCD / PWD / Traffic police shall also be invited.
7. The Chairman desired that following 3 officers may also be included as members of the Steering Group for better coordination.

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7. The Chairman desired that following 3 officers may also be included as members of the Steering Group for better coordination.
  - i. Chief Planner, TCPO., Govt. of India.
  - ii. Executive Director(DMRC) Railway Board, Rail Bhawan.
  - iii. Comm.(Transport) G.N.C.T.D.
8. It was also decided that DMRC shall examine the restrictions / modifications if any required in building byelaws for the properties falling along the underground MRTS corridors & stations. This shall be discussed in next meeting of the Group.
9. It was desired that during all future presentations of the proposals of DMRC before DDA/DUAC, OSD(T), MOUD & PA will be a special invitee. A formal letter shall be sent by DMRC to all concerned agencies.
10. The Chairman also desired that Commissioner(Police), NCTD & E-in-C (PWD), GNCTD may be requested to nominate Sr. Officer for this Group as a special invitees.
11. It was decided to have the meeting of this group more frequently.
12. The meeting ended with thanks to the chair.

  
 PRAKASH NARAYAN  
 DIRECTOR(TT)

Copy to :

Members of the Steering Group.

1. PS to Additional Secretary(UD)
2. Commissioner(Plg), DDA
3. Secretary, Land & Building, GNCTD
4. OSD(T), MRTS Cell, MOUD
5. Chief Architect, CPWD.
6. Director(Project & Planning), DMRC Ltd.
7. The Town Planner, MCD.
8. The Chief Architect, NDMC.
9. Prof. K.T. Ravindran, Member DUAC
10. The Land & Development Officer, (L&DO), MOUD.

The officers, attended the meeting on 17.7.2000

11. Sh. D.S. Meshram, Chief Planner, TCPO
12. Sh. C.L. Aggarwal, Chief Architect, DDA.
13. Sh. K.K. Bandhopadhyay, Addl. Commissioner(DC&B), DDA.
14. Sh. Chandra Ballabh, Addl. Commissioner(MPD-2021),
15. Ms. Tripta Khanna, Ch. Architect, DMRC.
16. Sh. H.K. Srivastava, CE(G), DMRC
17. Sh. K.Srinath, DMRC.
18. Sh. H.S. Bindra, Dy. Chief Architect, NDMC.
19. Sh. A.P. Singh, SE(P&A) PWD, GNCTD.
20. Sh. J.S. Dua, Under Secretary, (MRTS), MOUD
21. Sh. H.S. Dhillon, Dy. Director(TT)

22. Sh. N.K. Aggarwal, OSD(AE)/DDA.

23. Sh. A. Aggarwal, DMRC.

24. Sh. Chandu Bhutia, Dy. Dir/DC&B/GNCTD

*[Handwritten initials]*

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(147)

**DELHI DEVELOPMENT AUTHORITY**  
TRAFFIC AND TRANSPORTATION UNIT

NO : F5(21)99-MP

DATE : 27.7.2000

**TERMS OF REFERENCE OF STEERING COMMITTEE FOR INTEGRATION OF  
LAND USE PLANNING AND IMPLEMENTATION OF DELHI MRTS PROJECT**

1. DMRC should work out a comprehensive plan for MRTS routes, location of stations and terminals etc. for phase-1. Action for the phase-II may be kept in abeyance at this stage. Action, if any, needed may be taken by MOUD & PA and GNCTD based on the feasibility studies conducted by M/s RITES for the total MRTS system. The phase II routes would, however, may be considered during the preparation of MPD - 2021.
2. DMRC may also indicate the funds required through property development for Delhi MRTS phase-I in terms of financial and floor space both for capital cost of the project and at the O&M phase. This shall be within the frame work of the approval granted by Cabinet for the phase-I.
3. The issue of proper linkages between the proposed MRTS Stations and also the impact on surrounding transportation network was also discussed. The Director (P&P) informed that DMRC has completed a detailed study for Seelam Pur Railway Station, this study can be presented in the next meeting of the Steering Committee. The Director(P&P) has also informed that the similar study has already been assigned to a Consultants for Shahdara Railway Station., & Tis Hazari station.
4. Based on above proposals, the DDA and other local agencies may also work out the impact of MRTS & related property developments for financing the MRTS, on land use, services and other infrastructure to have co-ordinated developments. In this exercise the the property development / proposed change of land use shall be governed by availability of infrastructure / services.
5. The Management plan for all infrastructure / services during construction of MRTS corridors, MRTS Stations, Terminals & Depots, may also be worked out by DMRC in consultation with all concerned agencies like

100-1083-

Traffic Police, Delhi Jal Nigam, Delhi Vidyut Board etc. This is essentially required to avoid any hardship to citizens of Delhi during construction period of MRTS.

6. As the proposed MRTS routes are passing through the Walled city, the MPD-2021 may examine this carefully and may suggest URBAN RENEWAL ZONES to have proper integrated urban development .
7. DDA may also examine the impact of MRTS corridors on the land use, and possibility of redensification along the MRTS corridors and Stations during the preparation of Master Plan for Delhi - 2021. The final proposal should be reflected in Master Plan for Delhi-2021 and also on Zonal Development Plans.
8. MOUD & PA may be requested to create a group of professional with supporting staff on the lines of New Delhi Redvelopment Committee. This committee was constituted by Ministry sometime in 1972-73. The professional group shall be guided / monitored by their Steering Group. The structure of the group along with financial implication shall be submitted separately to MOUD for consideration.

to all. Instead, the government asked all the chief secretaries of state governments to recommend suitable candidates. Seven names came forward for interview. Cairac was chosen and appointed.

The process of appointment of the KVS commissioner began in 1997, when advertisements were

was in contravention to Articles 14 and 16 of the Constitution.

Altaf Raja performing at Planet M. The show was presented by Planet M in association with Pepsi and Pass Pass on Friday.

# Construction in and along river bed rings alarm bells for Yamuna

By Saurabh Sinha

**NEW DELHI:** Warning bells sound for Delhi as the process of reclamation of the Yamuna river bed to facilitate construction of various structures carries on unabated.

"A river bed is one of the biggest channels of recharging underground water tables. With Delhi witnessing a sharp fall in the ground water level, the Yamuna river bed becomes almost sacrosanct.

It should not be tampered with," National Capital Region Planning Board (NCRPB) member-secretary Sarita J Das warned.

An urban designer agreed. "Unfortunately, vast tracts of land have been allotted to a religious body on the river bed and several other constructions are going on."

The biggest construction is ongoing near Shastrri Park, just across the river from ISBT, where a huge bundill will serve as a bed for the Metro Rail's central operational area.

The yet to be inaugurated Noida-Delhi toll bridge, a huge construction near Sarai Kale Khan and a religious body's land-filling operations en route to Noida, just after the New Nizamuddin bridge are the other big defaulters.

But why? "Construction on the river front will destroy bio-diversity. Ground water will not be ade-

quately recharged to meet the requirements of the surrounding areas," an NCRPB expert said.

"Remember the Mughals shifted their capital from Fatehpur Sikri to Delhi due to shortage of water there," he said.

The risk does not end with this. According to the Bureau of Indian

Standards, Delhi is in the high damage zone due to seismic activity.

An IRS-1B map prepared for Delhi, revealed 24 epicentres of earthquake, with one being near Shakti Sthal, a stone's throw from the river. "The rate of sedimentation in the river Yamuna suggests a neotectonic movement,"

a NCRPB report says.

