

Minutes of the Technical Committee Meeting
Held on 8.8.2016.

- 6 -

ITEM No. 42 / TC / 2016

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

SUB: REVISITING THE DEVELOPMENT CONTROL NORMS FOR COMMERCIAL CENTRES
IN MPD-2021

File No.: F15(10)2013/MP/Part-I

1.0 BACKGROUND

- 1.1 Ministry of Urban Development, Govt vide letter number K-11011/18/2016 - DD-II dated 21.07.2016 forwarded a copy of Office Memorandum (OM) of Department of Industrial Policy and Promotion (DIPP), Govt on the subject of Ease of Doing Business, Big Format Retail Investment and concerns regarding Planning Norms in Delhi and Other States. In the OM the DIPP has stated that the government in order to supplement domestic capital, technology and skills for accelerated economic growth has allowed 100% FDI in Single Band Retail Sector to attract and promote foreign investment. Under this policy big format retailers like IKEA, Decathlon etc. are qualified to bring their investments in the Country and setup retail stores in Delhi.
- 1.2 On going through the report of the retailers submitted to the DIPP it is observed that the impact of such investments in urbanized cities like Delhi would be in creation of a wide range of skilled and semi skilled job opportunities, revenue generation through duties paid by them as per State and Central Taxes, supporting the economic growth of Delhi, creation of new market for other retailers to benefit from and support the development of Delhi as a shopping, retail and recreational destination. This may also bring out the increase in retail competence in the market and thus lead to better facilities and transfer of modern know-how in detail.
- 1.3 As per the reports available online, other states like Maharashtra, Andhra Pradesh, Uttar Pradesh, etc. are facilitating / attracting these big companies to do business in their states. One of the companies namely IKEA has been allotted 23 acres land in Navi Mumbai and 13 acres of land in Hyderabad for setting up of retail facilities.
- 1.4 It is further pointed out that Delhi's current planning and ownership laws applicable to commercial sites constrain such retailers store design and ownership requirements. In order to facilitate such activities / uses in Delhi as

per the Industrial Policy of Government of India (as mentioned in para 1.1 above), it has been suggested for appropriate modifications in the existing provisions in Master Plan for Delhi - 2021/ Building Bye-Laws.

- 1.5 Delhi Development Authority (DDA) has been reviewing various policy and modifications in the Development Control Norms from time to time in MPD-2021 to facilitate the sustainable development process in Delhi through:
 - i. As per the Transit oriented Development Policy (TOD) the areas falling under the Influence Corridor of MRTS have been proposed to be given the benefit of higher FAR (upto 400) with mixed use components and higher Ground Coverage with relaxed setbacks.
 - ii. Revisiting the development norms of PSP facilities for Government Sector has been taken up considering the optimum utilization of Government land in terms of Ground Coverage, FAR, height etc. especially in developed areas to meet the demand of increased population. Such PSP facilities has been clubbed and proposed for higher FAR (upto 300) and Ground Coverage (upto 50%).
 - iii. As a part of redevelopment of existing industrial plots, the development of commercial activities, PSP uses and Group Housing have been permitted therein with 1.5 times FAR of the permitted use.
 - iv. Amalgamation of smaller plots and sub-division of larger plots have been allowed in the MPD-2021 for use premises as part of integrated scheme within residential, Industrial, and PSP use zones through redevelopment.

2.0 EXAMINATION:

- 2.1 As per the report forwarded by DIPP, the minimum ground coverage required by big retailers is around 20,000 sqm. with 40000 sqm. of usable space and parking for 1200 Cars; which means the plot required as per 20,000 sqm. @25% ground coverage of MPD - 2021 will be 80000 sqm. of plot (8 Hact.) [Table 5.4: Development Controls - Commercial Centres - **Annexure I**]
- 2.2 As per MPD - 2021, Table 5.1 [**Annexure II**] the maximum area / plot size allowed for Community Centre is 4 Hact. The maximum area / plot size allowed for Distt. Centre is 40 Hact. Hence, as per MPD - 2021, the big retail stores can only be provided in the Distt. Centres.

- 2.3 As understood, the retailers does not want to avail the ground coverage and FAR prescribed as per MPD - 2021 in Delhi. They want to avail ground coverage / foot print of these minimum sqm. not @ 25% ground coverage but @ 50 to 60% of ground coverage. Moreover, as informed, since retailer's FDI permission is only for single brand retail in India, the excess FAR cannot be used, sold or leased out by retailer / developer to another party for another purpose.
- 2.4 Therefore, to avail the 50 to 60% ground coverage @ 20,000 sqm., the plot area is required to be 40,000 sqm (4 Hact.). Hence, to provide for this facility, modification in the provision of 25% ground coverage in MPD - 2021 will become necessary to meet their demands.
- 2.5 It also mentioned that the retailer's store has section components with clear heights upto 12m to cater to the large volumes of goods. In this regard, in the Unified Building Bye-Laws for Delhi -2016, Chapter 7; Table 7.1 provides for minimum requirement of measures for building components [Annexure III]. The Note 2 of this table also specifies maximum permissible height at 4.8 meters. However, if the Architect/Engineer desires more than 4.8 meters height of any building component in the project, the same may be permitted to the overall permissible height of the building. Hence, for availing floor to floor height of 5.3 mtrs and 12.4 mtrs for the stores/ showroom/retail outlets; the reasoning should be substantiated to the concerned local bodies while seeking building permits.
- 2.6 Moreover it is pertinent to mention that as several land pockets in District Centres / Commercial Centres are lying vacant, DDA is in the process of bringing out flexibilities in the activities permitted on a plot of particular use premise to enable the user / owner of the land to utilize its land as per current market scenario and cater to the requirements for sustainable development in the NCT of Delhi.

3.0 OBSERVATIONS ON THE CLARIFICATIONS SOUGHT BY MoUD, GOVT. OF INDIA VIDE LETTER DT. 04.09.2015:

The detailed clarifications w.r.t para (i) to (xv) as per MoUD directives vide letter dated 04.09.2015 are as follows:

(i) Background Note indicating the current situation / provisions;	As given in above Para 1.0 Background of the agenda.
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<p>(ii) Whether similar proposals have earlier been considered by DDA / Ministry and / or disposed, and if yes, when and how;</p>	<p>Delhi Development Authority (DDA) has been reviewing various policies and modifications in the Development Control Norms of various use premises time to time in MPD-2021 to facilitate the sustainable development process in Delhi. Some of the recent proposals which are either approved or under consideration by the Ministry are as follows:</p> <ol style="list-style-type: none"> As per the Transit oriented Development Policy (TOD) the areas falling under the Influence Corridor of MRTS have been proposed to be given the benefit of higher FAR (upto 400) with mixed use components and higher Ground Coverage with relaxed setbacks. Revisiting the development norms of PSP facilities for Government Sector has been taken up considering the optimum utilization of Government land in terms of Ground Coverage, FAR, height etc. especially in developed areas to meet the demand of increased population. Such PSP facilities has been clubbed and proposed for higher FAR (upto 300) and Ground Coverage (upto 50%). As a part of redevelopment of existing industrial plots, the development of commercial activities, PSP uses and Group Housing have been permitted therein with 1.5 times FAR of the permitted use. Amalgamation of smaller plots and sub-division of larger plots have been allowed in the MPD-2021 for use premises as part of integrated scheme within residential, Industrial, and PSP use zones through redevelopment.
<p>(iii) What were the specific recommendations of the Authority with regard to the proposal;</p>	

(iv) How and why the proposal was initiated;	Same as in point (i) above
(v) What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	The proposal of increase in Ground Coverage will provide possibilities to avail the enhanced FAR in community centres through redevelopment and will also provide flexibilities in development in new Commercial Centres.
(vi) What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	It may create new commercial establishments with better opportunities for public to benefit from and support the development of Delhi as a shopping, retail and recreational destination.
(vii) How the proposal will benefit in the development and economic growth of the city;	Government in order to supplement domestic capital, technology and skills for accelerated economic growth has allowed 100% FDI in Single Band Retail Sector to attract and promote foreign investment. Under this policy big format retailers are qualified to bring their investments in the country and setup retail stores in Delhi. The impact of such investments in urbanized cities like Delhi would be in creation of a wide range of skilled and semi skilled job opportunities, revenue generation etc.
(viii) What are the provisions corresponding to the proposed policy / change in other metropolitan cities in India and other countries , and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposals are specific to the needs and requirements of NCT of Delhi and considering the paucity of land in the city. However, lands for similar retail facilities has been allotted to Retail Company like IKEA in Hyderabad and Navi Mumbai.
(ix) What will be the public purpose served by the proposed modifications;	Same as para (v), (vi) & (vii) above.

(x) What is the number of people / families / households likely to be affected by the proposed policy;	No such impact has been assessed.
(xi) Whether the proposal is in consonance with the existing plans , laws, bye-laws, rules, etc;	Not applicable.
(xii) Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc, and if yes, what action has been taken to bring about such changes;	The proposal is for the modifications to the provisions in the MPD 2021 and the same is being processed under Section 11A of DD Act 1957.
(xiii) Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The proposal as suggested by DIPP, Govt. of India has been forwarded by the Ministry of Urban Development, Govt. of India and the same is being processed for appropriate modification in MPD - 2021..
(xiv) Ministries of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal and;	Not applicable
(xv) The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	Director (Plg.) MP, 6 th Floor, Vikas Minar, I. P. Estate, New Delhi-110002, Phone No.:23378870

4.0 PROPOSAL:

Based on the suggestions and examination the following modifications have been proposed in the MPD - 2021 for further processing:

- 4.1 Ground Coverage for Commercial Centres - It is proposed that the Ground Coverage proposed in Table 5.4, a) Commercial Centres is increased from 25 - 40% to uniformly 50% in categories i. to v. This will be inclusive of additional ground coverage of 10% permitted for Atrium. Thus, the modifications proposed are given below:

Chapter 5: Trade & Commerce		
Table 5.4: Development Controls - Commercial Centres		
Use / Use Premises	Maximum Ground Coverage (%)	
	Existing Provisions	Proposed Modification
a) Commercial Centres		
i. Convenience Shopping Centre / Local Shopping Centre / Local Level Commercial areas	40	50
ii. Service Market	40	50
iii. Organised Informal Bazaar.	40	50
iv. Community Centre / Non-hierarchical Commercial Centre	25	50
v. District Centre/ Sub-Central Business District / Sub-City Level Commercial areas	25	50

- 4.2 In the notes under Table 5.4, the following additional notes to be added after v):

vi) In case of Commercial Centres in a) i. to v. the maximum Ground Coverage shall be inclusive of Atrium.

vii) In case of integrated schemes of Commercial Centres, amalgamation and sub-division of the plots is permitted for activities as permitted in Table 5.1 of the respective hierarchy of commercial centres subject to payment of requisite charges as notified by the government from time to time.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
VERIFIED
This Proposal was Considered by the 8th Technical Committee Meeting held on 08.08.2016
Vide Item No. 42/2016
Sudhakar / 16.8.2016
Asstt. Director
Master Plan 5.0

The proposal contained in Para 4.0 above of the agenda is placed before the Technical Committee for its consideration.

" DECISION "

the
Control
Commercial
Dy. Dir (P-2021
MP.
/MP/PLI

The proposal was presented by Dy. Director (Plg.) M.P. & DC. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.

Action:
Director
(Plg.) M.P. & D

MPD-2021 modified upto 31/03/2016

locations and timings of operation of such markets should be specified and regulated by the concerned local body.

5.10.5 PLANNING NORMS FOR INFORMAL TRADE

The informal sector trade should be incorporated in the planned development in various use zones. The provision of informal sector trade units should be ensured at the time of sanction of building plans / layout plans as per the norms given in the Table 5.3.

Table 5.3: Planning Norms

S. No.	Use Zones / Use premise	No. of Informal shops / Units
i)	Retail trade: Metropolitan City Centre, District Centre, Community Centre, Convenience Shopping Centre,	3 to 4 units per 10 formal shops (to be provided in informal bazaar / service market components)
ii)	Government and Commercial Offices	5 to 6 units per 1000 employees
iii)	Wholesale trade and Freight Complexes	3 to 4 units per 10 formal shops
iv)	Hospital ¹ [Tertiary Health Care Centre]	3 to 4 units per 100 beds
v)	Bus Terminal	1 unit for two bus bay
vi)	Schools Primary Secondary/ Senior Secondary/Integrated	3 to 4 units 5 to 6 units
vii)	Parks District Parks Neighbourhood parks	8 to 10 units at each major entry 2 to 3 units
viii)	Residential	1 unit / 1000 population
ix)	Industrial	5 to 6 units per 1000 employees
x)	Railways Terminus / MRTS Stations	To be based on surveys at the time of preparation of the project.

Table 5.4: Development Controls - Commercial Centres

Use/ use premises	Maximum			Parking Standard ECS/100 sqm. of floor area	Other controls
	Ground Coverage (%)	FAR	Height (mts)		
a) Commercial Centres *					
i. Convenience Shopping Centre / Local Shopping Centre / Local Level Commercial	40	100	15	2	Max. 10% additional Ground Coverage shall be allowed for providing atrium only in LSC.

¹ Added vide S.O. 2893(E) dated 23-09-2013

-14-

MPD-2021 modified upto 31/03/2016

areas					
Use/ use premises	Maximum			Parking Standard ECS/100 sqm. of floor area	Other controls
	Ground Coverage (%)	FAR	Height (mts)		
ii. Service Market	40	100	15	2	
iii. Organised Informal Bazaar.	40	40	8	--	
iv. Community Centre / Non- hierarchical Commercial Centre	25	125	NR*	3	Maximum 10% additional ground coverage shall be allowed for providing atrium.
v. District Centre/ Sub-Central Business District / Sub-City Level Commercial areas	25	150	NR*	3	Maximum 10% additional ground coverage shall be allowed for providing atrium.
b) Metropolitan City Centre / Central Business District					
i. Commercial Plot Retail & Commerce Metropolitan City Centre i.e. Connaught Place & its Extension	25	150	NR*	3	i. The size of the plot shall be as in the layout of commercial area and any subdivisional of the plot in Connaught Place and its extension should not be permitted. ii. The development controls shall be in accordance with the comprehensive plan of the area to be reframed by the local body. iii. (a) In case of Connaught Place, the existing height shall be maintained and FAR could be achieved by increasing proportionate ground coverage. (b) No basement shall be permitted in middle circle of Connaught Place. (c) Mandatory Architectural Controls shall be applicable.
ii. Commercial Complex at Fire Brigade Lane and Janpath Lane	25	150	NR*	3	i. Ground coverage and FAR shall be calculated on the area of presently available plots. ii. The area shall be developed on the basis of comprehensive scheme.
c) Hotel	40	¹ [11%] or as per specification	NR*	3@	i) Maximum 10% additional ground coverage shall be allowed for providing atrium. In

¹ Modified vide S.O. 2034(E) dated 12-08-2008 and S.O. 678(E) dated 04-03-2014

MPD-2021 modified upto 31/03/2016

		ROW - 325 (ii) Plot 30 m & above - 375]			case, the permissible additional ground coverage for atrium is utilised, 25% of the utilised ground coverage shall be counted towards FAR. ii) Maximum 20% of the FAR can be used for the Commercial offices, Retail & Service shops. iii) The enhanced FAR will be allowed subject to payment of charges to be prescribed/ notified by the Government.
¹ [d] Service Apartments	30	225	NR*	2]	
e) Any other Commercial Centre	25	100	NR*	3	Subject to statutory clearances. The development controls can vary subject to approved scheme.
i. (Including Commercial component along with Railway / MRTS Stations / ISBT)					
ii. Asaf Ali Road (the area shown as commercial strip in Delhi Gate - Ajmeri Gate scheme)	80	200	20	3	Setbacks are not mandatory In case of rebuilding stilts shall be provided for parking.
² [i] Motels (with sanctioned plans as on 07-02-2007 or whose proposal of Motel has been acceded to, ³ {(including all such proposal of motels which were in process of examination or matter challenged in the court of law or having approval in files from DDA or ⁴ [concerned municipal body] or not acceded to due to enforcement of MPD-2021 on 07.02.2007 are also eligible for sanction)}; which	40**	175*	NR*	30 EGS per 100 sq metres or floor area (as per Development Code Chapter of MPD - 2021). All guest parking must be catered to within the motel premises themselves.	i. Maximum 175 FAR ⁵ [...] shall be permissible on the plot area disclosed in the sanctioned plan as on 07-02-2007 in conformity with Government of India Notification S.O. 550 (E) dated 16-06-1995 and motel guidelines issued by Government of India, MoUD on 04-03-2002 ii) The motels shall face the road of minimum 30 mts. ROW (if additional land is required for road widening, same to be kept reserved out of the motel area). iii) Other norms and permissible activities shall be the same as applicable to hotel use premise. iv) Water, electric supply, sewerage, drainage, traffic circulation, provision of linking road of adequate ROW and other such infrastructure shall