Das explained, "A river brings silt along with it which keeps on depositing on its bed. If the course of the river is narrowed, the silt will get deposited in less area and exert more pressure on the fault lines. Moreover, building activities, traffic, inhabitation on the river bed

will also exert an ever-increasing pressure on fault lines."

The result? Earthquakes.

And what are the authorities doing to "rock" Delhi? The DDA proposal sent to the NCRPB "envisages channelisation of river Yamuna into a narrow channel of about 350 metres and the reclamation of the river bed, using about 6,100 hectares out of the 9,700 hectares of the river bed."

The NCRPB raised the following objections:

- "The Regional Plan-2001 has earmarked the Yamuna river bed as rural use land and green wedge/belt. It is not meant to be used for other urban land uses."
- "The entire area under the river bed and its environs has been identified as a National wetland... Its conservation is an international obligation on India."
- "The use of about 1,531 hectares of land for various urban uses, have the potential to generate as many as 1.27 million formal jobs, and three million jobs in the informal unorganised sector. This would mean a virtual addition of 10 to 12 million population to the existing population of Delhi."
- "The floods of 1978 and 1998 had covered practically the entire area which is now proposed to be reclaimed."

It is of the firm view that "no active urban uses should be permitted in the river bed."

Several nations that had earlier de-channelised their rivers and streams, are restoring the natural plains.

Any tampering with the river bed will affect the neighbouring areas as well.

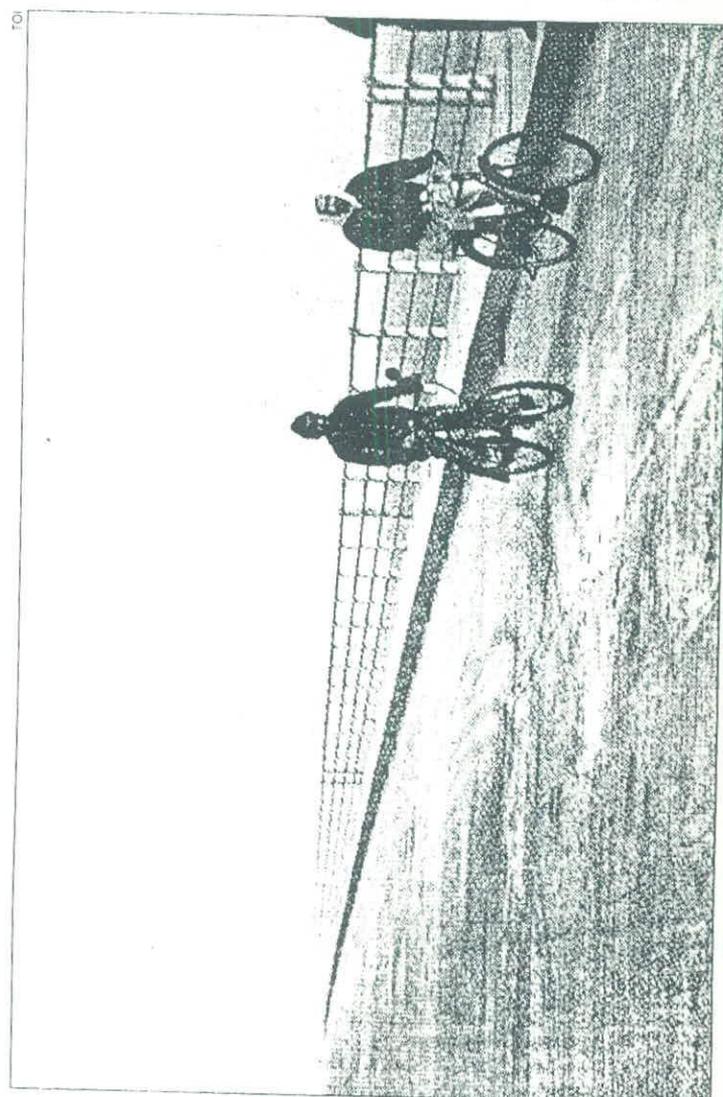
"There will be resultant problems of drainage and flooding. It will have serious consequences in the neighbouring areas of Haryana," an expert said.

Several other agencies also vehemently objected to the DDA plan. The National River Conservation Directorate said: "The channelisation will result (in) submergence of the Old Railway bridge, Wazirabad Barrage — their renovation at a substantial cost will have to be worked out as a pre-condition" before implementing the plan.

The Central Pollution Control Board warned: "Due to channelisation, the water level would rise, which will obstruct the flow of the surface run-off from Delhi through the storm water drains. This may lead to flooding in Delhi."

An urban planner warned: "The river has changed its course often. Earlier it flowed very close to the Red Fort. What if it changes again and inundates the new reclaimed portions?"

"Some one needs to act fast and now. Otherwise it may be too late for Delhi," Das warned. "Anybody listening?"



The newly constructed bridge from Noida to Maharami Bagh over the Yamuna.

TIMES OF INDIA DT. 13-1-2007



# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

**E. SREEDHARAN**  
MANAGING DIRECTOR

N B C C Place  
Bhishma Pitamah Marg  
Pragati Vihar  
New Delhi-110061

DMRC/PD/C1/APPG  
04.01.2001

JDT  
Date... 16.1.01/2001

Sub: Delhi Metro Project – land use clearance for Property Development.

Ref: Commissioner Planning DDA's D.O letter No F 20(9)99-MP/2434 dt 18-12-2000  
in reply to my D.O letter to you dt 6-11-2000.

Dear Shri Ghosh,

In my letter to you dt 8-9-2000 on this subject and subsequent reminders dt 9-10, and 6-11-2000, I had been pressing you to kindly expedite the land-use clearance for property development at Shastri Park and Khyber Pass depots.

However, in the above letter from Commissioner Planning, no mention has been made at all about Khyber Pass Depot. Regarding Shastri Park Depot, it has been indicated that the matter has been linked up with the report of NEERI, and the proposal kept in abeyance. Once this land has been made over by DDA to DMRC for project implementation after considering all factors, it would not be correct to delay DMRC's property development work by linking it up with the report of NEERI.

I now learn that DDA are proposing to include DMRC's proposals for consideration in the next meeting of DDA's technical committee to be held on 9<sup>th</sup> Jan, but these two sites are not being included in the agenda for this meeting. The proposals being taken up are for 6 station plots on Shahdara-Tis Hazari section for which land use clearance has already been accorded by DDA in October 1999

My objective in bringing this matter to your personal notice was to seek your assistance in expediting DDA's clearances for these two specific sites, as developments at these two sites are expected to be quicker to implement, and to bring substantial returns to DMRC. Proposed developments at the 6 station plots are of much smaller value, and are expected to take a much longer time to implement.

I would therefore request you to kindly ensure that these two sites –Shastri Park, and Khyber Pass depots are both positively included as DMRC's items for the technical committee, and cleared as soon as possible.

With regards,

Yours sincerely,

*[Handwritten signature]*  
11.1.2001

(E Sreedharan)

JDT  
ADP(TT)

*[Handwritten notes]*  
...  
12.11.2001

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1/10/01  
1/10/01

*[Handwritten notes]*  
Copy No. 4  
15/1/2001

**SUB: CHANGE OF LANDUSE AND PROPERTY DEVELOPMENT AT KHYBER PASS DEPOT IN IMPLEMENTATION OF METRO CORRIDOR VISHWAVIDALAYA – CENTRAL SECRETARIAT OF MRTS – PH. I.**

**REF: NO.F3 (38) 99/MP.**

**1 BACKGROUND :**

- i. Advisor (property development) DMRC vide his letter no. DMRC/PD/C1/Ext./8 dt. 24.4 .2000 forwarded a sketch plan of Khyber pass depot area for property development along the Vishwavidyalaya – Central Secretariat Metro corridor proposing that apart from six stations on Shahdra – Tis Hazari elevated section the property development on other sites of ph.I Corridor is becoming urgent to raise the 6% of the cost of execution of Ph.I MRTS project.
- ii. Delhi Development Authority vide letter no. 20(9) 99-MP/1775 informed advisor (PD) DMRC to send the required information on priority for processing the case further. Advisor (PD) has sent part of the information vide his letter dt. 13.7.2000, but again in sketch form without support of any report and other information. Further Managing Director DMRC vide his letter dt.19.7.2000 & 8.9.2000 addressed to Vice Chairman, DDA requested for urgent clearance of the proposal.
- iii. **LOCATION :**
- iv. The site is located in in the northern part of Delhi and falling in the sub-zone C-14 and partly in C-12. It is bounded by Magazine road in East, TimarPur Road and Banarsi Das estate in West Mall road to running along the southern boundary of the site and the Total area of the site is 31.00 Hact. .(ANNEXURE- I)

**2. PROPOSAL:**

- i. As per the letter dt. 13.7.2000 of Advisor (Property Development) DMRC the Total Area of the Site is 31.00 Hact.out of which 23.0 Hact. is earmarked for Depot and 8.0 Hact is proposed to be utilized for property development. Air space of part of the depot area has also been proposed for property development. (ANNEXURE - II)
- ii. The utilization of land for property development is as follows:

**Residential:**

- i. Area under National Science Centre. 5.68 Hact.
- ii. Area on the deck (air space of depot) 13.32 Hact

**Commercial:** 2.20 Hact.

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**TOTAL:** 23.00 Hact.

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iii. Area statement for residential development and other facilities as per the DMRC is given below in table no. 1, 2 & 3.

Table -1 Area Statement (Residential P.D.)

S.N.	DESCRIPTION	N.S.C.(plot)	Depot space	Air	Total.
		On Ground	On Deck		
1.	Plot Area in sq.m.	56,800	133200		190000
2.	Flats of size 100 Sqm (Nos)	520	1056		1576
3.	Flats of size 150 Sqm (Nos)	140	448		588
4.	Flats of size 100 Sqm. Area in Sqm	52000	105600		157600
5.	Flats of size 150 Sqm. Area in Sqm	21000	67200		88200
6.	Total (2)+(3)	660	1504		2164
7.	Total(4)+(5) in Sqm.	73000	172800		245800
8.	Area for circulation @15% of (6)	10950	25920		36870
9.	Total Built up area	83950	198720		282670
10.	FAR Achieved	148	149		149
11.	Covered Area	8395	24840		33235
12.	Ground Coverage	15	19		17
13.	Parking Road in ECS @1.8 ECS/100 sqm.	1511	3577		5088
14.	Parking Area Req'd in Sqm.(Ass. 30 Sqm/ECS)	45333	107309		152642
15.	Parking Area Req'd. inHa.	5	11		15

Table-2.Net Residential Density.

S.No.	DESCRIPTION	AREA
1.	Plot Area in Sqm	190000
2.	Net Area Excl. 2Ha for SSS Excluding 10% for common greens	170000
3.	24m r/W Road	153000
4.	Net Area in Ha	15
5.	Total no. of Dwelling units	2164
6.	Net Residential Density in Dus/Ha	141
7.	Total population @ 5 pers/DU	10820

Table-3 Infrastructure Requirement.

For 10820 population.

S.N	Facilities to be provided	Nos.	Area/Unit in Ha	Total Area in Ha
<b>RECREATION</b>				
1	Totlots	43.28	0.05	2.08
2	Parks			2.16
3	Play area			2.16
<b>EDUCATION</b>				
1	Nursery School	4.00	0.08	0.32
2	Primary School	2.00	0.40	0.80
3	Senior Secondary School	1.00	1.60	1.60
<b>HEALTH</b>				
1	Nursing Home/Dispensary Shopping	2.00	0.10	0.20
1	LOCAL SHOP. INCL. SERVICE CENTRE	1.00	0.46	0.46
2	Convenience shopping/other community facilities.	2.00	0.11	0.22
3	MILK BOOTH	2.00	0.02	0.03
4	RELIGIOUS	2.00	0.04	0.08
5	COMMUNITY ROOM	2.00	0.07	0.13
6	COMMUNITY HALL AND LIBRARY UTILITY	1.00	0.20	0.20
7	OVERHEAD TANK(WHERE NECESSARY)	1.00	0.25	0.25
8	ELECTRIC SUB STN.(WHERE NECESSARY)			
9	THREE WHEELER STAND	1.00	0.05	0.05
	Total			10.75

iii. It was also mentioned in the letter that "These plans are tentative and would be reviewed during detailed analysis before preparation of building plans.

**3 EXAMINATION:**

The total area of the Khyber Pass Depot is 31.00 Hect. The 31.00 Hect. land has been utilised in the following manner :

- i) Site proposed for commercial - 2.22 Hect
- ii) Site proposed for Residential Development - 5.68 Hect
- 
- Sub Total - 7.90 Hect (Appox. 8.00 Hect.)
- iii) Out of remaining 23 Hect. proposed for Depot area on ground & residential development over Depot - 13.32 Hect

The tables below indicate the area and the conversion of use:

.Sl.No	Land proposed for use	ZDP/ MPD land use	Area proposed in Hect.	Remarks
1.	Commercial Complex	Commercial(Distt.Centre)	2.22 Hect.	Land use not changed
2.	Residential Development	Institutional (Social & Cultural)	5.68 Hect.	Land use change proposed
3.	Depot area plus Residential Development on deck above.	Solid waste / Recreational	13.32 Hect.	Land use change proposed
4.	Depot Yard	Solid Waste / Recreational	9.68 Hect.	Land use change proposed.

i. As per the MPD 2001 Parking / Circulation is permitted in all use zones MPD 2001 also indicated some of the major transportation uses on the land use plan. As per the provisions of MPD 2001, the land use of **terminal / yards** may require for modification in MPD 2001.

**4 OBSERVATIONS:**

- i. Many references from DMRC have been received time to time. It is not clear about the property development that DMRC finally envisages. In a letter from Advisor (PD) dt. 13.7.2000 development of '**residential, and 'commercial'**' uses at Khyber pass depot have been envisaged while in a DO letter dt. 19.7.2000 of MD, DMRC has requested for **commercial use** (offices, shops etc.) in accordance with the market demand and increased FAR, as per DMRC proposal. (ANNEXURE II & III)
- ii. DMRC is undertaking development of **extra land other than Depot area**. The city development agencies like DDA, MCD etc. are the facilitators for development of various land uses required for the city as per the Master Plan. Hence, the development of extra

land may have impact on the established development practice. Similar requests have also been made by DTC, Railways etc. In view of these the issues need comprehensive policy decision.