¹ Added vide S.O. 2895(E) dated 23-09-2013

² Added vide S.O. 2555(E) dated 26-10-2012

³ Modified vide S.O. 2759(E) dated 13-09-2013 and S.O. 2799(E) dated 16-09-2013

⁴ Modified vide S.O. 3173(E) dated 12-12-2014

⁵ Deleted vide S.O. 2190(E) dated 18-07-2013

MPD-2021 modified upto 31/03/2016

are in Commercial Areas or proposed Facility Corridor in Zonal Development Plans and Other Use Zones)					<p>have to be provided by the owner at their own cost till the same is made available by the service providing agencies. The Motel owner will have to pay the external development charges including provision of linking road of adequate ROW as demanded by the concerned agencies</p> <p>v) All motels should follow rainwater harvesting and energy conservation provision laid down under Notification and Building Bye-Laws issued by MoUD/GOI</p> <p>vi) Disposal of waste in motels will be responsibility of the motel owner and net pollution discharge from the motels should be zero</p> <p>vii) Modern techniques shall have to be adopted in disposal of waste in motels viz segregation of solid waste into compostable and non-compostable. Compostable waste should be deposited in localized compost pits, non-compostable should be incinerated in incinerators maintained by the motel, subject to pollution control norms. The building shall have dual piping system. Mini sewage treatment plant shall be constructed within premises for treatment of sewage and utilizing the treated water for purposes other than drinking with dual piping system</p> <p>viii) Revised building plans will be submitted to the local bodies i.e., {concerned municipal body} DDA as the case may be for sanction under building bye laws]</p>
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²[^Note- Additional FAR Charges, Conversion Charges, Betterment Levy/ External Development Charges etc. shall be payable as decided by the Government from time to time.

* No restriction subject to clearance from Airport Authority of India and Fire Department of GNCTD.]

¹ Modified vide S.O. 3173(E) dated 12-12-2014

² Added vide S.O. 2555(E) dated 26-10-2012

MPD-2021 modified upto 31/03/2016

¹ [** Ground Coverage up to 50% instead of 40% will be permissible to achieve the enhanced FAR at site(s), if there exist any height restriction from Airport Authority of India]

² [i. NR* - No Restriction, subject to clearance from AAI, Delhi Fire Service and other statutory bodies.]

ii. FAR# - ³ [The norms of 325 FAR below 30m ROW or 375 FAR on 30m ROW or above and 40% ground coverage shall be applicable in respect of all (i) hotels including hotel plots in (a) Commercial Centres (iv), (v) and (b) Metropolitan City Centre/Central Business District except those located in LBZ area, Civil Lines Bungalow Area and hotels existing on heritage structures and (ii) Hotel-cum-commercial plots. This shall apply to all categories of hotels mentioned at para 5.8. The FAR for Commercial Centres mentioned at Table 5.4(a) and (b) as well as Hotel-cum-commercial plots where apportionment of FAR shall be as per original lease conditions and shall stand enhanced automatically to that extent, for this purpose only if not available]

⁴ [iii. In case of revision of building plans to avail additional FAR, hotel can avail additional FAR only if adequate parking provision is made within the plot itself.]

⁵ [@ - In respect of hotels where the building plans stand sanctioned prior to 27.1.2006, parking standard of 3 ECS for 100 sqm of floor area shall be applicable only for the additional FAR which will be availed consequent upon amendment to MPD-2021. In respect of hotels where the building plans have been sanctioned on or after 27.1.2006, the parking standard of 3 ECS for 100 sqm of floor area shall be applicable to the entire plot.]

Notes:

- i) The utilities such as, underground water storage tank, roof top water harvesting system, separate dry and wet dustbins, post delivery counter etc. are to be provided within the plot. All hotels, restaurants, auto workshops, hospitals ⁶ [tertiary health care centres] etc. will have to make arrangements for solid waste disposal and primary effluent treatment.
- ii) Individual plot with floor area of 5000 sq.m. or above will provide ESS and generator within the plot. They have to submit energy consumption / audit at the time of sanction of building plans.
- iii) Height subject to clearance from ASI, Airport Authority of India, Delhi Fire Service and concerned authority.
- iv) Wherever parking is provided within the plot / basement and is misused, the same is liable to municipalisation / taken over by the authority.
- v) Wherever redevelopment of existing commercial areas stipulate preparation of a comprehensive scheme, the same can be initiated jointly by the lessees / owners themselves and submitted to land owning agency / planning authority for approval. Wherever any enhancement in FAR is approved, the same will be subject to charging appropriate levies from the beneficiaries. For Metropolitan City Centre, in Special Area, development controls shall be as per approved scheme.

¹ Added vide S.O. 2759(E) dated 13-09-2013 and modified vide S.O. 2799(E) dated 16-09-2013

² Modified vide S.O. 2034(E) dated 12-08-2008

³ Modified vide S.O. 558(E) dated 26-02-2009 and S.O. 678(E) dated 04-03-2014

⁴ Added vide S.O. 678(E) dated 04-03-2014

⁵ Modified vide S.O. 2034(E) dated 12-08-2008

⁶ Added vide S.O. 2893(E) dated 23-09-2013

MPD-2021 modified upto 31/03/2016

5.0 TRADE AND COMMERCE

Shopping and commercial areas reflect the economy and the image of the city. As per the Economic Survey of Delhi 2001-2002, there were about 2.3 lakhs retail enterprises in Delhi with an employment of 5.4 lakhs engaged in trade, commerce and allied services. It is expected that the number of enterprises in retail trade are likely to increase to about 4.15 lakhs by 2021 and the corresponding employment is likely to increase to about 9.63 lakhs. In addition to these, large number of enterprises in sectors such as restaurants and hotels, finance & insurance, real estate & business operate from commercial centres. This indicates the predominance of retail and allied service activities in the economic structure of the city.

The major changes in the economic structure are due to liberalization of the economy, entry of multinational companies in the consumer sector, improved telecommunication system, increased per capita income and the purchasing power of the people.

5.1 PRE 1962 / MPD-1962 COMMERCIAL AREAS

Residential areas and streets / stretches earlier declared as commercial areas / streets or where commercial use was allowed in MPD-1962 shall continue such use at least to the extent as permissible in MPD-1962. Commercial activities existing from prior to 1962 in residential areas are also permitted subject to documentary proof thereof.

5.2 HIERARCHY OF COMMERCIAL AREAS

The following five-tier system of Commercial Areas is envisaged to accommodate required shopping, commercial office and other service activities like cinema, hotel and restaurant and various community services and facilities in an integrated manner.

In addition, some components of commercial use are also provided under mixed use, non-hierarchical commercial centres, and informal sector in the selected areas along the MRTS corridor.

Table 5.1: Five-Tier System of Commercial Areas

Tier	I	II	III	IV	V
Population		About 5 lakhs	About 1 lakh	About 10,000	About 5,000
	Metropolitan City Centre (Pertains to already developed Central Business District)	District Centre	Community Centre	Local Shopping Centre	Convenience Shopping Centre
Area (Ha.)	-	40	4.0	0.3	0.1
Activities Permitted	Retail Shopping, Stockists and dealers of medicines and drugs, Commercial and Offices of local bodies, PSUs, Cinema, Cineplex, Hotels, Restaurants, Banquet Halls, Socio-Cultural activities /	Retail Shopping, Stockists and dealers of medicines and drugs, Commercial and Offices of local bodies, PSUs, Cinema, Cineplex, Hotels,	Retail Shopping, Stockists and dealers of medicines and drugs, Commercial and Offices of local bodies, PSUs, Cinema, Cineplex,	Retail Shopping, Stockists and dealers of medicines and drugs, Commercial Offices, Clinical Laboratory, Clinic & Poly Clinic, Repair /	Retail Shopping, Local level service activities, Repair, [Office up to 125 sqm], Bank, ATM, Informal Trade, Restaurant

¹ Modified vide S.O. 1215(E) dated 13-05-2013

MPD-2021 modified upto 31/03/2016

Recreational Club, Service Appts, Coaching Centres/ Training Institutes, Police Post, Fire Post, Tel. Exchange, Post & Telegraph Office, Petrol Pump / CNG Station, Bus Terminal, Informal Trade.	Restaurants, Banquet Halls, Socio-Cultural activities / Recreational Club, Service Appts, Coaching Centres/ Training Institutes, Police Post, Fire Post, Tel. Exchange, Post & Telegraph Office, Petrol Pump / CNG Stn., Bus Terminal, Repair / Services, Bank, ATM, Guest House, Nursing Home, Informal Trade.	Hotels, Service Appts, Restaurants, Banquet halls, Guest House, Nursing Home, Dispensary, Clinical Lab, Clinic & Poly Clinic, Coaching Centres / Training Institutes, Police Post, Post Office, Petrol Pump / CNG Station, Repair / Services, Bank, ATM, Informal Trade, Multi level parking.	Services, Bank, ATM, Guest House, Nursing Home, Informal Trade, Coaching Centres/ Training Institutes, Restaurant.	
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¹[The provision of offices space upto 125 sq.mtr. to be applicable from the prospective date of notification in view of clause 3 (4) of Development Code]

Notes:

- Besides the above, retail shopping of desired level shall also be provided in all work centres and transportation nodes.
- Utilities, Public Conveniences shall be provided as per requirement.
- Service & Repair and Informal activities should be provided as Service markets and Informal bazaar.
- The mandatory requirement of parking as per prescribed standards would be met through multi level parking as far as possible in Metropolitan City Centre, District Centre and Community Centre.
- ²[The non-residential activities permitted as per Mixed Use Regulations with stipulations for category of colony road ROW etc. in residential plots will be permitted in Commercial Centres]

5.3 METROPOLITAN CITY CENTRE

The existing CBDs are Connaught Place and its Extension, commercial areas in Walled City and its Extension and Karol Bagh. These have all the necessary ingredients to emerge as Metropolitan City Centres.

These Metropolitan City Centres, need to be seen in the light of the historical legacy of the pre-colonial and post-colonial capital cities of the so called old and new Delhi, are envisaged as a city level centre for shopping, entertainment, socio-cultural and all other activities indicated in respect of District Centres. A comprehensively planned and

¹ Added vide S.O. 1215(E) dated 13-05-2013

² Added vide S.O. 2895(E) dated 23-09-2013

Chapter 7

General Building Requirements/ Provisions

7.0 This part sets out the standard space requirements of various parts of a building (for all types of buildings – low/ high rise).

7.1 Space Requirement for Different Parts of Residential Building of Different Size of Dwelling Units

7.1.1 Main Building: The plinth or any part of a building or outhouse shall be so located with respect to highest surrounding road level from site / ground level irrespective of location of the entry level so that adequate drainage of the site is assured.

7.1.2 Interior Courtyards, Covered Parking Spaces and Garages: These shall be satisfactorily drained either by gravity or by mechanical means.

7.1.3 Minimum Size, Width and height of different components of residential premises, low/high rise as given below in Table 7.1

Table 7.1: Space requirement

S.No.	Components of Building	Min. Requirement for a dwelling unit up to 50 sq.m area	Min. Requirement for a dwelling unit above 50 sq.m area
1.	Habitable Rooms	Area 7.5sq.m Width 2.1 m Height 2.75 m	Area 9.5sq.m * <i>*If there are two rooms the Second room shall be min. 7.5sqm.</i> Width 2.4m Height 2.75m
2.	Kitchen	Area 3.3sq.m Width 1.8 m Height 2.75 m	Area 4.5 sq.m Width 2.4 m Height 2.75m
3	Pantry	-----	Area 3.0 sq.m Width 1.4mt Height 2.2m
4.	Bathroom	Area 1.20sq.m Width 1.0m Height 2.2mt	Area 1.8 sq.m Width 1.2 m Height 2.2m
5.	W.C.	Area 1.0sq.m Width 0.9m Height 2.20m	Area 1.2 Sq.m Width 0.9 m Height 2.20m
6.	Combined Bath and W.C.	Area 1.80sq.m	Area 2.80sq.m

		Width 1.0m Height 2.20m	Width 1.20m Height 2.20m
7.	Store room	The area of the store has to be less than habitable room (less than 7.5 sq.m and minimum height of 2.2 m)	The area of the store has to be less than habitable room (less than 9.5 sq. m and minimum height of 2.2 m)
8.	Covered Projections (Sunshades/ Cupboards)	Permitted within the plot boundary, up to 0.75 m width. No portions of any projection whatsoever shall project outside the plot boundary.	
9.	Garage	Two-wheeler garage: 1 x 2 m	Area 14.50sq.m Width 2.70 m Height 2.40m
10.	Passage way/ Corridor for low rise	Width 0.9 m	Width 1.0* m
11.	Door Ways (habitable rooms)	Width 0.90 m Height 2.1m	Width 0.9 m Height 2.1 m
	(Kitchen, bath, W.C.)	Height 2.00m Width 0.75m	Height 2.00m Width 0.75m
12.	Staircases (low rise)	Width 0.9m	Width 1.0* m
13.	Veranda	2.4m depth (max.)	

Notes:

1. Provided that the minimum clear head way under any beam shall not be less than 2.4m.
2. Maximum permissible height for all types of building components mentioned in the above table is 4.8 m finished from floor level to soffit level of ceiling. However, if the Architect/ Engineer desires more than 4.8 m height of any building component in the project, the same may be permitted subject to the overall permissible height of building/structure.
3. In case of group housing all open spaces provided either in interior or exterior shall be kept free from any erections thereon and shall open to the sky. Nothing except cornice, chhajja or weather shade (not more than 0.75 m wide) shall overhang or project over the said open space so as to reduce the width to less than minimum required. Such projections shall not be allowed at height less than 2.2 m from the corresponding finished floor level.
4. Architectural features and landscape: See 7.17.1 & 7.17.2

* For high-rise buildings, the dimensions of Stairways and Corridors shall be as provided in clause 8.4.3 and 8.4.8. and in case of addition of upper floors on existing floors in low-rise buildings where width of staircase is kept 900mm as per 1983 BBL, same maybe adopted for upper floors.

7.2 Other General Requirements

7.2.1 Kitchen: Every room to be used as a kitchen shall have

- a. Unless separately provided in a pantry, means for washing of kitchen utensils, which shall lead directly or through a sink to a grated and trapped connection to the waste pipe.

Minutes of the 7th. Technical Committee Meeting Held On 4.7.2016.

-34-

ITEM No. 37/TC/2016

AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to 'Commercial' (Non- Hierarchical Commercial Centre) C1" located at Kamla Market, falling in Planning Zone "D" (F.3(16)/91-MP)

Reference is invited to Sr. Town Planner, MCD (North)'s letter No. TP/G/4/21 dated 27.6.2016. (Annexure - I)

1.0 Background:

- 1.1 The Request for change of land use has been received from Land & Estate Deptt., North DMC since the issue of conversion of shops from leasehold to freehold is under consideration in their department.
- 1.2 Earlier, a letter vide no. TP/G/3205 dated 7/4/2014 was sent to L&DO for taking up the matter with DDA for change of land use. However, no reply was received from L&DO. Accordingly it was decided that Town Planning Deptt. shall take-up the matter with DDA.