- iii. By increasing the intensity of development by using the air space for commercial / residential purposes will require augmentation of infrastructure such as water supply, sewerage, power etc. The MRTS stations are located in the congested areas, hence it may not be possible to augment infrastructures. In case of **Depot / Terminal** areas status of existing infrastructures / possibility of their augmentation shall require verification
- iv. In case Property Development are allowed to DMRC then a policy decision is required as to whether **the development controls & zoning regulations** in terms of ground coverage, FAR maximum height of building would be as per MPD-2001 or the same would require to be a revised Norm as per the Road capacity / surrounding development.

#### 5. DECISIONS REQUIRED ON ISSUES :

- a) For utilising the additional land, following options for consideration are :
  - i) Either DMRC would surrender the 'additional land' to develop the same as per the Master Plan of Delhi / Zonal Development Plan land use by the land owning agency,  

or
  - ii) DMRC would be permitted to develop this 'additional land' as per the MPD / ZDP land use. Financial implications on which shall be examined by the Land Owning Agencies, keeping in view the land use proposed for,  

or
  - iii) To treat this 'additional land' as part of MRTS Depot where the property development may be allowed with a 'development control norms' as decided upon. Financial implications shall be examined by respective land owning agencies.
- b) Simultaneously, it may be observed that - the methodology of cross subsidization accrued from land development had been in practice / in use in Delhi since promulgation of the Master Plan and is continuing with City Development for various other uses. Therefore, policy to allow an independent agency for Property Development to raise funds for their project may have impact on the city development undertaken by the development agencies for development of the other uses.

c) MPD-2001 PROVISIONS:

In the MPD-2001 under 'Transportation' use zone there is no provisions of MRTS etc. However "T-4 Bus Terminal, Bus Depot and T-6 Road Circulation" are provided, which takes care of the 'Intra Urban Transport System' which is BUS only.

It is, therefore, proposed that an 'use zone' category named 'Intra Urban Transport System' comprising of Bus, MRTS, and other modes may require inclusion in the MPD-2001 with suitable modifications in it.

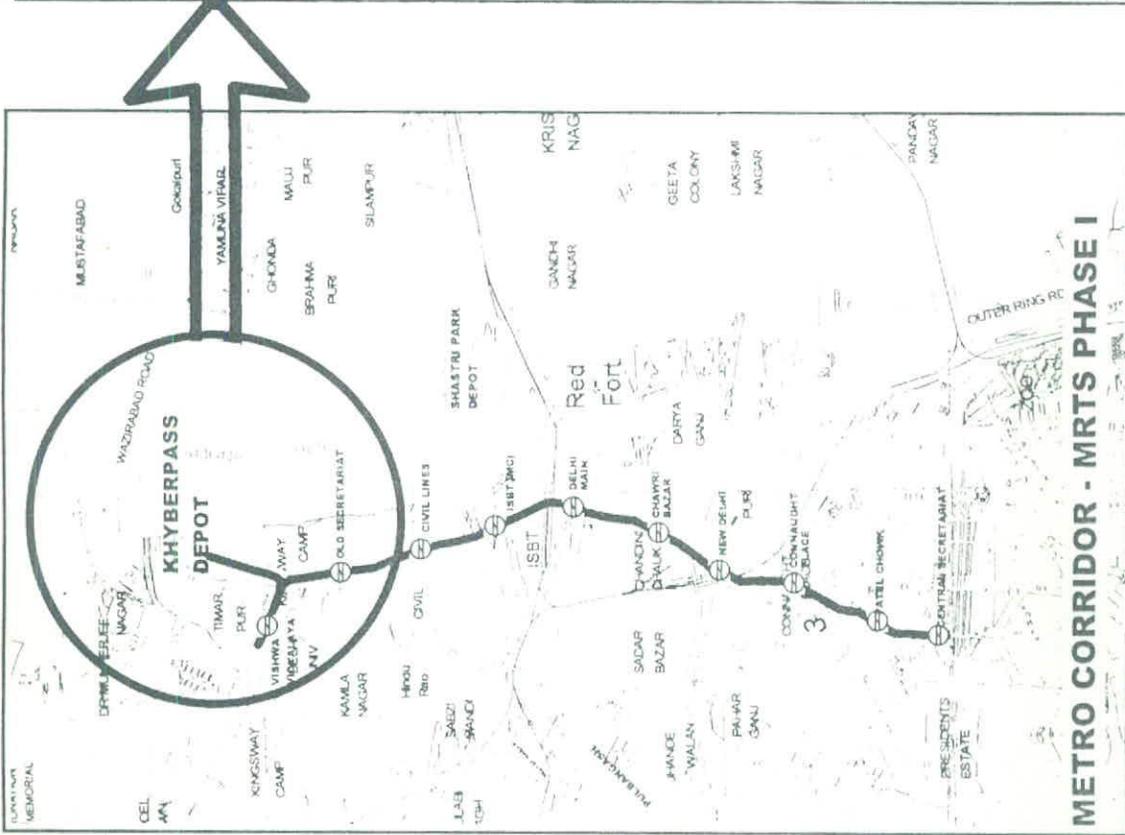
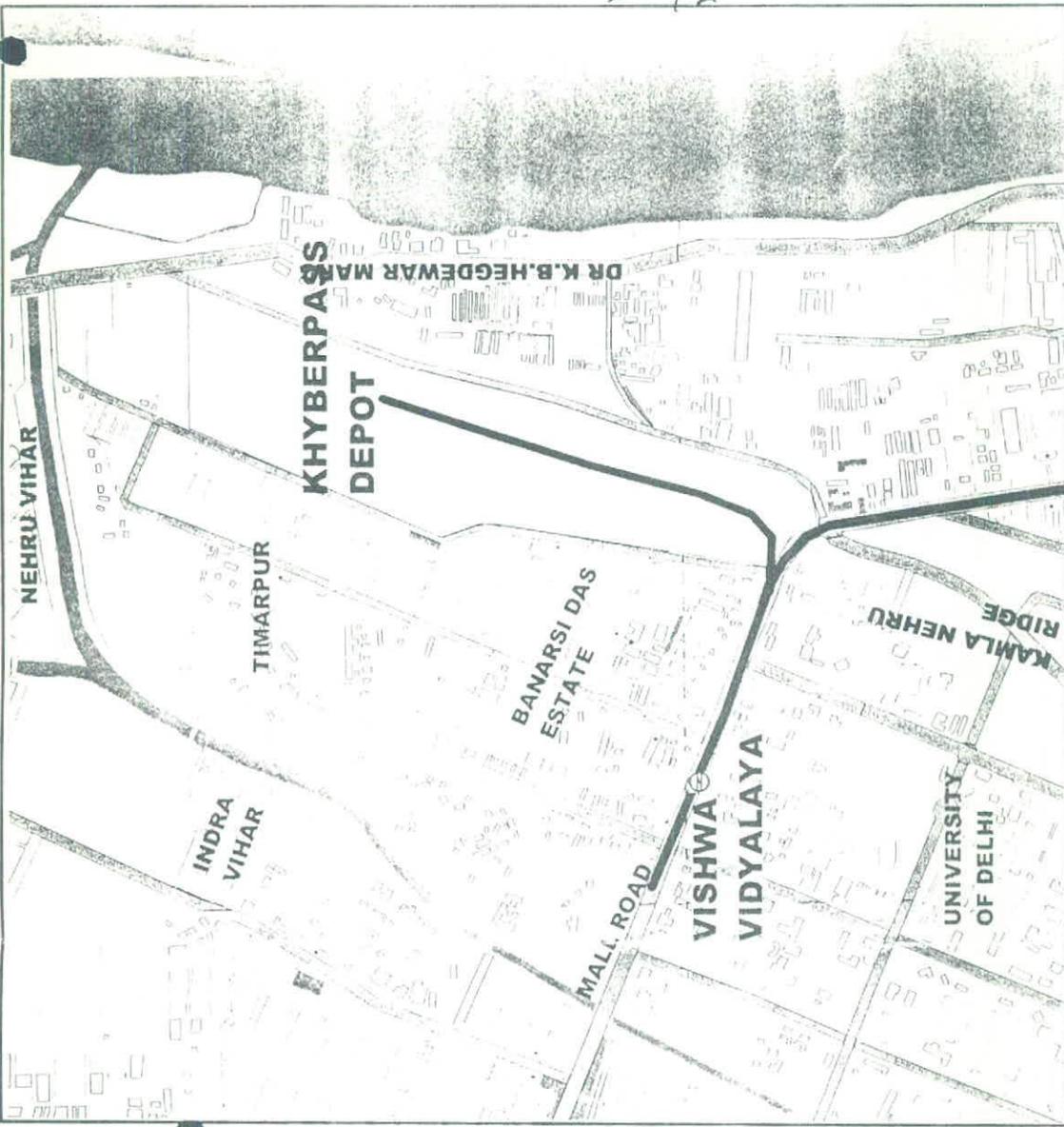
d) From the above details ( Para 3), it has been observed that **three distinct parts of land are identified for different uses**, one of which as multi use i.e. Transportation (Depot Yard) on ground and Housing Complex over the Depot Yard on Deck.