2.0 Examination:

- 2.1 The land use of Kamla Market is 'Recreational' (District Park) as per the Zonal Development Plan of Zone-D (approved under MPD-2001).
- 2.2 The site has been visited and there exist single storied building consisting of 272 shops and 12 flats and other amenities.
- 2.3 The control and management stands transferred to erstwhile MCD by the L&DO, GOI vide Notification No. L&DO/PS-4/Pol/1/2004 dated 24-3-2006 issued by the Ministry of Urban Development, Govt. of India. A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. There is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold. The next date of hearing is on 18-7-2016.
- 2.4 The site does not fall in Natural Conservation Zone (NCZ). Natural features such as water bodies, etc.
- 2.5 Since the market is running in the present site/ location for approx. 75 years, it has been decided to retain the said Market and plan it accordingly by correcting the use depicted in the Zonal Development Plan from Recreational use to Commercial (Non-Hierarchical Commercial Centre) C1, as the area nearby has been shown as Non-Hierarchical Commercial Centre (Asaf Ali Road) as per Master Plan of Delhi-2021.

3.0 Information required as per the MoUD, GoI letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions:	The Kamla Market has been in existence for past 75 years (approx.) and the use has been mentioned wrongly in the Master Plan as Recreational (District Park) and as such the rectification is required to be carried out in MPD-2021 for declaring the market as Commercial(Non-Hierarchical Commercial Centre).
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or disposed, and if yes, when and how;	Similar proposals of change of land use have been processed by DDA earlier.
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	As per 1.1 above.

(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the market is in a dilapidated condition, the correction in the zonal plan will enable the Corporation to redevelop the market as per modern requirement under the provision of master plan.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the present existing shops / flats are in a deteriorated condition and also the market is facing parking problems, the development of the same into Non- Hierarchical Commercial Centre will address the issue.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made as per the existing conditions at site.
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are 272 shops and 12 flats existing in Kamla Market and the existing allottees on lease/ license/ freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees. On the other hand the structure has become very old which require re-development as per requirement of developing metropolitan city.
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with the existing ground situation & the proposed Non-Hierarchical Commercial Centre at nearby Asaf Ali Road.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	Since the market is functioning before the year 1962, the proposal would require correction in the zonal development plan.
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted before the proposal is finalized.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration any guidelines / orders of DOP&T Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr. town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:		
a.	Whether the land is government or private and who is the land owning agency?	The market is under the management and control of North DMC after transfer by L&DO.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	The proposal has been initiated after request was received from L&E Deptt. North DMC in respect of conversion of shops from leasehold to freehold better utilization of the market

c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The correction in land use is required due to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of Old Delhi on the same pattern of parking complex developed by the DMRC near the Market/ Railway Station.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/ policies?	The changes/ correction in the zonal development plan will reflect the actual position at site.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no implication regarding Law & order on the general public.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. It may also be informed to the T.P. Deptt. that there is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold please. The next date of hearing is 18-7-2016.

4.0 Proposal :

In view of the above, the land use in respect of an area measuring 0.984 Ha. located at Kamla Market, Delhi, falling in Planning Zone- 'D' may be changed from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) (C1) under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD- 2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Kamla Market	0.984 Ha.	Recreational (District Park)	Commercial (Non-Hierarchical Commercial Centre) (C1)	North: Asaf Ali Road South: J.L. Nehru Marg East: Service Road connecting Asaf Ali Road & JLN Marg West: Road from Ajmeri Gate to Minto Bridge (Bhavbhooti Marg)

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.



Planning Assistant



Sr. Town Planner



Chief Town Planner

P.T.O.

" DECISION " - 36-A.

37/2016

Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D .
F3(16)/91-MP

The proposal was presented by Sr. Town Planner, North DMC. Technical Committee was informed that the land ownership of the Kamla market has been transferred by L&DO in the year 2006 to the North DMC and the shops are leasehold properties. Hence, there is no windfall gains to the private owners through this change of landuse. It was further informed by CTP that it is a case of "fait accompli". The market namely Kamla Market is an already existing market and is shown as "Recreational" land use category in Zonal Development Plan of Zone "D" and in MPD.

Action:
Director (Zone-D)

After detailed deliberation the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.

Technical Committee further desired that all such cases of fait accompli as recommended by MCDs and New Delhi Municipal Council and approved by the Technical Committee will be put up to Authority as combined agenda.

Technical Committee further opined for such fate accompli cases that:

- i) All the MCD's and New Delhi Municipal Council to submit all such "fate accompli" cases for consideration by the Technical Committee within one-month period.
- ii) Concerned units of DDA to superimpose the sites proposed for change of landuse on the base maps of respective Zonal Development Plans before putting up for the approval of the Authority.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
VERIFIED

This Proposal was Considered in the 7th Technical Committee Meeting held on 04.07.2016. Vide Item No. 37/2016
Sudhakar 12.07.2016
Asstt. Director Master Plan

[Signature]
Dy. Director Master Plan

vg No- 1178- 188 (14) 2022

29.6.16 - 37 -

Annexure - I

NORTH DELHI MUNICIPAL CORPORATION

TOWN PLANNING DEPARTMENT

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G./14/2)

Dated 27/6/16

To

 The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposed change of landuse of 'Kamla Market' from Recreational' (District Park) to 'Commercial' (Non- hierarchical Commercial Centre) CI in the Zonal Development Plan under MPD-2021.

Ref: - F.3(16)/91/MP/D-92 dated 02.06.2016

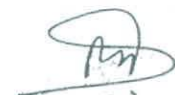
Sir,

This is with reference to your letter no. F.3(16)/91/MP/D-92 dated 02.06.2016 vide which it has been requested to provide requisite information w.r.t DDA's letter dated 17.8.15 (17.07.15) and as per the decision taken in the Technical Committee meeting dated 10.04.2015 & 19.05.2015. In this regard this office has already replied vide letter no. TP/G/982/15 dated 20/5/15, TP/G/1422/15 dated 16/7/15 and TP/G/1905 dated 17/9/15 (copies enclosed). The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully,



Sr. Town Planner

Ad (Plg.) Zone 'D'

- 38 -

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no.23226328

No: TP/G/....282..../15

Dated: 20/5/15

To,

The Director (Plg.) TC,
6th Floor, Vikas Minar, I.P Estate,
Delhi Development Authority,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) CI in the Zonal Development Plan under MPD-2021.

Sir,

In continuation of this office letter dated 24/2/2015, please find enclosed details of Kamla Market area i.e. total area, ownership, layout plan etc. as conveyed by Land & Estate Deptt., North DMC. It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.:

1. Copy of clarifications received from L&E Deptt., North DMC.
2. Copy of Layout Kamla Market.

Yours faithfully,


Sr. Town Planner-II

21

	Observations of Planning Department, Zone-D Unit, DDA	Reply from Land & Estate Deptt./North DMC
1.	Total area and boundary of the Kamla Market shopping centre for refugees as per approved layout plan of the area.	The total area of Kamla Market shopping centre is 0.984 Hect. (enclosed as annexure 'A').
2.	Justification is required as to why the proposed change of land use is required from 'Recreational (District Park)' to 'Commercial (Non-Hierarchical Commercial Centre)'.	The change in land use is required to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of old Delhi but on the same pattern, a parking complex developed by the D.M.R.C. near to the Kamla Market. The existing allottees on lease/license/freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees, on the otherhand the structure has become very old which require re-development as per requirement of developing metropolitan city.
3.	Any approved scheme plan/ lease plan showing the Development Control Norms.	Does not pertain to L&E Deptt. The concerned Deptt. in this regard is Town Planning Deptt. itself. However for clarification of contents in lease/ freehold documents are attached (enclosed as annexure 'B').
4.	Justification is also required for declaring this market as 'Non-Hierarchical Commercial Centre'.	To need the requirement of modern day development of a metropolitan city, space crunch in Delhi and to generate revenue for the North DMC.
5.	The ownership status of the said market may also be provided.	The control and management stands transferred to MCD (Now North DMC) vide notification No. L&DO/PS-4/ Pol./1/2004 dt. 24-03-2006 issued by Ministry of Urban Development Govt. of India.
6.	NOC is also required from the land owning agency for the proposed change of land use.	The Kamla Market is existing for last 75 years (approx.) and the use may have been mentioned wrongly in the Master Plan. Perhaps wrongly as recreational (District Park) and as such the rectification required to be carried out in MPD-2021 for declaring the market as non-Hierarchical Commercial Centre.

-40-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH. FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no.23226323

No: TP/G/.../422.../15

Dated: 16.1.7/15

To,

The Deputy Director (Plg.) Zone-D,
Area Planning Zone-D Unit,
Delhi Development Authority,
4th Floor, Vikas Minar,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter No. F.3(16)91/MP/D-80 dated 19/06/2015 received in this office on 08/07/2015. In this regard as per the letter of Ministry of Urban Development (MoUD) Govt. of India, letter no. K-13011/3/2012-DD.IB dated 7th April, 2015, this office has already replied to the Director (Plg.), T.C., DDA, vide letter No. TP/G/982/15 dated 20/5/2015(copy enclosed) alongwith the copy of clarifications received from concerned Deptt. and a copy of layout plan of Kamla Market.

It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.: As above.

Yours faithfully,


Sr. Town Planner-II

7

-41-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel. no. 23226328

No. TP/E/1905

Dated 17-9-15

Dy. Director (Plg.)
Planning Zone-D 'Unit
4th Floor, Vikas Minar, New Delhi.

Sub:-Regarding proposed change of land use of 'Kamla Market' from 'Recreational'(District Park) to 'Commercial'(Non-hierarchical Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter dated 17.07.2015 on the above mentioned subject wherein some information with respect to area and boundaries of Kamla Market and justification including it as Non-hierarchical Centre has been sought.

The layout plan of Kamla Market area as received from L&DO was sent to DDA earlier on 20/05/2015. The said layout plan does not show the area of the market. The layout plan also does not show any scheme boundary except for showing plot/shops nos. However, as per the information received from L&E Deptt. North DMC, the total area of Kamla market is 2.43 Acre (0.984 Ha.). A copy of table showing various markets in Delhi has also been sent to DDA in which the area of the said market is shown as 2.43 Acre (0.984 Ha.) consisting of 272 shops and 12 flats. As regards justification of including Kamla Market as Non-hierarchical Centre, it is pointed that the area required for Community Centre is 4.0 Ha. and the area required for next level of commercial activities i.e. Local Shopping Centre is 0.3 Ha. Besides, as per MPD-2021, the commercial centre at Asaf Ali road is proposed for Non- hierarchical Commercial Centre (clause 5.5 of MPD-2021) & hence the inclusion of Kamla Market as Non-hierarchical Commercial Centre is justified.

It is therefore requested to consider the above clarifications and place the case before the Technical Committee for change of land use.

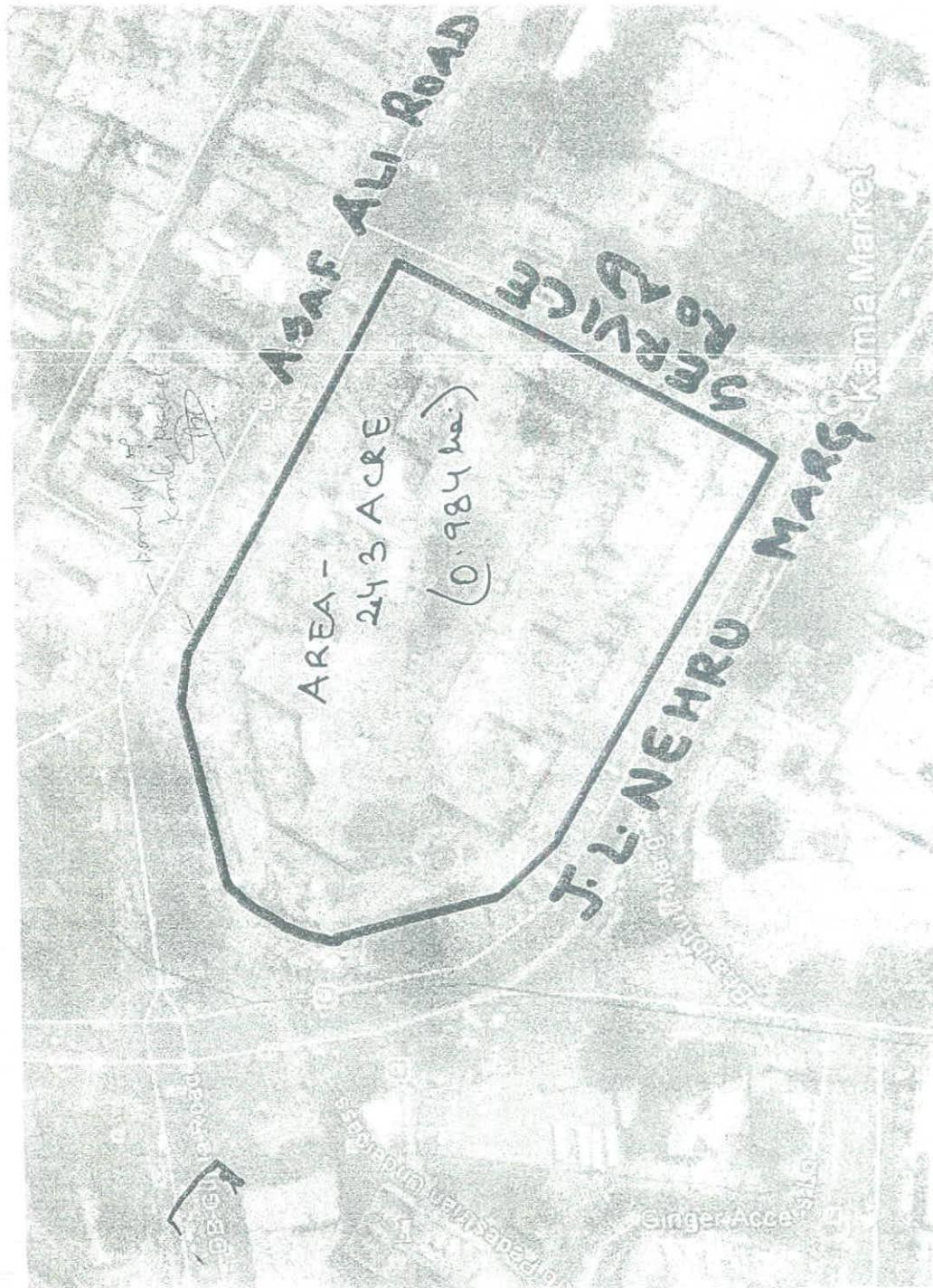

Sr. Town Planner-II

Copy to:-

1. Secy. to Commissioner for kind information of Commissioner.
2. P.S. to Chairman Standing Committee, North DMC.


Sr. Town Planner-II

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Minutes of The 7th Technical Committee Meeting Held On 4.7.2016

- 43 -

ITEM No. 38/TC/2016

AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park) to 'Govt. Offices' located at Minto Road, falling in Planning Zone "D". (P. 20(19)/2013-MP)

Reference is invited to letter No. TP/G/4120 dated 27.6.2016.
(Annexure - I)

1.0 Background:

- 1.1 North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.
- 1.2 The Minto Road Municipal Staff Quarters of erstwhile MCD have long been in existence. This colony is in a deteriorated condition at present, and requires proper utilization of land in the present context. The area of the site at Minto Road Municipal Staff Quarters is 1.35 Ha. (approx.) and consists of about 41 flats & other facilities. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices. North Delhi Municipal Corporation vide Resolution No. 201 dated 28.9.2015 has also decided to develop the site for Office purpose (copy already send it).

2.0 Examination:

- 2.1 The site under reference falls in "Recreational (District Park)" use zone as per the Zonal Development Plan (Zone-D) approved under MPD-2001 (copy of part Zonal plan of zone-D and copies of site plans provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone (copy already send it).
- 2.2 The site has been visited and it is found that the site tally as per the site plans of staff quarters Minto Road provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone. The staff quarters are single storied. Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space & revenue to the Corporation.
- 2.3 The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on relating to land under reference at Minto Road.
- 2.4 The site does not fall in water bodies.
- 2.5 Since the existing staff quarters are in a dilapidated state, the development of the same into Government offices will provide more office space and this require to the Corporation. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices.

3 Information required as per the MoUD, GoI letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions;	North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or	Similar proposals of change of land use have been processed by DDA earlier.

	disposed, and if yes, when and how;	
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site as Government offices.
(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the existing staff quarters are in a dilapidated state, the site is suitable to be developed as Government offices because it is located at a strategic location near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space and this require to the Corporation.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made to meet the use of office needs / generate revenue to the Corporation.
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are about 41 flats existing in the staff quarters and they will be accommodated in other Municipal staff quarters.
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with Master Plan provisions for Govt. offices requirement w.r.t. area, etc.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	The proposal requires change of land use from "Recreational (District Park) to 'Govt. Offices'"
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted & the proposal has been made accordingly.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration or any guidelines / orders of DOP&T/ Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr. town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:		
a.	Whether the land is government or private and who is the land owning agency?	The land is owned by the North DMC, where the custodian of land & staff quarters is the Engg. (Maintenance) Deptt. of North DMC whereas the

		allotment of staff quarters is done by the Land & Estate Deptt.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site at Minto Road Municipal Staff Quarters be utilized for Government offices which is near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of Town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The land located at prime location will be put to optimum utilization in consonance with the requirement of the area Govt. offices use.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/policies?	There will be no adverse impact due to the proposal. The proposal requires change of land use.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no adverse impact/ implications on general public eg. Law & order etc. rather the new project will meet the office space requirements. Location of this site is central and accessible by all means of transport. It is best suited for office complex. Demand for office space in this area is ever growing.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on, relating to land under reference at Minto Road.

4 Proposal :

In view of the above, the land use in respect of an area measuring 1.35 Ha. (approx.) located at Minto Road, Delhi, falling in Planning Zone- 'D' may be changed from "Recreational (District Park)" to "Govt. offices" under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD-2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Minto Road Mpl. Staff Quarters	1.35 Ha.	Recreational (District Park)	Govt. Offices	North: Road South: Jahangir Road. East: Minto Road West: Thomson Road

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.


Planning Asstt.-II


Sr. Town Planner


Chief Town Planner

P.T.O.

45-A

"DECISION"

38/2016

Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)" to "Govt. Offices" located at Minto Road, falling in Zone-D F20(19)/2013-MP

The proposal was presented by Sr. Town Planner, North DMC. During discussion it was informed that the site under reference falls in influence zone of TOD corridor and Commissioner North DMC, requested that for the optimum utilization of land, the land use may be considered as "Commercial". Technical Committee agreed to the proposal of change of land use from Recreational (District Park) to Commercial (C-I) subject to approval of proposal from the House of North DMC and the condition that North DMC shall first upgrade infrastructure around this plot, particularly in-gress and egress to cope up with the increased foot fall on this plot as a result of this CLU.

Action:

Director (Zone-D)

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

VERIFIED

This Proposal was Considered in
the 7th Technical Committee
Meeting held on 04.07.2016
Vide Item No. 38/2016

Sudhakar / 13.7.2016
Asstt. Director
Master Plan

[Signature]
By. Director
Master Plan

13/7/2016

Dy No - 1180 - Dir (Plg) Zone D
25-8-16
Annexure - I

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G/14/20

Dated: 27/6/16

To

 The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposal of North DMC for change of land use of Municipal Staff Quarters at Minto Road to Government Office.

Ref: - F.20(19)/2013/MP/ D-91 dated 02.06.2016

Sir,

This is with reference to your letter no. F.20(19)/2013/MP/D-91 dated 02.06.2016 vide which you have requested to send views of Railway Authority. In this regard, this office has already sent letters to Railway Authorities number of time i.e. on 17/11/2014, 12/6/2015, 8/9/2015, 18/11/2015 & 17/2/2016 (copies enclosed) but no response has been received from their office. It seems that Railway Authority have no stake in the matter. The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully,


Sr. Town Planner

AS (Plg) Zone D

-47-

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002

No: TP/ 6/4770

Dated 17/11/14

To,

The General Manager,
Northern Railway,
Railway Authority,
New Delhi Railway Station,
New Delhi-110002

To,

The Delhi Railway Manager (DRM)
Northern Railway, Baroda House,
Kasturba Gandhi Marg New Delhi-110001

Sub: Regarding proposal of North DMC for re-construction of the Municipal Staff Quarters on the land of approximate area of 13,500 sqm. (1.35 ha.) and part of the area be utilized for office building of the City Zone of the North DMC at Minto Road.

Sir,

This is with reference to the letter No. F. 20(19)2013/MP/D-165 dated 15.10.2014 (copy enclosed) received from Assistant Director (Plg.) Zone-D, DDA, in response to the letter written by North DMC (copy enclosed) for developing the existing Minto Road Staff Quarters by changing the land use from Recreational (District Park) to Residential.

In this regard, the DDA has informed that the modified traffic circulation plan and transport infrastructure plan for proposed Redevelopment of New Delhi Railway Station was agreed in principle in the 21st UTTIPEC Governing Body Meeting (GBM) held on 19.02.2010, subject to submission of modified proposal (Refer item 6 (c) of minutes of the 21st UTTIPEC GBM, which is available on UTTIPEC website i.e. www.uttipee.nic.in). This modified proposal has not been submitted by the Railway Authorities till date.

It is therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC.

Encl: As above.

Yours faithfully,

Sr. Town Planner-II

Copy to:

1. Assistant Director (Plg.) GIS & Zone-'D' Unit, 2nd Floor, Vikas Minar, DDA, New Delhi.
2. Hon'ble Chairman, Standing Committee-North DMC.

Sr. Town Planner-II

-48-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/..2.329..../15

Dated: /8/11/15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, and 08/09/2015 (copy enclosed), and also a letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received from your office.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.



Sr. Town Planner-II

2

-49-

Reminder

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002.

No: TP/G/...1178...../15

Dated: 12/6/15

To,

The Delhi Railway Manager (DRM),
Northern Railway, Baroda House,
Kasturba Gandhi Marg,
New Delhi-110001

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is with reference to the letter of Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi no. F.20(19)2013/MP/D-66 dated 25/05/2015 (copy enclosed). DDA had requested North DMC to take up the above mentioned proposal of North DMC with Railway Authority for their observations/comments.

In this regard this office had earlier written a letter of the same issue but so far no reply has been received from your office (copy enclosed).

It is, therefore, kindly requested to address the issue raised by DDA vis-a vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi

%



Sr. Town Planner-II

- 50 -

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/.../8142...../15

Dated: 8.../8.../15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is with reference to the letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed). DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.
3. Dy. Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi.



Sr. Town Planner-II

1

-51-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/...2927/16

Dated: 17.11.16

To,

The Senior Divisional Engineer-III/
Northern Railway, DRM's office,
State Entry Road,
New Delhi-110055.

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, 08/09/2015 and 18/11/15 (copy enclosed) sent to the Railway Deptt. in response to the letters of the Dy. Director (Plg.)/Asstt. Director (Plg.), Zone-D, DDA, dated 17/08/2015, 25/5/2015 and 15/10/2014 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received in this regard.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner

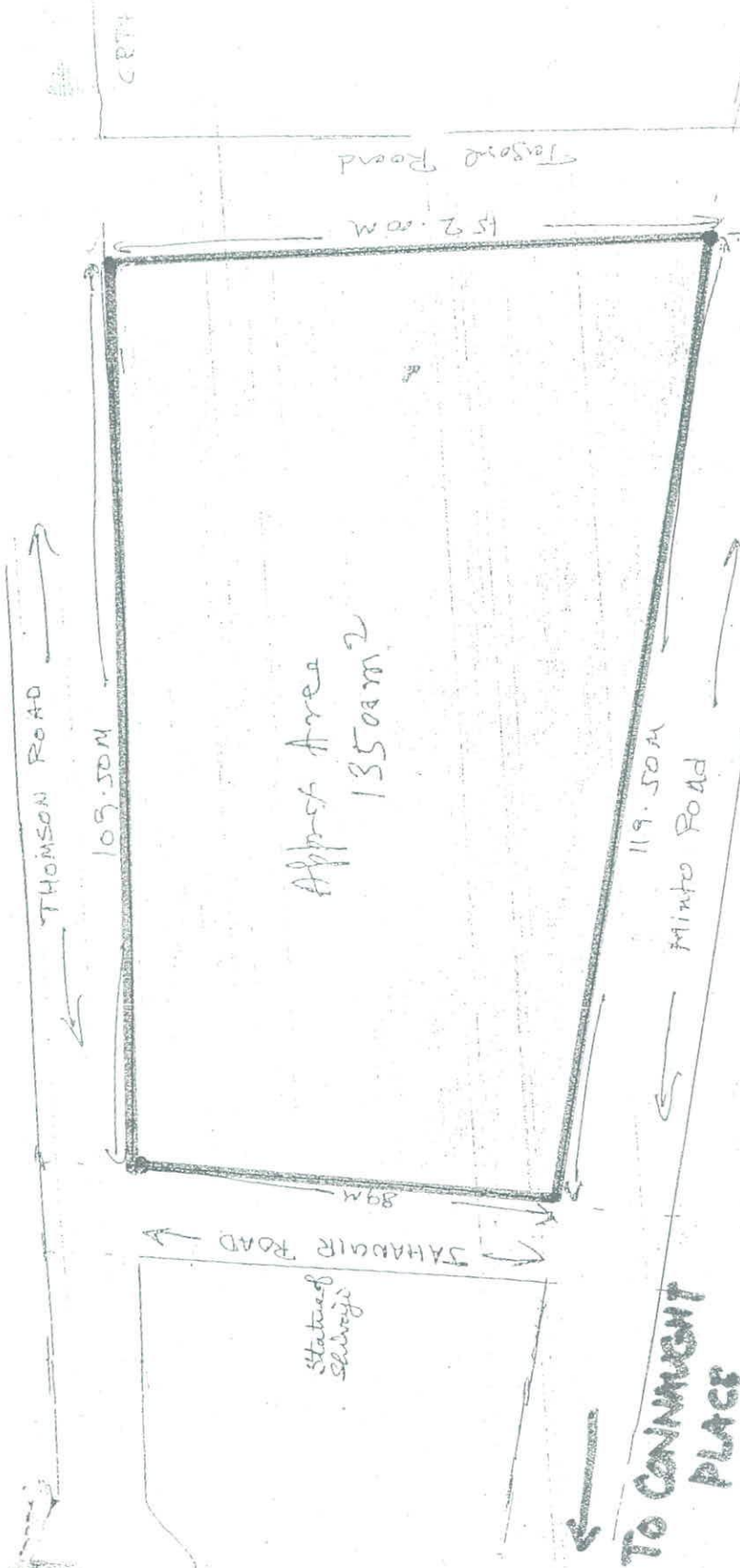
Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.

c/c



Sr. Town Planner



2152

LINE DIAGRAM OF PLOT OF
RESIDENTIAL COLONY M/XTO RD.

Kind



DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, VikasMinar,
I.P. Estate, New Delhi - 110002

F.1 (7)/2016/MP/229

Date: 13/07.2016

Subject: Minutes of the 7th Technical Committee meeting of DDA for the year 2016 held on 04.07.2016

The 7th Technical Committee meeting of DDA for the year 2016 was held under the chairmanship of V.C., DDA on Monday 04.07.2016. The list of the participants is annexed as Annexure-I. Please find enclosed herewith a copy of the minutes of the same for information and further necessary action.

[Handwritten Signature]
13/7/16

(Rajesh Kumar Jain)
Director (Plg.) MP&DC

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM) DDA
5. Commissioner (Plg.), DDA
6. Commissioner (LD), DDA
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commissioner (Plg.) AP & Building, DDA
13. Addl. Commissioner (Landscape), DDA
14. Secretary, DUAC
15. Chief Town Planner, SDMC, NDMC, EDMC
16. Sr. Architect, (HQ-1), CPWD, Janpath
17. Dy. Commissioner of Police (Traffic) Delhi
18. Land & Development Officer, (L&DO)
19. Director Fire Service, GNCTD

Agenda Item No.	Issue	Discussion/ Recommendations	Remarks
33/2016	Confirmation of the 6 th Technical Committee meeting held on 08.06.2016 F1(6)/2016/MP	Since no observations/ comments were received, the minutes of the 6 th Technical Committee meeting held on 08.06.2016 were confirmed as circulated.	
34/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	The Action Taken Report of the decisions taken during the previous T.C. meetings were noted.	Action: Concerned Unit
35/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	The List of all the cases of Change in Land Use (CLU) were noted by the T.C. for immediate disposal/action as recorded.	Action: All Concerned Units
36/2016	Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP	The proposal was presented by Additional Commissioner (Plg.) UTTIPEC. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.	Action: Additional Commissioner(Plg.) UTTIPEC
37/2016	Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D F3(16)/91-MP	The proposal was presented by Sr. Town Planner, North DMC. Technical Committee was informed that the land ownership of the Kamla market has been transferred by L&DO in the year 2006 to the North DMC and the shops are leasehold properties. Hence, there is no windfall gains to the private owners through this change of land use. It was further informed by CTP that it is a case of "fait accompli". The market namely Kamla Market is an already existing market and is shown as "Recreational" land use category in Zonal Development Plan of Zone "D" and in MPD. After detailed deliberation the proposal as contained in para 4.0 of the agenda was recommended by the Technical	Action: Director (Zone-D)

		<p>Committee for further processing under Section- 11A of DD Act, 1957.</p> <p>Technical Committee further desired that all such cases of fate accompli as recommended by MCDs and New Delhi Municipal Council and approved by the Technical Committee will be put up to Authority as combined agenda.</p> <p>Technical Committee further opined for such fate accompli cases that:</p> <ul style="list-style-type: none"> i) All the MCD's and New Delhi Municipal Council to submit all such "fate accompli" cases for consideration by the Technical Committee within one-month period. ii) Concerned units of DDA to superimpose the sites proposed for change of landuse on the base maps of respective Zonal Development Plans before putting up for the approval of the Authority. 	
38/2016	<p>Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)"to "Govt. Offices" located at Minto Road, falling in Zone-D</p> <p>F20(19)/2013-MP</p>	<p>The proposal was presented by Sr. Town Planner, North DMC. During discussion it was informed that the site under reference falls in influence zone of TOD corridor and Commissioner North DMC, requested that for the optimum utilization of land, the land use may be considered as "Commercial". Technical Committee agreed to the proposal of change of land use from Recreational (District Park) to Commercial (C-I) subject to approval of proposal from the House of North DMC and the condition that North DMC shall first upgrade infrastructure around this plot, particularly in-gress and egress to cope up with the increased foot fall on this plot as a result of this CLU.</p>	<p>Action: Director (Zone-D)</p>

In addition to above, it was opined by the Technical Committee that all the cases of change of land use to be clubbed under single item number in the Authority meeting.

Action: Meeting Cell, DDA

The meeting ended with the vote of thanks to the chair.

		<p>Committee for further processing under Section- 11A of DD Act, 1957.</p> <p>Technical Committee further desired that all such cases of fate accompli as recommended by MCDs and New Delhi Municipal Council and approved by the Technical Committee will be put up to Authority as combined agenda.</p> <p>Technical Committee further opined for such fate accompli cases that:</p> <ul style="list-style-type: none"> i) All the MCD's and New Delhi Municipal Council to submit all such "fate accompli" cases for consideration by the Technical Committee within one-month period. ii) Concerned units of DDA to superimpose the sites proposed for change of landuse on the base maps of respective Zonal Development Plans before putting up for the approval of the Authority. 	
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In addition to above, it was opined by the Technical Committee that all the cases of change of land use to be clubbed under single item number in the Authority meeting.

Action: Meeting Cell, DDA

The meeting ended with the vote of thanks to the chair.



Draft

DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, VikasMinar,
I.P. Estate, New Delhi - 110002

F.1 (7)/2016/MP/

Date: 0.07.2016

Subject: Minutes of the 7th Technical Committee meeting of DDA for the year 2016 held on 04.07.2016

The 7th Technical Committee meeting of DDA for the year 2016 was held under the chairmanship of V.C., DDA on Monday 04.07.2016. The list of the participants is annexed as Annexure-I. Please find enclosed herewith a copy of the minutes of the same for information and further necessary action.