i) SITE A : So far as the proposal of **"commercial complex" (2.22 Hect.)** is concerned there is no requirement for change of land use as the area originally has been **earmarked for 'Commercial (Distt. Centre)'** in the approved Zonal Plan of Zone-C. It may, therefore, be emphasised that as it is a part of a Distt. Centre, the portion proposed by the DMRC **should form part a comprehensive plan of the Distt. Centre** as would be approved as per the MPD-2001 norms. The modus - operandi of designing and implementation of the Distt. Centre and its financial implications may have to be examined by the concerned agencies and DMRC.

ii) SITE B : So far as the site of **5.68 Hect. proposed for "Residential Development"** purposes is concerned , the issue of change of land use from **'public and semi-public' to 'Residential'** land use is required as per the procedure.

iii) SITE C : So far as the site of **13.32 Hect. proposed for multi use i.e. 'Depot Yard' plus 'Housing Complex'** is concerned, this may also require change of land use from **"Solid Waste / Recreational"**. However, as there are two uses, it may be decided as to in favour of which land use , the **"change of land use"** is required for. As such a total built up area on Deck comes out to **19.87 Hect. as per the proposal of DMRC.**

iv) The dominant / determinant land use of this part (SITE - C) may also have to be decided, to determine the applicable Development Control Norms as there is no provisions in MPD on such kind of multiple use on same plot of land, which in this case is a multi-use of **"Transportation (Depot)"** on ground and **"Residential"** - use over it (on deck etc.).



LOCATION PLAN : KHYBERPASS DEPOT

SITE A : SITE FOR PROPOSED COMMERCIAL COMPLEX  
 AREA : 22200 Sqm i.e. 2.22 Ha  
 ASSIGNED LANDUSE DMP2001 : DISTRICT CENTRE

SITE B : SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT  
 AREA : 56840 Sqm i.e. 5.68 Ha  
 ASSIGNED LANDUSE DMP2001 : SOCIAL AND CULTURAL

SITE C : SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT  
 OVER DEPOT; AREA : 133200sqm i.e. 13.32 Ha



Table1: Area Statement  
 5/19

	On Ground	On Deck	Total
1. Plot Area in Sqm	56800	133200	190000
2. Flats of size 100Sqm (Nos)	520	1095	1575
3. Flats of size 150Sqm (Nos)	140	448	588
4. Flats of size 100Sqm Area in Sqm	52000	105600	157600
5. Flats of size 150Sqm Area in Sqm	21000	67200	88200
6. Total 2+3	660	1504	2164
7. Total 4+5 in Sqm	73000	172800	245800
8. Area for circulation @ 15% of 6.	10950	25920	36870
9. Total Built up Area	83950	198720	282670
10. FAR Achieved	148	149	149
11. Covered Area	8395	34340	33235
12. Ground Coverage	15	19	17
13. Parking Req'd in ECSI @ BECS(100Sqm)	1511	3077	5088
14. Parking Area Req'd in Sqm/As 300Sqm/ECS	45333	107309	152542
15. Parking Area Req'd in Ha	5	11	15

Table2: Net Residential Density

1. Plot Area in Sqm	190000
2. Net Area Excl. 2Ha for SSS Excluding 10% For Common Greens and 24mR/W Road	170000
3. Net Area in Ha	153000
4. Total no of Dwelling units	15
5. Net Residential Density in DUs/Ha	2154
6. Net Residential Density in DUs/Ha	141
7. Total population @ 5 pers/DU	10920

Table3: Infrastructure Requirement

Facilities to be provided	Nos.	Area/Unit in Total Area in Ha	for 10800 population
Recreation	43.28	0.05	2.88
toilets			2.16
Parks			2.16
Play area			
Education			
Nursery School	4.00	0.08	0.32
Primary School	2.00	0.40	0.80
Senior Secondary School	1.00	1.90	1.90
Health			
Nursing Home/Dispensary	2.00	0.10	0.20
Shopping			
Local Shop Incl. Service Centre	1.00	0.45	0.45
Convenience Shopping	2.00	0.11	0.22
Other Community Facilities			
milk booth	2.00	0.02	0.03
religious	2.00	0.04	0.08
community room	2.00	0.07	0.13
community hall and library	1.00	0.20	0.20
utility			
overhead tank(Where Necessary)	1.00	0.25	0.25
electric Sub-stn(Where Necessary)	1.00	0.05	0.05
tree wheeler Stand			
<b>Total</b>			<b>10.75</b>



# दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

DMRC/PD/C2/APPS/21

14-7-2000

Commissioner Planning,  
 Delhi Development Authority,  
 Vikas Minar,  
 IP Estate,  
 New Delhi

Sub: **Property Development in Khyber Pass Depot site**  
 Ref: (i) DMRC/PD/C1/EXT/8 dated 24-4-2000

Dear Sir,

Enclosed with our letter (i) above, a 'key plan' of Khyber Pass area had been sent to your office, requesting for DDA's clearance for change of land use authorising DMRC to undertake this development. Further to this are enclosed a set of concept plans to indicate the type of development visualised.

It may be seen from these that the Depot site has an area of 31.0 hect out of which about 8.0 hect is earmarked for Property Development. As per the land use of Master Plan 2001, an area of 2.2 hect (marked DC) falls under District Centre (the remaining portion of District Centre is in Chandrawal area and falls outside DMRC boundary). The remaining 5.68 hect (marked SC) falls under 'social-cultural' use.

DMRC intends to use the site falling under District Centre use for Commercial use (multiplex, shops, offices, etc). The other site (SC) requires change of land use for which DDA has already been addressed vide (i) above.

Besides using the land earmarked for Property Development, it is also proposed to utilise the airspace over tracks of the depot on the lines of similar development carried out in Hong Kong. Photocopies of drawings showing the Hong Kong development are enclosed for reference. Thus a deck is proposed over an area of 13.32 hect over which residential units are proposed. These plans are tentative and would be reviewed during detailed analysis before preparation of building plans.

It is requested that the land use of the area marked SC be got changed to 'residential' to enable DMRC to take up the proposed residential development.

It is also requested that permission be accorded for decking a portion of the depot area for constructing residential flats over it.

DMRC propose to straightaway take up commercial development over land earmarked as 'district centre' as this use is compatible. Necessary detailed drawings will be submitted to DDA as soon as they are finalised by the architect being appointed by DMRC.

Thanking you

Yours faithfully,

*Rajania*  
 RM Raina  
 (Advisor)

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*# P. Shrivastava  
 file has also been  
 to DDA today. 15/7  
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... screening Committee in its  
 meeting held on 14/5/1993.

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☎ : 4365202  
Fax : 4365370

दिल्ली मेट्रो रेल कॉर्पोरेशन लि०  
**DELHI METRO RAIL CORPORATION LTD.**  
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)  
N.B.C.C. Place, Bhisma Pitamah Marg, Pragati Vihar, New Delhi-110003

No.DMRC/LAND/15/156

15 10 99

Shri Vijay Risbud  
Commissioner (Planning)  
Delhi Development Authority  
Vikas Minar  
I.P. Estate  
New Delhi-110 002.

Sub: Utilisation of land for the proposed District Centre at Khyber Pass by DMRC

Dear Sir,

Reference is invited to the discussions held in the Chamber of Managing Director/DMRC on 29.09.99 regarding making use of land between Khyber Pass depot, Mall Road and Chandrawal Water Works for Property Development by DMRC.

During the meeting it was intimated that DDA had a proposal of developing a District Centre at this location and the land use for the area had already been designated as commercial in the zonal land use plan. It was indicated that DMRC could consider making use of this land for Property Development.

DMRC is prepared to take up the property development activities in this plot of land subject to following :

- The land use would remain commercial and it would not be necessary to seek any fresh land use changes;
- The proportion of uses like recreational, offices, shops etc would be in accordance with the market demand so as to derive maximum return-though provisions in DDA's preliminary plans would be kept in view;
- The permissible FAR of 125 may be considered to be increased to 150, if there is potential for such a development to be commercially viable. The increase could be offset against permissible FAR at other locations where demand for property development is less;

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436-5395  
436-5370(Fax)

# दिल्ली मेट्रो रेल कॉर्पोरेशन लि०

## DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

SREEDHARAN  
MANAGING DIRECTORN.B.C.C. Place,  
Bhishma Pitamah Marg,  
Pragati Vihar,  
New Delhi-110003

DO No.DMRC/LAND/15/156

19 07 2000

Dear Shri Ghosh,

Sub: Utilisation of land for proposed District Centre of DDA at Khyber Pass for Property Development by DMRC

Union Cabinet, while according approval to Delhi MRTS project, had decided that funds to the tune of 6% of the project cost would be mobilised through Property Development. In the DPR, alongwith the surplus space available at MRTS station, a plot of about 6.5 ha of land at Delhi College of Engineering, Kashmere Gate, was proposed to be utilised for this purpose. Even though the DCE has shifted to new location the old DCE building is in use by the Govt of Delhi for the Women Polytechnic and similar other use and is not available for the Property Development.

The possibility of making use of land between the Khyber Pass Depot, Mall Road and Chandrawal Water Works has been discussed a few times with you. This land has been earmarked for construction of a District Centre by DDA. A reference was also made to Commissioner (Planning)/DDA through DMRC letter dated 15.10.1999 for confirming the proposal of DMRC so that the issue of transfer of land could be taken up with L&DO / MOUD.

During the meeting held in DMRC on 15<sup>th</sup> March 2000, this issue was again discussed wherein it was indicated that this land could be used for Property Development by DMRC. I shall be grateful if the confirmation to this effect is conveyed by DDA at the earliest so that request could be made to L&DO for transfer of land to DMRC.

With regards,

Yours sincerely,

( E Sreedharan )

Shri P K Ghosh  
Vice Chairman  
Delhi Development Authority  
Vikas Sadan, INA  
New Delhi.

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Dir (L&DO)

Dir (L&DO)  
pt discuss  
file is with DD(71)  
if study of bng all ref. related  
with DC - Khyber Pass

DD(71)

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- 98 -

TEL NO. 3113601  
FAX 322266

DATE 25/9/2000

2055-DA  
26/9/2

Dear

Shri Ghosh,

The Hon'ble High Court of Delhi in CWP No. 841/98 titled B.L. Wadhwa Vs. Union of India had by its order dated 28th August, 2000 directed the Govt. of NCT of Delhi to file an affidavit to clarify the manner in which compliance of the Order dated 1.3.96 of Supreme Court of India in CWP No. 286/94 titled B.L. Wadhwa Vs. Union of India had been done till date. The case was listed for 25.9.2000 and on behalf of the Govt. of NCT of Delhi, an adjournment was sought and the Court has been kind enough to give 10 days time to file the affidavit.

Since the affidavit has to be filed by the Govt. of NCT of Delhi latest by 5th October, 2000, I shall be grateful if you could kindly furnish a detailed status report on the manner in which compliance <sup>has been done</sup> till date of the 14 directions (copy enclosed) issued by the Hon'ble Supreme Court, latest by 1st October, 2000, so that a suitable affidavit may be filed in time.

*With regards*

Yours sincerely,

*(Signature)*

(R. NARAYANASWAMI)

Shri P.K. Ghosh  
Vice Chairman, DDA  
Vikas Sadan, INA  
New Delhi.

*amp*

*P.H. wants  
recalls for  
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*Cl.A. [Signature]*

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The land is made available at Government transfer rates as is applicable for the project.

- e) DDA would not seek any profit sharing from the proceeds of property development exercise, nor would it attempt to restrict such activities elsewhere along the MRTS corridors.

It is requested that a line in confirmation to the above proposal of DMRC may kindly be communicated at the earliest so that the request for making available this land could be made to Land & Development Office / Ministry of Urban Development.

Thanking you,

Yours faithfully,



(H K Srivastava)  
Chief Engineer (General)

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such as including Rajiv Gandhi Smriti Van. We direct the MCD to develop forests and gardens on these 12 sites. The work of afforestation shall be undertaken by the MCD with effect from April 1, 1996. An affidavit shall be filed by the end of April indicating the progress made in this respect.

12. The MCD and NDMC shall construct/install additional garbage collection centres in the form of dhalaos/trolley/steelbins within four months. An affidavit in this respect shall be filed by a responsible officer of each of these authorities within two months indicating the progress.

13. We direct the Union of India and NCT Delhi Administration through their respective appropriate Secretaries to consider, the requests from MCD and NDMC for financial assistance, in a just and fair manner. These Governments shall consider the grant of financial assistance to the MCD and NDMC by way of subvention or any other manner to enable these authorities to fulfil their obligations under law as directed by us.

14. After some time it may not be possible to dispose of garbage and solid-waste by 'SLF' method due to non-availability of sites. We direct the NCT Delhi Administration through its Chief Secretary and also the MCD and NDMC to join hands and engage an expert body like NEERI to find out alternate method/methods of garbage and solid waste disposal. The NCT Delhi

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this respect.