/
(Rajesh Kumar Jain)
Director (Plg.) MP&DC

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM) DDA
5. Commissioner (Plg.) DDA
6. Commissioner (LD), DDA
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commissioner (Plg.) AP & Building, DDA
13. Addl. Commissioner (Landscape), DDA
14. Secretary, DUAC
15. Chief Town Planner, SDMC, NDMC, EDMC
16. Sr. Architect, (HQ-1), CPWD, Janpath
17. Dy. Commissioner of Police (Traffic) Delhi
18. Land & Development Officer, (L&DO)
19. Director Fire Service, GNCTD

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		<p>Section- 11A of DD Act, 1957.</p> <p>Technical Committee further desired that all such cases of fate accompli as recommended by MCDs and New Delhi Municipal Council and approved by the Technical Committee will be put up to Authority as combined agenda.</p> <p>Technical Committee further opined for such fate accompli cases that:</p> <ul style="list-style-type: none"> i) All the MCD's and New Delhi Municipal Council to submit all such "fate accompli" cases for consideration by the Technical Committee within one-month period. ii) Concerned units of DDA to superimpose the sites proposed for change of land use on the base maps of respective Zonal Development Plans before putting up for the approval of the Authority. 	
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In addition to above, it was opined by the Technical Committee that all the cases of change of land use to be clubbed under single item number in the Authority meeting.

Action: Meeting Cell, DDA

The meeting ended with the vote of thanks to the chair.

List of participants of 7th meeting for the year 2016 of Technical Committee on
04.07.2016

DELHI DEVELOPMENT AUTHORITY

1. Vice Chairman, DDA
2. Commissioner (Plg), DDA
3. Addl. Commr. (Land Scape) DDA
4. Addl. Commissioner (Plg.) AP& Building, DDA
5. Addl. Commissioner (Plg.) UTTIPEC, DDA
6. Director (Plg.) Project, DDA
7. Director (Plg)Zone-D, E, J, O & UC
8. Director(Plg) VC Sect., DDA
9. Director (Plg.) MP&DC,DDA
10. Dy. Director(Plg)UTTIPEC, DDA
11. Sr. Consultant, UTTIPEC, DDA

OTHER ORGANIZATION

1. Commissioner, North DMC
2. Chief Town Planner, North DMC
3. Sr. Town Planner, North DMC
4. Chief Architect, NDMC
5. C.G.M.(Tech.) DTC
6. Secretary, DUAC
7. Sr. Officer(Project) Transport
8. Dy. Chief Fire Officer(FPW)Delhi Fire Service
9. Divisional Officer(South), Delhi Fire Service
10. Dy. Chief Architect, NDMC
11. Asstt. TCP, TCPO, Ministry of Urban Development

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
6th FLOOR, VIKAS MINAR
I.P Estate, New Delhi - 110002
Phone No.23370507

F.1 (7)/2016/MP/223

Date: 30.06.2016

MEETING NOTICE

The 7th Technical **Committee meeting of DDA for the year 2016** will be held under the Chairmanship of Vice Chairman, DDA on Monday **04.07.2016 at 10.30 AM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023.**

It is requested to make it convenient to attend the meeting.

Rajesh Kumar Jain
30/6/16

(Rajesh Kumar Jain)
Director (MP&DC)

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM)
5. Pr. Commissioner (LD)
6. Commissioner (Plg.)
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commr. (Plg.) AP & Building, DDA
13. Addl. Commr. (Plg.) UTTIPEC & GIS, DDA
14. Addl. Commr. (Landscape), DDA
15. Secretary, DUAC
16. Chief Town Planner, (SDMC, NDMC, EDMC)
17. Sr. Architect, (HQ-1), CPWD, Nirman Bhawan
18. Dy. Commr. of Police (Traffic) Delhi
19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

Special Invitee

- 1 Chief Town Planner/Senior Town Planner North MCD
- 2 Managing Director (DTC) (with a request to depute an officer)
- 3 Secretary (Transport), GNCTD (with a request to depute an officer)

For Item No.

37/2016 & 38/2016
36/2016
36/2016

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
6th FLOOR, VIKAS MINAR
I.P Estate, New Delhi - 110002
Phone No.23370507


F.1 (7)/2016/MP/223

Date: 30.06.2016

MEETING NOTICE

The 7th Technical **Committee meeting of DDA for the year 2016** will be held under the Chairmanship of Vice Chairman, DDA on Monday **04.07.2016 at 10.30 AM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023.**

It is requested to make it convenient to attend the meeting.


(Rajesh Kumar Jain)
Director (MP&DC)

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM)
5. Pr. Commissioner (LD)
6. Commissioner (Plg.)
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commr. (Plg.) AP & Building, DDA
13. Addl. Commr. (Plg.) UTTIPEC & GIS, DDA
14. Addl. Commr. (Landscape), DDA
15. Secretary, DUAC
16. Chief Town Planner, (SDMC, NDMC, EDMC)
17. Sr. Architect, (HQ-1), CPWD, Nirman Bhawan
18. Dy. Commr. of Police (Traffic) Delhi
19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

Special Invitee

- | | |
|--|--|
| 1 Chief Town Planner/Senior Town Planner North MCD | For Item No.
37/2016 & 38/2016 |
| 2 Managing Director (DTC) (with a request to depute an officer) | 36/2016 |
| 3 Secretary (Transport), GNCTD (with a request to depute an officer) | 36/2016 |

N.O.O.

- 1 Chief Security officer, Vikas Sadan, DDA, INA, New Delhi-23.
- 2 A.E. (Maintenance)-I, Civil, B-Block Vikas Sadan, DDA, INA, New Delhi-110023.
- 3 A.E. (Maintenance), Electrical Vikas Sadan, DDA, INA, New Delhi-110023.



DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR (PLG.) ROHINI
1st FLOOR, LEFT WING-ROHINI OFFICE COMPLEX
MADHUBAN CHOWK, ROHINI, NEW DELHI-110085,
PHONE No: 011- 27557296, 27557290

No:- Dir.(Plg.)R/1095/2016/ 338


उप निदेशक (प्लग) एम० पी०
आ० सं० 1271
दिनांक 29/06/16

Dated :- 29/06/2016

Subject :- Action Taken Report on Pending and Ongoing change of land use cases pertains to Rohini Zone-M.

Sl. No.	Title of Agenda	Status
1.	Change of landuse from "Public & Semi public Facilities to "Transportation " (Bus Depot) to Transport Dept. for the site measuring 40031.86 Sqmt. (4.0 ha.) in FC -20, Sector-32, Ph-V, Rohini.	Pending :- <ul style="list-style-type: none">In reference to MoUD letter dated. 07.04.2015 regarding court case on the land u/r and sent to DD (LM)/NL-I. As per report the land/Khasra no is part of Court case and per direction of Hon'ble High Court status quo is to be maintained. Accordingly a status report prepared and forwarded to Chief Legal Officer to look into the matter w.r.t New Land Acquisition Act under section-24 (2).ATR on the Authority has been sent to Commissioner-Cum-Secretary vide letter no. F.20(31)2014-MP/85 dated-08/02/2016.
2.	Change of Landuse of site an area measuring 8.90 ha. From 'Recreational' to Public & Semi Public Facilities (PS3), sports Complex in Rohini Project, Sector-32, Phase-IV & V, Zone-M.	Ongoing :- <ul style="list-style-type: none">As per Minutes of Authority Meeting held on 10.06.2016, Agenda for this Item could not be taken up for deliberation in last Authority Meeting

✓
Dy. Director (Plg.) MP.


(Ashok Kumar Malhotra)
Dy. Director (Plg.) Zone-M,

AD(MP) 
Admin


30/6/16

Delhi Development Authority

Area Planning, Zone - उप निदेशक (यां०) एम० पी०
3rd floor, Vikas Nagar, दिनांक 12/7/16
I. P. Estate New Delhi- 30/6/16

No. F. 20(04) 2016/MP/D-45

DT. 30.06.2016

Subj: ATR on approved minutes of the 6th Technical Committee Meeting held on 08.06.2016 Vide Agenda item no. 27/2016.

With reference to the above approved minutes, ATR of Zone 'C' is as under

Agenda item No.	Item No.	Decision of T.C.	Action Taken
27:2016	Proposal regarding change of land use of an area measuring 1.264 Ha from 'Public and Semi Public Facilities' to Commercial (Non-Hierarchical Centre) (C-1) located at Bungalow Road, falling in Planning Zone 'C'. F. 3(63)2007/MP/Part-1	The proposal was presented by Chief Town Planner, North Delhi Municipal Corporation. After detailed deliberation, the proposal as contained in Para 40 of the agenda was recommended by the Technical Committee for modification in MPD-2021 & ZDP for further processing under Section -11A of DD Act, 1957 with the following conditions: (i) As per approved format of Submission of Agenda for Technical Committee, North DMC to submit the report that the land under reference does not form part of NCZ sites identified as per HCRPB Report. (ii) While preparing the scheme for the Commercial Centre, North DMC will ensure the widening of the road from 18 M to 24 M within the Scheme area.	As a follow up action of the approved minutes of T.C. meeting a copy of Zonal Development Plan of Zone 'C' showing NCZ areas has been presented to North DMC & as per the telephone discussion in order to enable North DMC to submit the report that the land under reference does not form part of NCZ site identified as per HCRPB report.

Director (Plg) AP-I/Zone 'C'

30/06/16

RK
(Rita Kaushik)
Asstt. Director (Plg) Zone 'C'

DX. Director (MP)

30/6/16

MD(MP) Admin

DELHI DEVELOPMENT AUTHORITY
PLANNING DEPARTMENT, AREA PLANNING
12th FLOOR, VIKAS MINAR, NEW DELHI
Ph.: 011-23378848

DD/MP & DC
By No. 1223
Date 30/6/16

No. F.1 (01)2012/Dir. (Plg.) Zone 'D' / **D-115**

Dated: 30.06.2016

Sub: Action Taken Report on the minutes of the meeting of the Technical Committee dated 08.06.2016, pertaining to Planning, Zone-D.

This is in reference to the above. In this context, the Action Taken Report (ATR), pertaining to Planning Zone 'D' which were discussed as an agenda item in the meeting of the 6th Technical Committee dated 08.06.2016 are as follows:

S.No.	Subject & Item No.	Decision of the Technical Committee	Action Taken Report
1.	Proposed change of land use of an area measuring 868 sqm. from 'Residential' to 'Public & Semi-Public Facilities' in Pocket-III, Rouse Avenue, DDU Marg, New Delhi allotted to Communist Party of India (Marxist), falling in Planning, Zone-D. F.20 (16)2014/MP Item No. 28/2016	"The proposal was presented by Director (Plg.) Zone-D, the representative of Planning Agency (CPWD) & Land Owning Agency (L&DO) for this area informed that there is no demand and requirement of nursery school in the surrounding area. Thus the land has been allotted to be used by Political Party. After detailed deliberation and taking into consideration and submission of L&DO, the proposal as contained in para 5.0 of the agenda was recommended by the Technical Committee for further processing under Section 11A of DD Act, 1957."	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file bearing No. F.20(16)2014/MP
2.	Proposed change of land use of an area measuring 0.802 ha.(1.983 acres) from 'Residential' to 'Public & Semi-Public Facilities' allotted to Bhartiya Janta Party (National level) at Pocket-3, DDU Marg, New Delhi for setting up of its Party office in Delhi, falling in Planning, Zone-D. F.20 (15)2015/MP Item No. 30/2016	"The proposal was presented by Director (Plg.) Zone-D. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section 11A of DD Act, 1957."	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file bearing No. F.20(15)2015/MP
3.	Inclusion of State Bhawan/State Guest House use premises in clause 8.0 under sub clause 8(2) Permission of use premises in	"The proposal was presented by Addl. Commissioner (AP&B), DDA. After deliberation, Technical Committee observed that there should be more flexible provisions in the	In view of the decision of the Technical Committee meeting, the matter has been referred to Master Plan Section for preparing the comprehensive agenda.

**DELHI DEVELOPMENT AUTHORITY**

AREA PLANNING, ZONE E & O
3rd FLOOR, VIKAS MINAR
I.P. ESTATE, NEW DELHI
Ph. 23370932

DD/MP & DC
Dy. No. 1272
Date 30/6/16

No. F.6(16)/2014/MP/D-955

Dt. 30.06.2016

Sub: ATR on approved minutes of the 6th Technical Committee Meeting held on 08.06.2016 vide Agenda Item No. 29:2016.

With reference to the above approved minutes, ATR of Zone E&O is as under:-

Agenda Item No.	Item No.	Decision of T.C.	Action Taken
29:2016	Proposal for grant of 'Planning Permission' to Power Grid Corporation of India Limited (PGCIL) with regard to construction of LILO of both Circuits of Bawana-Mandola 400KV Double Circuit transmission lines at IP Power Substation on Multi Circuit Tower in Zone 'O'. F.6(16)/2014/MP	The proposal was presented by Director (Plg.) (Zone E&O). After detailed deliberation, Technical Committee was of the opinion that the "Planning Permission" is not a mandate of Technical Committee. And as such, the PGCIL need not seek in-principal approval in future. This will help PGCIL in expediting the execution of their projects. The NOCs for construction of transmission lines is mainly required from the land owners/ land owning agency. However, Technical Committee directed that the infrastructure providing agencies (Power Grid Corporation) should follow the road network proposed in the MPD-2021 and respective Zonal Development Plans approved by the central government. Master Plan Section to forward all the ZDPs to the Power Grid Corporation for the same.	As a follow up action of the approved minutes of T.C. meeting, copies of all Zonal Development Plans (except Zone-D) have been forwarded to Power Grid Corporation of India Ltd. vide letter No.F.6(16)2014/MP/219 dated 24.06.2016.

[Signature]
30/06/16

(Ajay Kumar Saroj)
Dy. Dir. (AP) Zone-E&O

[Signature]
Dy. Dir. (MP)

[Signature]
30/6/16

[Signature]
AD(MP) Admin

INDEX

7th Technical Committee Meeting to be held on 04.07.2016

SL. No.	ITEM NO.	SUBJECT	PAGE NO.
1.	33/2016	Confirmation of the 6 th Technical Committee meeting held on 08.06.2016 F1(6)/2016/MP	01-05
2.	34/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	06-07
3	35/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	08
4	36/2016	Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP	09-33
5	37/2016	Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D F3(16)/91-MP	34-42
6	38/2016	Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)" to "Govt. Offices" located at Minto Road, falling in Zone-D F20(19)/2013-MP	43-52

INDEX

7th Technical Committee Meeting to be held on 04.07.2016

SL. No.	ITEM NO.	SUBJECT	PAGE NO.
1.	33/2016	Confirmation of the 6 th Technical Committee meeting held on 08.06.2016 F1(6)/2016/MP	01-05
2.	34/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	06-07
3	35/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	08
4	36/2016	Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP	09-33
5	37/2016	Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D F3(16)/91-MP.	34-42
6	38/2016	Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)" to "Govt. Offices" located at Minto Road, falling in Zone-D F20(19)/2013-MP	43-52
7	39/2016	Review of provisions in Master Plan for Delhi-2021 for Permissibility of various use premises developed by Government Sector in different use zones. F20(1)/2016-MP	53-58



DELHI DEVELOPMENT AUTHORITY

MASTER PLAN SECTION

6th Floor, Vikas Minar,
I.P. Estate, New Delhi - 110002

F.1 (6)/2016/MP/203

Date: 15.06.2016

Subject: Minutes of the 6th Technical Committee meeting of DDA for the year 2016 held on 08.06.2016

The 6th Technical Committee meeting of DDA for the year 2016 was held under the chairmanship of V.C., DDA on Wednesday 08.06.2016. The list of the participants is enclosed as Annexure-I. Please find enclosed herewith a copy of the minutes for further necessary action.

The meeting ended with thanks to the Chair.