9. The MCD has indicated that three SLF sites have already been approved by the Technical Committee of the DDA but the same have not been handed over to the MCD by the Development Commissioner, Government of NCT of Delhi. Since Bhatti mines are situated within the ridge area, we do not permit the same to be utilised for the disposal of the solid waste as at present. We, however, direct the Development Commissioner, Government of NCT Delhi to hand over the two sites, near Badarpur on Jaitpur/Tejpur Quiry Pits and Mandi village near Jaunpur Quiry Pits, The sites shall be handed over to the MCD within three months. The Development Commissioner shall file an affidavit in this Court before March 31, 1996 indicating the progress made in this respect.

10. The compost plant at Okhla be revived and put into operation. The MCD shall start operating the plant, if not already operating, with effect from June 1, 1996. The MCD shall also examine the construction of four additional compost plants as recommended by Jag Mohan Committee. The MCD shall file an affidavit in this Court within six weeks indicating the progress made in re-starting the Okhla compost plant and in the construction of four new plants.

11. The MCD shall not use the filled-up SLFs for any other purpose except forestry. There are twelve

1. Vice-Chairman, DDA
2. Engineer-Member, DDA
3. Principal Commissioner, DDA
4. Commissioner (Plg.), DDA
5. Commissioner (I.D), DDA
6. Commissioner (LM), DDA
7. Chief Architect, DDA
8. Addl. Commr. (MPPR), DDA
9. Addl. Commr. (UDP), DDA
10. Addl. Commr. (DC&B), DDA
11. Chief Planner, TCPO
12. Chief Architect, NDMC
13. Town Planner, MCD
14. Secretary, DUAC
15. Land & Development Officer, MOUA&E
16. Sr. Architect (H&TP), CPWD
17. Chief Engineer (Plg.) DVB
18. Dy. Commr. of Police (Traffic), Delhi
19. Director (Landscape), DDA

CHAIRMAN

MEMBER SECRETARY

#### SPECIAL INVITEES

1. Chief Engineer (Elect.), DDA
2. Addl. Chief Architect-I, DDA
3. Addl. Chief Architect-II, DDA
4. OSD (Area Plg.), DDA
5. Director (DC), DDA
6. Director (MPPR) I, DDA
7. Director (MPPR) II, DDA
8. Director (TT), DDA
9. Director (AP) I, DDA
10. Director (AP) II, DDA
11. Director (Rohini), DDA

- 101 - S.No. 7 / ITEM No. 7 / TC / 2001

**Subject : Planning/regularisation of existing use in a linear strip of land  
between railway line and Slum Re-settlement Colony at Nehru Nagar**

**File No. F20(1)2000-MP**

## **1.0 BACKGROUND**

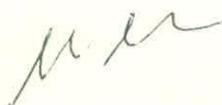
- 1.1 For the last couple of years, the Slum and JJ Deptt. of MCD has been making repeated representation regarding utilisation of a strip of land along site the railway track in Nehru Nagar Slum Re-settlement Colony (Annexure-A). In this linear strip of about 2.31 Acres of land belongs to the Slum & JJ Deptt. As stated in their representation, there exist a cement store, banglows and staff flats of Delhi Jal Board. It is also stated in the representation that there was some more vacant land in this linear strip of land which has been encroached and unauthorised development/ buildings have come up. The Slum Deptt. has not been able to clear the encroachment in the form of a pakka and regular school building which has due recognition by Delhi Govt. and CBSE.
- 1.2 The request of the Slum Deptt. is to regularise the school and plan the vacant areas which has been retrieved after removal of encorachments for public facilities.

## **2.0 EXAMINATION**

- 2.1 The land use of this linear strip of land along the railway line as well as the Slum Re-settlement Colony of Nehru Nagar was residential as per Master Plan for Delhi-1962 and the approved Zonal Development Plan for Zone-D17, D-18, D-19, D-20 and F-2&3, the land use was residential. The land use of this peace/land as per Master Plan of Delhi-2001 and Zonal Development Plan for Zone-D is manufacturing (light and service industries).
- 2.2 Right across the railway line was the Hindustan Pre-Fab Ltd. covering the large area under the land use category of 'manufacturing' as per Master Plan-1962 and Master Plan-2001. Since part of this land belongs to Slum Deptt. there may not have been a conscious efforts to convert this small linear belt for industrial use. The operations of Hindustan Pre-Fab Ltd. has already been closed down. The process of change of land use for the land occupied by Hindustan Pre-Fab Ltd. ~~is~~ **finally notified** this linear strip of land on the other side of the railway line is therefore, not required for any planned industrial development. The site was also inspected by officers of the Planning Deptt. and it was observed that most of the uses whether planned by Slum Deptt. or taking place unauthorisely relate to residential land use.
- 2.3 In view of the above examination it may be observed that request of the Slum Deptt. could be agreed to with the proviso that necessary modification would be taken up in the plan preparation exercise of MPD-2021.

## **3.0 POINTS FOR CONSIDERATION**

- 3.1 The suggestion/analysis as contained in para 2 above is placed before the Technical Committee for its consideration.

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22.1.2001

examining their representation it is observed that the school site, in question, falls outside the boundaries of the approved residential lay out plan of Nehru Nagar. The Zonal Development Plan D-19, wherein the site under reference was part of residential use, has also been revised. Now as per Draft Zonal Development Plan for Zone-D, the said school site falls in the Use Zone M-1 earmarked for light & service industry. The entire matter has been considered in the 52nd Meeting of Planning & Works Board of Slum & JJ Department, held on 18.11.99. This meeting was also attended by Addl. Commissioner (Plg.), DDA & other officials of MCD. It was noted that as per Master Plan 2001, the school is not permitted in Use Zone M-1. Accordingly, it was decided to refer the matter to Technical Committee, DDA for change of land use of the area as the facilities permitted in the residential zone have already come up at site.

In view of the fact that the school is well established and it may not be pragmatic to remove the school at this belated stage, there is no choice except to consider the request of the school management for regularisation of the school site after charging the cost of land as per Govt. of India Rules. Slum & JJ Department would be in a position to allot the said land to school and utilise the other vacant pocket for public facilities once the land use of the said strip is changed from light & industry to residential use. The provisions of light & service industry use, in this pocket, is really hypothetical in nature as compared to prevailing conditions at site.

It is requested that the matter may please be placed before the Technical Committee of DDA for consideration of the request of S&JJ Department for change of land use of the pocket from light & industry to residential use. A copy of the site survey, showing the existing facilities as site & lay out plan of Nehru Nagar, are enclosed for kind perusal.