Rajesh Kumar Jain
15/6/16

Rajesh Kumar Jain
Director (Plg.) MP&DC

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM) DDA
5. Commissioner (Plg.) DDA
6. Commissioner (LD), DDA
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commissioner (Plg.) AP & Building, DDA
13. Addl. Commissioner (Landscape), DDA
14. Secretary, DUAC
15. Chief Town Planner, SDMC, NDMC, EDMC
16. Sr. Architect, (HQ-1), CPWD, Janpath
17. Dy. Commissioner of Police (Traffic) Delhi
18. Land & Development Officer, (L&DO)
19. Director Fire Service, GNCTD

Agenda Item No.	Issue	Discussion/ Recommendations	Remarks
24/2016	Confirmation of the 5th Technical Committee meeting held on 04.05.2016 F1(5)/2016/MP	The minutes of the 5th Technical Committee meeting held on 04.05.2016, were circulated to all the members. No observations/comments on the minutes of the technical committee meeting dated 04.05.2016 were received. However, in the minutes with respect to Item No. 21/2016, a typographical error was observed. It was decided that the same be read as 06.04.2016 instead of 04.05.2016. The minutes of the 5th Technical Committee meeting dated 04.05.2016 were confirmed with above modification.	
25/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	The Action Taken Report of the decisions taken during the previous T.C. meetings were noted.	Action: Concerned Unit (Zone-D)
26/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	The status report of the cases was informed to the Technical Committee. Technical committee directed that all concerned Planning Units will ensure that no request for change of land use is pending for processing as on date. Action taken report or nil report in this regard will be sent by the end of every month so that the same could be presented in the Technical Committee to the Master Plan Section.	Action: All Concerned Units
27/2016	Proposal regarding change of land Use of an area measuring 1.264 Ha. from "Public and Semi Public Facilities" to Commercial (Non-Hierarchical Commercial Centre) (C1) located at Bungalow Road, falling in Planning Zone "C". F3(63)2007/MP/Part-1	The proposal was presented by Chief Town Planner, North Delhi Municipal Corporation. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for modification in MPD-2021 & ZDP for further processing under Section- 11A of DD Act, 1957 with the following conditions: i) As per approved format of submission of agenda for Technical Committee, North DMC to submit the report that the land under reference does not form part of the NCZ sites identified as per NCRPB Report. ii) While preparing the scheme for the commercial centre, North DMC will ensure the widening of the road from 18m to 24 m within the scheme area.	Action: Director (Zone-C)

28/2016	<p>Proposed change of land use in respect of nursery plot area measuring 868 sqm. from "Residential" to 'Public and Semi-Public facilities' in Pocket-III, Rouse Avenue DDU Marg, New Delhi allotted to Communist Party of India (Marxist) in exchange of plot No.-13, Kotla Road, Rouse Avenue, New Delhi, falling in Planning, Zone D.</p> <p>F.20(16)2014/MP</p>	<p>The proposal was presented by Director Plg. Zone-D. the representative of Planning Agency (CPWD) & Land Owning Agency (L&DO) for this area informed that there is no demand and requirement of nursery school in the surrounding area. Thus the land has been allotted to be used by Political Party. After detailed deliberation and taking into consideration and submission of L&DO, the proposal as contained in para 5.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.</p>	<p>Action: Director (Zone-D)</p>
29/2016	<p>Proposal for grant of 'Planning Permission' to Power Grid Corporation of India Limited (PGCIL) with regard to construction of LILO of both Circuits of Bawana-Mandola 400KV Double Circuit transmission lines at IP Power Substation on Multi Circuit Tower in Zone 'O'.</p> <p>F.6(16)2014/MP/</p>	<p>The proposal was presented by Director Plg. (Zone-E&O) After detailed deliberation, Technical Committee was of the opinion that the "Planning Permission" is not a mandate of Technical Committee. And as such, the PGCIL need not seek in-principal approval in future. This will help PGCIL in expediting the execution of their projects. The NOCs for construction of transmission lines is mainly required from the land owners/land owning agency. However, Technical Committee directed that the infrastructure providing agencies (Power Grid Corporation) should follow the road network proposed in the MPD-2021 and respective Zonal Development Plans approved by the central government. Master Plan Section to forward all the ZDPs to the Power Grid Corporation for the same.</p>	<p>Action: All Concerned Units</p>
30/2016	<p>Proposed change of land use of an area, measuring 0.802 ha. (1.983 acres) from 'Residential' to 'Public & Semi- Public facilities' allotted to Bhartiya Janta Party (National Level) at Pocket-3, DDU Marg, New Delhi for setting up of its Party office in Delhi, falling in Planning, Zone - D.</p> <p>F.20 (15)2015/MP</p>	<p>The proposal was presented by Director Plg. Zone-D. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.</p>	<p>Action: Director (Zone-D)</p>

31/2016	Policy for Alternative Use of Vacant / Un allotted Nursery School Sites / Plots in Developed Zones (A to H) and Urban Extension Projects (Dwarka, Rohini & Narela), File No. F 20 (05)2000/MP	The proposal was presented by Director Plg. Zone-G. After detailed deliberation, the proposal as contained in para 3.0 of the agenda was approved by the Technical Committee for processing it further for approval of the Authority with the following modifications: "the plots less than 800 sqm be primarily utilized as utility plots. The plots be converted for residential plot if only it is sandwiched between two residential plots. Use of such plots for parking and guest house to be deleted."	Action: Director (Zone-G)
32/2016	Regarding inclusion of State Bhawan/State Guest House use premises in clause 8.0 under sub clause 8(2) Permission of use premises in use Zone in MPD-2021.	The proposal was presented by Addl. Commissioner (AP& B), DDA. After deliberation, Technical Committee observed that there should be more flexible provisions in the permissibility of various use premises in different use zones, specially Govt. sector to bring standardization, uniformity and collaboration of activities/ use premises for optimum utilization of Govt./ Public Land. Hence a comprehensive proposal be brought in the next Technical Committee Meeting.	Action: Addl. Commissioner (Plg.) in consultation with Master Plan Section.

List of participants of 6th meeting for the year 2016 of Technical Committee on 08.06.2016

DELHI DEVELOPMENT AUTHORITY

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Commissioner(LD)DDA
5. Pr. Commissioner(LM), DDA
6. Commissioner (Plg), DDA
7. Chief Architect, DDA
8. Chief Engineer(Dwarka)DDA
9. Addl. Commr. (Land Scape) DDA
10. Addl. Commissioner (Plg.) AP& Building, DDA
11. Supdtg. Engineer, (HQ)Rohini
12. Director (Plg.) MP&DC,DDA
13. Director (Plg)Zone-D, E, J, O& UC
14. Director(Plg) VC Sect., DDA
15. Dy. Director(Plg) Zone-G, DDA
16. Dy. Director(Plg)UCG, DDA

OTHER ORGANIZATION

1. Chief Fire Officer(FPW)Delhi Fire Service
2. Chief Town Planner, North DMC
3. Architect, NDMC
4. Architect, CPWD
5. Asstt. Town Planner, NDMC
6. S.A. (HQ)CPWD
7. Suptd. Engineer, PWD
8. Divisional Officer(S), Delhi Fire Service
9. Divisional Officer(FPW), Delhi Fire Service
10. Asstt. TCP, TCPO, Ministry of Urban Development
11. Asstt. Engineer, L&DO

ITEM NO. 34/T.C/2016:

**ACTION TAKEN REPORT OF THE DECISIONS TAKEN DURING THE 6th T.C. MEETINGS.
(08.06.2016)**

Sl. No.	Item No	Subject	Action Taken
1.	27/2016	Proposal regarding change of land Use of an area measuring 1.264 Ha. from "Public and Semi Public Facilities" to Commercial (Non-Hierarchical Commercial Centre) (C1) located at Bungalow Road, falling in Planning Zone" C". F20(3)2007/MP/Part-1	As a follow-up action of the approved minutes of T.C. meeting, copies of all Zonal Development Plan of Zone- C showing. NCZ areas has been provided to North DMC and also discussed over telephone in order to enable North DMC to submit the report that the land under reference does not form part of NCZ site identified as per NCRPB report.
2.	28/2016	Proposed change of land use in respect of nursery plot area measuring 868 sqm. from "Residential" to 'Public and Semi-Public facilities' in Pocket-III, Rouse Avenue DDU Marg, New Delhi allotted to Communist Party of India (Marxist) in exchange of plot No.-13, Kotla Road, Rouse Avenue, New Delhi, falling in Planning, Zone D. F.20(16)2014/MP	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file for approval.
3.	29/2016	Proposal for grant of 'Planning Permission' to Power Grid Corporation of India Limited (PGCIL) with regard to construction of LILO of both Circuits of Bawana-Mandola 400KV Double Circuit transmission lines at IP Power Substation on Multi Circuit Tower in Zone 'O'. F.6(16)2014/MP/	As a follow-up action of the approved minutes of T.C. meeting, copies of all Zonal Development Plans (Except Zone-D) have been forwarded to Power grid Corporation of India Ltd. Vide letter No. F.6(16)2014/MP/219 dated 24.06.2016.
4.	30/2016	Proposed change of land use of an area, measuring 0.802 ha. (1.983 acres) from 'Residential' to 'Public & Semi- Public facilities' allotted to Bhartiya Janta Party (National Level) at Pocket-3, DDU Marg, New Delhi for setting up of its Party office in Delhi, falling in Planning, Zone - D. F.20 (15)2015/MP	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file for approval.

5.	31/2016	Policy for Alternative Use of Vacant / Un allotted Nursery School Sites / Plots in Developed Zones (A to H) and Urban Extension Projects (Dwarka, Rohini & Narela), File No. F 20 (05)2000/MP	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file for approval.
6.	32/2016	Regarding inclusion of State Bhawan/State Guest House use premises in clause 8.0 under sub clause 8(2) Permission of use premises in use Zone in MPD-2021. file no. F.20(15)2015/MP	In view of the decision of the Technical Committee meeting, the comprehensive agenda is being prepared by the Master Plan Section.

Item No. 35/ T.C./2016

List of the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status

Sl. No.	Subject	Status
1	Change of land use from "Public & Semi Public facilities" to "Transportation"(Bus Depot) to Transport Dept. for the site measuring 40031.86 sq.mt. (4.0 ha.) in FC- 20, Sector- 32, Ph- V, Rohini.	<u>Pending:</u> <ul style="list-style-type: none">• In reference to MoUD letter dated 07.04.2015 regarding court case on the land u/r and sent to DD (LM)/ NL-I. As per report the land/ Khasra No. is part of Court Case and as per direction of Hon'ble High Court status quo is to be maintained. Accordingly, a status report prepared and forwarded to Chief Legal Officer to look into the matter w.r.t. New Land Acquisition Act under Section- 24 (2)• ATR on the Authority has been sent to Commissioner-Cum-Secretary vide letter no. F.20(31)2014-MP/85 dated 08.02.2016
2	Change of land use of site of an area measuring 8.90 ha. from 'Recreational' to 'Public Semi Public Facilities (PS3)' sports complex in Rohini Project, Sector-32, Phase - IV & V, Zone-M.	<u>Ongoing:</u> <ul style="list-style-type: none">• As per Minutes of Authority Meeting held on 10.06.2016, agenda for this item could not be taken up for deliberation in last Authority Meeting.

INDEX

7th Technical Committee Meeting to be held on 04.07.2016

SL. No.	ITEM NO.	SUBJECT	PAGE NO.
1.	33/2016	Confirmation of the 6 th Technical Committee meeting held on 08.06.2016 F1(6)/2016/MP	01-05
2.	34/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	06-07
3	35/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	08
4	36/2016	Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP	09-33
5	37/2016	Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D F3(16)/91-MP	34-42
6	38/2016	Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)" to "Govt. Offices" located at Minto Road, falling in Zone-D F20(19)/2013-MP	43-52

Item No. 35/ T.C./2016

List of the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status

Sl. No.	Subject	Status
1	Change of land use from "Public & Semi Public facilities" to "Transportation"(Bus Depot) to Transport Dept. for the site measuring 40031.86 sq.mt. (4.0 ha.) in FC- 20, Sector- 32, Ph- V, Rohini.	<p><u>Pending:</u></p> <ul style="list-style-type: none"> • In reference to MoUD letter dated 07.04.2015 regarding court case on the land u/r and sent to DD (LM)/ NL-I. As per report the land/ Khasra No. is part of Court Case and as per direction of Hon'ble High Court status quo is to be maintained. Accordingly, a status report prepared and forwarded to Chief Legal Officer to look into the matter w.r.t. New Land Acquisition Act under Section- 24 (2) • ATR on the Authority has been sent to Commissioner-Cum-Secretary vide letter no. F.20(31)2014-MP/85 dated 08.02.2016
2	Change of land use of site of an area measuring 8.90 ha. from 'Recreational' to 'Public Semi Public Facilities (PS3)' sports complex in Rohini Project, Sector-32, Phase- IV & V, Zone-M.	<p><u>Ongoing:</u></p> <ul style="list-style-type: none"> • As per Minutes of Authority Meeting held on 10.06.2016, agenda for this item could not be taken up for deliberation in last Authority Meeting.

- 4 -

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

ITEM NO. 36/2016/1

AGENDA FOR TECHNICAL COMMITTEE

Sub: Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals.

SYNOPSIS:

Environmental Pollution (Prevention and Control) Authority (EPCA) in its meeting held on 20.5.16 has discussed the issue of "land requirement for depots for augmentation of bus fleet in NCT" and observed that MPD-2021 allows only Bi-level parking for parking of public buses. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi Level depots parking for public buses wherever feasible. Accordingly, the provisions of multi-level parking for public buses in Bus Depots/ Terminals are examined and it observed that some clarification/ modification in MPD-2021 is required for more clarity and implementation of multi-level parking for public buses.

1.0 BACKGROUND

Two references have been received from the Environmental Pollution (Prevention and Control) Authority (EPCA) which is as follows:

- i. The letter of Chairman EPCA addressed to VC, DDA vide no. EPCA/2016/20 dated 10.06.15 regarding the acute land availability problem in Delhi for bus depot in compliance with "Hon'ble Supreme Court Order dt. 05.1.16 in the matter of M.C. Mehta vs. Union of India & Others" (**Annexure-1**) stating as follows:
 - a. DDA should revise/clarify the relevant provision in MPD-2021 (Section 12.14.3.6) regarding bi-level parking to be replaced with multi-level for public buses.
- ii. Minutes of EPCA meeting held on 20.5.16 (**Annexure-2**) stating the following:
 - a. EPCA discussed the benefits of Multi Level Parking at bus depots mentioned in the note of EPCA on "Land requirement for depots for augmentation of bus fleet in NCT" over Bi-level parking as allowed in the Master Plan for Delhi 2021. The members and stakeholders agreed with the view to promote Multi Level Parking. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi Level depots parking for public buses wherever feasible.
 - b. Transport Department representative informed EPCA that PWD has been assigned the work of creating multi level parking at bus depots as per Transit Oriented Development Guidelines of UTTIPEC. EPCA said that though the guidelines refer to Multi Level Parking but the norms mentioned are of Bi-Level Parking. EPCA asked Transport Department to look into the matter and revert back. EPCA clarified that Multi Level Parking for buses means parking for buses on ground floor, first floor, second floor and on the roof top of second floor.

iii. Brief detailed note Presented by EPCA:

During the meeting of EPCA dt. 20.5.16, a detailed note was presented on "land requirement for depots for augmentation of bus fleet in NCT" by EPCA, in which the strategies to optimize the land requirement for bus parking in terms of land cost, construction cost and utilization of land



were presented in detail. The analysis explained in terms of the 'land consumption/ requirement per bus' and the 'total cost (land+ construction) per Bus' and found the following:

- Land requirement per bus with multi-level parking is 64 Sq.m. per bus as against 169 Sq.m. per bus in ground level parking and 112 Sq.m. per bus in Bi-level parking.
- When calculated on the basis of each bus parked, the total cost per bus (including land and construction cost) in a Bi-level depot is 65.22 lakhs/ bus as against 29.95 lakhs/ bus in multi-level depots.