With regards,

**Shri Vijay Risbud,**  
**Commissioner (Planning),**  
**Delhi Development Authority**

Yours sincerely,  
  
( JARNAIL SINGH ) 28/12/99



नागरिक सेवा के चार दशक नई मदी, नया संकल्प, प्रयास अथक

JARNAIL SINGH  
DIRECTOR (TOWN PLANNING)

स्लम एवं जे. जे. विभाग  
दिल्ली नगर निगम  
विभाग भवन परिसर  
इ.ए.एम. मार्ग  
नई दिल्ली - 110002  
Tel: 3326991

D.O.No. Dir.(T.P.)/S&JJ/99/  
File No. L-178  
Dated 28.12.1999

Dear Shri Risbud,

This is regarding utilisation of a strip of land alongside the railway track in Nehru Nagar Slum Re-habilitation Colony as per prescribed land use in the Zonal Development Plan. Slum & JJ Department is having about 2.311 Acres of land on the periphery of Nehru Nagar alongside the railway track. Adjoining to this pocket there exist a cement store, bungalows and staff quarters of Delhi Jal Board in an area of 1.3 Hec. Initially the land use of this pocket, as per Zonal Development Plan D-19, was residential. Accordingly, in 1983 Slum & JJ Department developed a dhobi ghat and a shopping centre on the part of this pocket of land. Rest of the land was vacant which was subsequently got encroached upon by an unauthorised tent house, a public school, a club & a factory. Recently the department has cleared some of the encroachments and retrieved an area of about 1200 Sqm. The other encroachments are also being cleared. We have not been able to clear the school encroachment because of the fact that the school has got a three storeyed pucca building and is recognised by the Delhi Govt. & CBSE. There are about 600 students studying in the school from Standard I to 10th.. The department has recovered the damages amounting to Rs. 16 lacs from the school authorities. The Management of Oxford Public School has approached the department for regularisation/allotment of the land under existing school. While

31-2000  
05/12/99  
4.1.2000

5/12/99

12/12/99  
JDI (AP) 3/12  
JDI (AP) 3/11  
7/11/00

DDP (AP-J) continue

discussed with OSD (AP)  
J.D. (MP) may please open  
M.P. file  
slant  
5.1.2000

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S.No. 8 / ITEM No. 8 / TC/2001

**Sub: Permissibility of Light & Service and Flatted Factories in Extensive Industrial Plot.**

1.0 In DDA few requests have been received for utilisation of the extensive industrial plot for the purpose of the Light & Service Industry and the flatted factory. In the instant case the plot owner of plot no. 69/1-A located on Najafgarh Road (extensive industrial area) wants to utilise his plot for Light & Service industry / flatted factory with higher height and the basement for the purpose of the parking.

Separately, Hon'ble Supreme Court has directed closure of hazardous and noxious industries so that a better living environment can be made available to the capital city.

**2.0 Provision of MPD 2001 :**

(i) As per provisions of Master Plan for Delhi 2001, in the use zone, "Extensive Industry" (M 2) Light and Service industry (M 1) uses are permitted as modification in the layout plan or as a case of special permission from the Authority.

(ii) Comparison of development controls as per MPD 2001 for Extensive Industry, Light Industry and Flatted group Industry is given in Annexure 1. Following may be noted:

(a) In the Extensive Industry plot the permissible height of the building is 9 mt., while for light industry, the permissible ht. of the building is 12 mt. and in case of flatted group industries it is 15 mt.

(b) In the case of Extensive Industry plot the basement is allowed and is to be counted in FAR while in the Light & Service Industry (Flatted group of industry) basement is allowed and if used for the parking it shall not be counted in the FAR.

**3.0 Proposal :**

a) In the extensive industrial plot Light and Service industry / Flatted group industry may be permitted in accordance with the provision of the Master Plan for Delhi 2001. Subject to the following condition:

i) The FAR on such plot may be permitted equivalent to the FAR admissible for the Extensive industry plot. This will not cause any significant extra burden on existing infrastructure, except little increase in density of workers and the owner will seek necessary clearance from all concerned municipal agencies about the availability of services.

ii) Max. permissible height of the building on Extensive Industry plot, if used for Light & Service Industry or Flatted group of industries shall be 12 mt. & 15 mtrs. respectively.

iii) Basement may be permitted and if used for parking it shall not be counted towards FAR.

iv) Ground coverage shall remain same as admissible for Extensive Industry plot. There shall be no change in ground coverage.

**4.0 Recommendations:**

The proposal as given in para 3.0 above is put up for consideration of the Tech. Committee

25/11

(Signature)

2.0 Development control norms for Extensive Industry / plot .

Sl.no.	Plot size (sqm)	Max. ground coverage	Max. FAR	Max. Height (in M)
1	400 to 4000	50%	100	9
2	Above 4000 and upto 12,000	45%	90	9
3	Above 12,000 and upto 28,000	40%	80	9
4	Above 28,000	30%	60	9

Other controls:

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

ii) Mezzanine floor shall not be allowed

iii) In case of roof trusses height of buildings could be adjusted & relaxed.

Development control norms for the Light and service industries are as under:

Sl No	Plot size (sqm)	Max Ground coverage	Max FAR	Max height (in mt)
1	100 to 400	60%	125	12
2	Above 400 and upto 4000	50%	125	12
3	Above 4000 and upto 12000	45%	125	12
4	Above 12000	40%	100	12

Other Controls.

i) Maximum floors allowed shall be basement, ground floor and first floor. Basement should be below ground floor and to the maximum extent of ground coverage shall be counted in FAR. In case the basement is not constructed the permissible FAR can be achieved on the second floor

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

1.0 PROVISIONS OF MPD-2001: In the Master Plan for Delhi industries have been categories based on the scale of the operations of the industry max. no. of the workers allowed. The power load and the plot size etc. as per Annexure III of the Master Plan industries have been classified in group A B C D E F G H. Group of industries falling in group A B C D are permitted in light industries use zone flatted industries use zone and extensive industry use zone. The industries classified in group F including industries of group A B C D E have been allowed in Extensive Industrial Use Zone. It is further specified that max. no. of workers in light industries flatted industries would be 50 and the power load would 30 kilo watt. MPD-2001 defines the flatted group industry, light industry, and extensive industry plot as under :

Flatted Group Industry: A premises having a group of small industrial units as given in annexure III having upto 50 workers with non hazardous performance. These units may be located in multi storeyed buildings.

Industrial Plot - Light Industry: A premises for industrial unit as per the list given in annexure III having upto 50 workers with non hazardous performance.

Industrial Plot - Extensive Industry: A premises for industrial unit as per the list given in the annexure III having upto 50 workers in case of new extensive industrial units and 500 workers for existing units.

Keeping in view the increasing air and water pollution in Delhi Hon'ble Supreme Court of India has already passed orders for closures of industries falling in group H (a) and H (b) and the existing pressure of such industries to be utilised as per the land use provisions of Master Plan. Further regarding the extensive industries Master Plan suggest not to allow new extensive industries except which ever are existing.

Master Plan for Delhi 2001 also provides permissibility of Light and Service Industries and flatted group industries in M-2 (extensive industries use zone) the other uses which are permitted as part of the modification in the approved lay out plan or as a permission from the Authority are Storage godown and ware housing, Cold Storage, Ice Factory, Cinema, Industrial plot Light and Service industry, Night Shelter, Motor Garrage, Work shop, Flatted group industries, Vocational training institute, Research and Development Centre.

iii) In case of roof trusses height of buildings should be adjusted \ relaxed.

Development control for flatted group industries

Minimum plot size	2000 sqm
Maximum ground coverage	30%
Maximum floor area ratio	120
Maximum height	15 m

Other controls:

Basement upto the building envelope line to the maximum extent of 50% of plot area shall be allowed and if used for parking and services should not be counted in FAR.

Modification in lay out plan : As a policy matter modification in the lay out plan is a similar process for which power of modification in the lay out plan raised with the Commr. (Plg.) VC DDA in case the subject area is under jurisdiction of DDA where ever the area is under jurisdiction of MCD Modification in the lay out plan may be carried out with the approval of the Standing Committee of the MCD