Accordingly, as per EPCA report, the current norms for bi-level depots were found to be uneconomical.

2.0 EXAMINATION:

2.1 Recommendation of Management Action Group (MAG) on Transportation and Advisory Group meeting held on 11.06.2014 as part of MPD-2021 review:

- Before finalization and notification of Transportation chapter of MPD-2021, the revised Draft Transportation Chapter was deliberated in 17 (nos.) of Management Action group (MAG) on "Delhi Unified Metropolitan Transport Group" under the Chairmanship of Secy.-Cum-Commissioner (Transport) GNTCD which comprised of members of various other stakeholder agencies including DTC and other experts. The recommendation of the MAG was placed before the Advisory Group (AG) meeting for Review of MPD-2021 held under the chairmanship of Hon'ble LG on 11.06.2014 (Refer Annexure-3).
- As per the minutes of AG meeting dated 11.6.14, MAG had proposed norms of "multi-level parking for public buses" under para 12.14.3.6. However, during the AG meeting, it was observed that bi-level bus parking seems to be more efficient in space utilization as compared with multi-level bus parking. Accordingly as per the decisions of the AG the para heading of 12.14.3.6 was modified to "bi-level parking for public buses". Extracts of minute of AG meeting are given below:

Sl. No.	Recommendations of MAG	Decision of AG meeting held on 11.6.14
1.	<p>12.14.3.6 Multi-level Parking for Public Buses</p> <p><i>Land is scarce and parking within developed urban areas in multi-use multilevel parking facilities.</i></p> <p><i>Within developed urban areas, multi-level parking should be developed as mixed use projects with the following norms:</i></p>	<p>12.14.3.6 Multi-level Parking for Public Buses</p> <p><i>Land is scarce and parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</i></p> <p><i>Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:</i></p>

- Further, the recommendation of AG was placed before the Authority and final Transport Chapter was notified by the MoUD on 14.07.15.

2.2 Provisions regarding Multi-level Parking for Public Bus in MPD-2021 (Annexure-4):

- Development Controls (DC) for Transportation are provided in Table 12.7 of MPD-2021 notified on 14.7.15 by MoUD, which includes the DC norms for development/ construction of Multi level bus parking in bus Terminal/ Bus Depot.

Table 12.7: Development Control Norms for Transportation

S. N o.	Use Premises	Activities Permitted	Development Controls			
			Area under Operation (%)	Area under building (%)	FAR *	Floor area that can be utilised for passenger accommodation
4.	Bus Terminal/ Bus Depot	All facilities related to Bus & Passengers, Parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, and Hotel, Night Shelter, Commercial, Social infrastructure, Residential, Service Apartments, hostels.	50 (100 in case of multilevel parking)	50	100	25%
				A Multilevel bus parking is permitted in all Use Zones except Recreational Open Space and environmentally sensitive areas. B Site must accommodate at least the required number of bus parking space on site at the rate of minimum 1 bus per 70 sq.m. C Additional multi-level bus parking norms shall be as per Section 12.14.3.6. D All bus depots/ terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.		

- ii. Para 12.14.3.2 of MPD-2021 states that "To ensure optimum utilization of land, **multi-level parking for buses** is to be prioritized. Norms for **multilevel bus parking** shall be as per 12.14.3.6 below."

- iii. Following provisions for "**Bi-level parking for public buses**" in Para 12.14.3.6:

"Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.

Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:

- *Minimum Plot Size - 20,000 sq.m.*
- *An FAR of 100 is permissible over 50% of plot area. Norms for podium based buildings shall be applicable as per Chapter 17: Development Code.*
- *Operational structures and circulation areas may cover 100% of the plot area and shall not be counted towards FAR. The site must accommodate at least the required bus parking space on site at the rate of minimum 1 bus per 70 sq.m.*
- *If the bus depot site lies with the MRTS influence zone, Norms as per 12.18.1-2 shall be applicable.*
- *The maximum height shall be as per local constraints like flight paths, heritage zones, etc.*
- *There will be no restriction on the number of levels of basement subject to structural safety, or till minimum 1 m above post monsoon ground water level of the site or safe distance above post monsoon ground water table.*
- *In case of integrated schemes, development controls including height shall be as per approved scheme or as per local restrictions if any.*

3.0 PLANNING OBSERVATIONS:

1. Bus Terminal/ Bus Depot are use premise which falls under 'Transportation' land use which Development Control norms is detailed out in 'Table: 12.7 Development Controls for Transportation' of MPD-2021. Development of any multi-level parking for public buses in Bus Terminal/ Bus Depot has to be governed by the permissible land use and prescribed Development Control norms which provisions are already given in MPD-2021.
2. As per 'Table 12.7: Development Control norms for Transportation' allows for construction of multi-level bus parking which does not restrict any particular type of parking development (which are mainly construction/design issue). However, Para 12.14.3.6 gives provisions for "Bi-level parking for public buses" which restricts and allow only particular type of bi-level design of parking construction.

4.0 PROPOSAL:

In view of the above facts, Technical Committee may take a view regarding permissibility of multi-level parking for public buses as per MPD-2021. If TC feels, there is a requirement for modifications in MPD-2021, then the following modifications/ amendments are required to be processed under Section 11-A of DD Act' 1957:

MPD- 2021		
S. No.	Existing provisions- MPD 2021	Proposed Modifications- MPD 2021
	Chapter 12.0 TRANSPORTATION	
1.	<p>12.14.3.6 BI-LEVEL PARKING FOR PUBLIC BUSES</p> <p>Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</p> <p>Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:</p>	<p>12.14.3.6 MULTI BI - LEVEL PARKING FOR PUBLIC BUSES</p> <p>Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</p> <p>Within developed urban areas, multibi-level parking should be developed as mixed use projects with the following norms:</p>

5.0 RECOMMENDATION

The proposal in Para 4.0 is placed before the Technical Committee for consideration.

[Signature]
Addl. Commissioner (Plg.)
(UTTIPEC)

[Signature]
Dy. Director (Arch.)-2
(UTTIPEC)

[Signature]
Planning Assistant
(UTTIPEC)

-13-

Annexure - 1 #4670 P.001

ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region

Dr. Bhure Lal
Chairman

EPCA/2016/20
June 10, 2016

Dear Sir,

You are aware of the acute land availability problem in Delhi for bus depot. In compliance with Hon'ble Supreme Court order dated 05.01.2016 in the matters of M.C. Mehta v/s Union of India & Others, EPCA did an extensive analysis for the availability of depot land in Delhi. Available land with DTC can accommodate about 2000 additional buses. The following recommendations are for your perusal and further necessary action.

1. Delhi Government has sufficient depot land, (as evident from the attached note) which can park up to additional 2000 buses. Therefore, there is no reason for delay in bus purchase up to 2000 buses.
2. The available bus depot land of 257 acres, can house 6,168 buses. Currently, on road, there are DTC 4,338 and cluster 1,490, totaling 5,828 buses. In addition, DTC has another 68 acres of land, which can park up to 1600 buses.
3. Our assessment is that for parking 11,000 buses, there is an additional requirement of 134 acres, which goes up to 341 acres for parking 16,000 buses.
4. Transport Department has identified pockets of land adding up to 55.9 acres. DDA is examining whether this land can be made available for bus depot. DDA will take decision in two weeks time and communicate to EPCA/Transport Department.
5. Transport Department must examine and implement plan as proposed by EPCA to optimize its current land utilization of terminal lands.
6. DDA should revise/clarify the relevant provision in Master Plan Delhi-2021 (section 12.14.3.6) regarding bi-level parking to be replaced with Multi level parking for public buses.

Cont...2

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardooma Courts, Shahdara, Delhi 110 032
Tel/Fax: 22301955 (CPCB), Tel: 24623050 (R)-Dr. Bhure Lal, Chairman

ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region

-: 2:-

7. On receipt of above clarification from DDA, Delhi Government to initiate further action for multi-level parking.

Yours faithfully,

(Bhure Lal)
Chairman, EPCA

Enclosures:

1. Land requirement for depots for augmentation of bus fleet in NCT
2. EPCA Minutes of Meeting held on 20.05.2016

To

Shri Arul Goel, IAS

Vice Chairman

Delhi Development Authority

Office: 24697900, 24699479

Com (8/5)
1. AC - UT/PEC

2. Div. - MP

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardooma Courts, Shahdara, Delhi 110 031

Tel/Fax: 22301955 (CPCB), Tel: 24623060 (R)-Dr. Bhure Lal, Chairman

-15-

Anne & ure - II

ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region

EPCA-R/Minutes/2016/3/

Speed Post

To:

VC Cell
LH

Vice Chairman,
Delhi Development Authority,
Vikas Sadan, INA
New Delhi - 110016

Principal Secretary cum Commissioner,
Transport Department, GNCTD,
5/9, Under Hill Road,
Delhi 110054



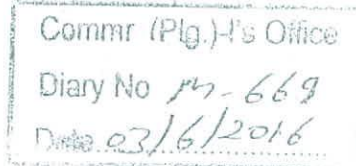
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उपस्थित कार्यालय
डायरी सं० 1073-DA
दिनांक 2/6/16

Sub: Minutes of EPCA meeting held on May 20, 2016 (Friday) at 5.00 pm to discuss the progress made on availability of land for bus depots.

Sir,

I am directed to send herewith the minutes of meeting of the 'Environment Pollution (Prevention and Control) Authority for the National Capital Region' held on May 20, 2016 (Friday) at 5.00 pm for necessary action/ perusal.



Yours faithfully

Ankush Tewani
27/5/16

(Ankush Tewani)
Environmental Engineer
CPCB

Copy to:

Shri. Bhure Lal, Chairman, EPCA
67 Lodi Estates, Delhi 110003

Advisor (CP),
Ministry of Environment, Forests & Climate Change,
Govt. of India

Member Secretary, CPCB

(Ankush Tewani)

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardooma Courts, Shahdara, Delhi 110 032
Tel: 43102444 (CPCB), Tel: 24623060 (R)-Dr. Bhure Lal, Chairman

Minutes of the Meeting of the re-constituted EPCA held under the Chairmanship of Shri Bhure Lal
at 5.00 PM on 20.05.2016 in the Godavari Conference Hall of MoEF&CC

Agenda: Availability of land for bus depots.

In attendance:

Members

1. Ms. Sunita Narain, Director General, CSE, New Delhi
2. Secretary (Environment & Forest), GNCTD- Represented by Dr. M.P. George, Scientist D and Mr. B.L. Chawla, SEE
3. Mr. Anil Kumar Ojha, IPS, Joint Commissioner of Police (Traffic), Delhi Police
4. Prof. Mukesh Khare, Indian Institute of Technology, New Delhi
5. Prof. Atul Kumar Johari, School of Life Sciences, JNU, New Delhi

Others

6. S.E. R-1, Delhi Jal Board
7. CMO, Project, Delhi Jal Board
8. Mr. Arun Kumar, SE-HQ, East MCD
9. Mr. G.S. Meena, Addl. Commissioner, South MCD
10. S.E. - DEMS, North MCD
11. EE - Planning, North MCD
12. Chief Engineer - Drainage, Delhi Jal Board
13. Representative of SIAM

Concerned Department/ Stakeholders

14. Mr. Subu R., Commissioner (Land Disposal), DDA
15. Mr. S.P. Pathak, Addl. Commissioner (Plg.), DDA
16. Ms. Paromita Roy, Dy. Director (Plg.), UTTIPEC, DDA
17. Mr. Gambhir Singh, Asst. Director (Plg.), UTTIPEC, DDA
18. Mr. Subodh Kumar, PCO, Transport Department, GNCTD

CPCB

19. Mr. Nazim uddin, Addl. Director
20. Mr. Ankush Tewani, Environmental Engineer

CSE

21. Mr. Usman Nasim, Research Associate
22. Mr. Polash Mukerjee, Research Associate

Ms. Sunita Narain, Member, EPCA briefed the members about the matter and presented a detailed note on "Land requirement for depots for augmentation of bus fleet in NCT" prepared in compliance of the Hon'ble Supreme Court order dated January 21, 2016:

"We request EPCA to examine the matter and also to make its recommendations regarding providing of any further space for parking of buses."

Ms. Sunita Narain, Member, EPCA informed that this note has already been circulated to members for perusal along with the meeting notice vide e-mail dated May 17, 2016 (copy enclosed).

Ms. Sunita Narain, Member, EPCA informed that as per its findings parking space of 534 buses is available with DTC and parking space of 1600 buses is being constructed by Delhi Govt. Both DTC and DIMTS are already in process of bringing the buses. There is an additional requirement of 134 acres for parking 11000 buses or 341 acres for parking 16,000 buses.

EPCA said that in addition the Delhi government has identified 7 potential pockets of land adding up to 55.9 acres. On instructions of EPCA the details of lands were given to DDA by Transport Department for transferring to Transport Department for building bus depots.

(K-68)
Dr. (Sunita)
Johari (Atul)
Dr. (George)

- 17 -

DDA representative informed that in the said details of lands/sites there is some confusion about khasra no.s for few lands/ sites and they are unable to locate these exact lands/ sites. EPCA directed DDA and Transport Department to carry out joint visit of all these lands/sites and submit report on status of availability to EPCA at the earliest.

Transport Department representative requested DDA to process the request for land allotment for bus depot at Tehkhand village and Narela expeditiously and provide alternate land for Vasant Kunj site to enable bringing more buses. EPCA directed DDA to expedite and resolve the matter at the earliest.

EPCA also directed Transport Department to examine use of bus terminals land for parking of buses and submit a report in this regard.

EPCA discussed the benefits of Multi Level Parking at bus depots mentioned in the note of EPCA on "Land requirement for depots for augmentation of bus fleet in NCT" over Bi-level parking as allowed in the Master Plan for Delhi 2021. The members and stakeholders agreed with the view to promote Multi Level Parking. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi level depots parking for public buses wherever feasible.

Transport Department representative informed EPCA that PWD has been assigned the work of creating multi level parking at bus depots as per Transit Oriented Development Guidelines of UTTIPEC. EPCA said that though the guidelines refer to Multi Level Parking but the norms mentioned are of Bi-Level Parking. EPCA asked Transport Department to look into the matter and revert back. EPCA clarified that Multi Level Parking for buses means parking space for buses on ground floor, first floor, second floor and on roof top of second floor.

- Ac (Urban) (1)
- Dir (MP)

-18-

Annexure - III



Delhi Development Authority
Office of the Addl. Commissioner (Plg.) MPR & AP
5th Floor, Vikas Minar, I.P. Estate, New Delhi-110002
Tel.No.23379881

No. F.1(08)/2014 /Dir.(Plg)MPR/TC/ D-68.

Dt. 03.07.2014

Subject: Minutes of the 13th Meeting of the Advisory Group on Review of MPD-2021 held on 11.06.2014 under the Chairmanship of Hon'ble Lt. Governor, Delhi.

The 13th meeting of the Advisory Group, on Mid Term Review of MPD-2021 was held on 11.06.2014 under the Chairmanship of Hon'ble Lt. Governor of Delhi at Raj Niwas. Please find enclosed herewith a copy of the minutes for further necessary action.

Office of Director (Plg.)
UTYPEC. D.D.A.
Copy No. 817/14
Date 03/07/14

(S.P. Pathak)
Addl. Comm.(Plg) MPR & AP
Member Secretary

Copy to:

1. Hon'ble Lt. Governor, Delhi
2. Vice Chairman, DDA
3. Director, School of Planning & Architecture, New Delhi
4. Director, National Institute of Urban Affairs
5. President, Indian Building Congress
6. President, Institute of Town Planners, India
7. Chairman/Secretary, Indian National Trust for Art & Cultural Heritage (INTACH)
8. Chairman/Nominee, Delhi Urban Arts Commission (DUAC).
9. Director General, National Council of Applied Economic Research (NCAER)
10. Chairman, Housing and Urban Development Corporation Ltd. (HUDCO)

Chairman
Vice Chairman
Member
Member
Member
Member
Member
Member
Member
Member

Co-opted Members

1. Principal Secretary (Urban Development), Govt. of NCT of Delhi
2. Chairperson, NDMC
3. Member- Secretary, NCR Planning Board
4. Jt. Secretary (DL) MOUD, GOI.
5. Commissioner (Planning) DDA

Special Invitee

1. Engineer Member, DDA, Chairman of MAG on "Common Platform for Building Approvals"
2. Secretary (Environment), Chairman of MAG on "Environment Planning & Co-ordination"
3. Secretary cum Commissioner (Transport), Chairman of MAG on "Delhi Unified Metropolitan Transport"
4. Commissioner SDMC
5. Commissioner EDMC
6. Commissioner North DMC

Mrs. Suresh K. Arora

8/7/14

URGENT

Put up in MAG file

DD 7/14

Ag Asst / VDC

Pathak
9/7/14

7. Chief Architect, DDA
8. Sh. E.F.N. Reberio, Advisor (LAP), MCD
9. President IIA, Northern Chapter
10. Sh. Vijay Risbud, Advisor & Consultant, NPIIC, DDA
11. Addl. Commissioner (Landscape), DDA
12. Addl. Commissioner (Plg.) TC & B, DDA
13. Addl. Commissioner (Plg.) MP & UE & P & LP, DDA
14. Chief Town Planner, SDMC
- ✓ 15. Director UTIPEC, DDA
16. Ms. Paromita Roy, Dy. Director (Arch. & UTIPEC), DDA
17. Ms. Swati Ramanathan, Co-founder, JCCD.
18. Director (Plg.) MPR & TC, DDA



- 20 -

DELHI DEVELOPMENT AUTHORITY
Office of the Addl. Commissioner (Plg.) MPR & AP
5th Floor, Vikas Minar, New Delhi - 110002
Tel- (011)23379881, e-mail: dirplgmpr.tc@gmail.com

No. F.1(08)2014/Dir. (Plg.) MPR&TC/

Date: 03.07.2014

Sub: Minutes of the 13th Meeting of the Advisory Group held on 11th June 2014 under the Chairmanship of the Hon'ble Lt. Governor, Delhi at Raj Niwas.

The 13th Meeting of the Advisory Group, on Mid Term Review of MPD-2021 was held on 11-06-2014 under the Chairmanship of the Hon'ble Lt. Governor of Delhi at Raj Niwas. The list of participants is enclosed (Appendix-A).

The Hon'ble Lt. Governor, Delhi welcomed the members and the participants to the Thirteenth Meeting of the Advisory Group and asked Commissioner (Plg.), DDA to present the items as per agenda.

1. Minutes of the 12th (Twelfth) meeting of Advisory group held on 18/02/2014 already circulated and action taken

Since no comments were received, the minutes of the Twelfth Meeting of Advisory Group held on 18/02/2014 were confirmed. It was further informed that as per the minutes of the 12th meeting of the Advisory Group, the recommendations were further considered by the Authority in its meeting held on 09/05/2014; and is being processed under Section - 11(A) of DD Act, 1957.

2. Action Taken Note on minutes of the 12th (Twelfth) meeting of Advisory Group held on 18/02/2014 for information:

- 2 (A) Clarification/ Interpretation of modifications approved by Advisory Group on 23.02.2012 and notified on 13.05.2013:

It was mentioned that the modification in Para 5.6.2 of MPD-2021, issued vide S.O. 1215 (E) dt. 13.05.2013, needs further clarification. Following proposed modification was placed before the Advisory Group:

Para / S. No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 5.0 Trade and Commerce		
5.6 Community Centre (CC) Local Shopping Centre (LSC) / Convenience Shopping Centre (CSC)		
1.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given in case of CC/LSC/CSC.

Minutes of the 13th Meeting of the Advisory Group held on 11-06-2014 / Review of MPD-2021

Advisory Group suggested that provision to meet parking standards shall be added; and recommended the following:

Para / S.No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 5.0 Trade and Commerce		
5.6 Community Centre (CC) Local Shopping Centre (LSC) / Convenience Shopping Centre (CSC)		
1.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given <i>in case of CC/LSC/CSC. The parking to be provided as per MPD-2021 norms on the total FAR.</i>

Advisory Group recommended the above modification in MPD-2021 for processing under Section 11A of DD Act.

3. Presentation of the Chapter on 'Environment' as recommended by MAG:

The draft Chapter on Environment, as discussed and recommended in 9th meeting of Management Action Group on "Environment Planning and Co-ordination" held on 04.03.2014 under the Chairmanship of Vice Chairman, DDA and Secretary (Environment), GNCTD, was presented by Addl. Commissioner (Landscape), DDA. The Advisory Group agreed to the revised draft chapter presented in the meeting with following modifications:

Para / S.No.	MPD 2021		
	Existing Provision	Proposed Modifications	Recommendation of the AG
1	2	3	4
Chapter 12.0 Environment			
1	(No provision)	9.1.2 Water Sustainability <i>Following measures need be taken to ensure its sustainability of water:</i> ii) All treated wastewater will be ... of the EIA requirements. b. District-wise Identification and mapping of units with large landscape/green areas such as "Golf Courses, Big	9.1.2 Water Sustainability <i>Following measures need be taken to ensure its sustainability of water:</i> ii) All treated wastewater will be ... of the EIA requirements. b. District-wise Identification and mapping of units with large landscape/green areas such as Golf Courses, Big parks/Gardens, wherein recycled water (surface or groundwater) is being used

		<p>parks/Gardens, wherein freshwater (surface or groundwater) is being used for horticulture/gardening purpose and directing mandatory recycle and reuse of treated wastewater. There should also be metering system for check on reuse of treated wastewater.</p>	<p>for horticulture/gardening purpose and directing mandatory recycle and reuse of treated wastewater. There should also be metering system for check on reuse of treated wastewater.</p>																	
	<p>9.3.1 River Yamuna 9.3.1.1 Measures taken to control pollution Following measures need be taken to rejuvenate River Yamuna:</p> <ul style="list-style-type: none"> ... No permanent development to be allowed, and cut and fill of the earth volume to be maintained as zero. ... Limited infrastructure for essential public services, including public transport, which have minimal impact on river zone. In all such cases, as far as possible temporary structures and recharge will be maximized. 	<p>9.3.1 River Yamuna 9.3.1.1 Measures taken to control pollution Following measures need be taken to rejuvenate River Yamuna:</p> <ul style="list-style-type: none"> ... <u>No permanent development to be allowed, excepting limited infrastructure for essential public services, tourism; including public transport, which have minimal impact on river zone. In all such cases, as far as possible, temporary structures and recharge to be maximized; and cut-and-fill of the earth volume to be maintained as zero.</u> 																		
<p>Table 9.4: Permission of Use Premises in Sub Use Zones</p> <table border="1"> <thead> <tr> <th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr> </thead> <tbody> <tr> <td>1.</td><td>Green Belt</td><td>Forest, Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Centre, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures (List given in note).</td></tr> </tbody> </table>	S. No.	Use Zone	Activities Permitted	1.	Green Belt	Forest, Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Centre, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures (List given in note).	<p>Table 9.6: Permission of Use Premises in Use Zones (Green Belt and Water Body)</p> <table border="1"> <thead> <tr> <th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr> </thead> <tbody> <tr> <td>2</td><td>Green Belt</td><td>Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.</td></tr> </tbody> </table> <p>* Subject to the development controls of</p>	S. No.	Use Zone	Activities Permitted	2	Green Belt	Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.	<p>Table 9.6: Permission of Use Premises in Use Zones (Green Belt and Water Body)</p> <table border="1"> <thead> <tr> <th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr> </thead> <tbody> <tr> <td>2</td><td>Green Belt</td><td>Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, <u>Low Density Residential Plot</u>, Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.</td></tr> </tbody> </table> <p>* Subject to the development controls of</p>	S. No.	Use Zone	Activities Permitted	2	Green Belt	Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, <u>Low Density Residential Plot</u> , Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.
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Advisory Group recommended the revised draft chapter on 'Environment' in MPD-2021 thus presented, along with the above mentioned modifications, for placing before the Authority for processing under Section 11A of DD Act, 1957.

Representative from Indian Building Congress submitted that IBC will be forwarding their recommendations on improvement of drainage infrastructure in Delhi. The Draft Chapter will be notified for inviting objections/ suggestions; and thus all the stakeholders will get an opportunity to give suggestions.

4. Presentation of the Chapter on 'Transportation' as recommended by MAG:

The draft chapter on 'Transportation' as approved the MAG on 'Delhi Unified Metropolitan Transport' in its 17th meeting held 09.05.2014 under the Chairmanship of Secretary cum Commissioner (Transport), GNCTD, was introduced by Commissioner (Plg.) DDA, and further presented in detail by Dy. Director (Arch.) UTIPEC, DDA. The Advisory Group has recommended the following (shown in underlined text):

Para/S. No.	Existing Provision	Proposed Modifications	Recommendation of the AG
1	2	3	4
Chapter 12.0 Transportation			
1	It is proposed that unrestricted movement of buses, taxis and auto rickshaws be permitted within the National Capital Region by developing a consensus amongst the constituents of the NCR.	It is proposed that unrestricted movement of buses, taxis and auto rickshaws be permitted within the National Capital Region by developing a consensus amongst the constituents of the NCR.	(AG recommended that the issue of unrestricted movement of vehicles within National Capital Region need be reconsidered in light of the existing policy of Transport Deptt., GNCTD.)
2	12.3 Roads 1. National Highways The recommended minimum right of way (ROW) is 90 meters, wherever possible. However, within the city it shall not be less than 60meters. All the National Highways within the NCTD shall be access controlled upto the Delhi Border.	12.3 Roads 1. National Highways All National Highways (5 Nos.) are connected to the city's Ring-Radial arterial road network system resulting in regional traffic passing through the city in absence of any bypass. All National highways need to be designed and function as Arterial Roads within the city with access control up to the border.	12.3 Roads 1. National Highways All National Highways (5 Nos.) are connected to the city's Ring-Radial arterial road network system resulting in regional traffic passing through the city in absence of any bypass. National Highways Authority of India (NHAI) would incorporate the Street Designing Regulations (Annexure-I) while designing the national highways in Delhi.
3	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no encroachments will be permitted

	encroachments will be permitted on the existing road network. Further, the development of roads should start from the extremes of the designated ROW.	encroachments may be permitted on the existing road network. Further, the development of roads should start from the extreme ends of the designated ROW. Following definitions ...	on the existing road network. Further, the development of roads should start from the extreme ends of the designated ROW. Following definitions ...
4	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along major transport corridors and the Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the Metro corridors upto a certain depth would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the MRTS corridors upto 500 m. depth on either side would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the MRTS corridors upto 500 m. depth on either side from centre line of MRTS would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>
5	<p>12.5 Bus</p> <p>iv. On all roads with ROW greater than 30 m exclusive bus lanes will be planned to implement the Bus Rapid Transit System (BRTS) in a phased manner to cover the whole city.</p> <p>v. New bus terminals need to be planned and developed in strategic locations to make the use of BRTS and Metro Stations convenient for all commuters.</p> <p>(No provision)</p>	<p>12.5 Bus</p> <p>iv. BRT should be planned as a comprehensive Network as per Network Planning principles and requirement.</p> <p>v. New bus terminals need to be planned and developed in strategic locations except in Zone-'O' to make the use of BRTS and Metro Stations convenient for all commuters.</p> <p>vi. On all new Arterial roads, road owning agencies to incorporate provision for Metro, BRT, NMV lanes and footpaths, in addition to motor-vehicle lanes.</p>	<p>12.5 Bus</p> <p>(provision be deleted)</p> <p>v. New bus terminals need to be planned and developed in strategic locations except in Zone-'O' to make the use of Metro Stations convenient for all commuters.</p> <p>vi. On all new Arterial roads, road owning agencies to incorporate provision for Metro, NMV lanes and footpaths, in addition to motor-vehicle lane, as per the Street Design Regulations (Annexure-I).</p>
6	(No provision)	12.6 INTERMEDIATE PUBLIC TRANSPORT Intermediate Public Transport	(AG recommended deletion of para 12.6 and inclusion of the definition of the term

		(IPT) are hired/shared modes of transport ... provide an affordable alternative to private modes.	'Intermediate Public Transport' in the Annexure.)
7	(No provision)	12.14.1.1 SHARED PARKING FACILITIES In all new/ redevelopment/ retrofit projects ... to reduce private vehicle ownership and use alternative modes.	(AG recommended deletion of para 12.14.1.1)
8	(No provision)	12.14.3 PARKING PRICING The supply of free/ inexpensive parking at the final destination is a key decision factor for people choosing to drive a personal vehicle, rather than taking a bus, Metro, IPT, NMT, walk or carpool. It is suggested that the following pricing strategies be employed to manage and bring down public parking space demand: iii. No one-time conversion charges as parking fee for mixed-use projects or during vehicle registration, shall be levied. Owner of vehicles must park on their own premises or in paid public parking facilities. Parking revenue for Local Bodies may be generated from pricing of parking facilities, not any one time charges.	(AG observed that collection of in-lieu charges or one-time parking fees for parking as part of conversion charges for mixed-use projects is a municipal function, hence, the clause shall be deleted from both the Chapter 12: Transport as well as Chapter 15: Mixed Use and/or anywhere else in the Master Plan.)
9	(No provision)	12.14.3.4 PARKING IN RESIDENTIAL AREAS v. Problem of congestion arising on account of the traffic generated by schools have to be specifically addressed, and the main responsibility for putting up the required additional facilities has to be borne by the schools themselves. Policy guidelines will have to be evolved for this purpose. Provision of temporary parking for schools may need to be enhanced based on the size, capacity, locality and type of school.	(AG recommended deletion of sub-para (v) of 12.14.3.4)
10	(No provision)	12.14.3.6 MULTI-LEVEL PARKING FOR PUBLIC BUSES	12.14.3.6 BI-LEVEL PARKING FOR PUBLIC BUSES

		Land is scarce and ... areas in multi-use multilevel parking facilities. Within developed urban areas, multi-level parking should be developed as mixed use projects with the following norms: i. Minimum Plot Size – 20,000 sq.m. ii. ...	Land is scarce and ... areas in multi-use multi-level parking facilities with bus-parking in upper-basement and lower-ground levels, and parking for smaller vehicles may be provided in other levels. Within developed urban areas, multi bi-level parking should be developed as mixed use projects with the following norms: i. Minimum Plot Size – 20,000 sq.m. ii. ...
11	12.14 REGISTRATION AND LICENSING The aspects of registration and training of transport operators / drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users.	12.14.3.5 REGISTRATION AND LICENSING The aspects of registration and training of transport operators / drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users. Non-motorized modes including rickshaws and e-rickshaws need to be brought under the licensing/ regulatory system to enable their better management.	AG recommended deletion of the sub-para regarding registration and licensing of non-motorized vehicles, as it is to be considered as per the related Act of Govt. of India; hence, suggested the following: The words "Non-motorized modes including ... enable their better management." to be deleted.
12	(No provision)	12.17 TRAFFIC IMPACT ASSESSMENT (TIA) The goal of a traffic impact assessment is to determine ... a year of final notification of this Policy.	AG recommended this para needs further discussion.

With respect to modification mentioned at Sl. No. 8 in the table above, following modification in Chapter 15.0 on Mixed Use Regulations in MPD-2021 has been proposed by the Advisory Group.

Para / S. No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 15.0 Mixed Use Regulations 15.4 General Terms and Conditions governing Mixed Use Other Terms and Conditions		
13	v) Parking @2.0 ECS per 100 sqm built up area shall be provided within the premises. Where this is not available, cost of development of parking, shall be payable by the plot allottee/ owner to the local body concerned. This condition shall apply even if residential	v) Parking @2.0 ECS per 100 sqm built up area shall be provided within the premises. Residents/ traders' organizations/ private parties shall be responsible for providing for their own private parking facilities. This condition shall apply even if residential

premises are used only for professional activity.	premises are used only for professional activity.
vi) Common parking areas would be earmarked on notified mixed use streets taking into account the additional load on traffic and parking consequent upon notification of the street under Mixed Use Policy. If no parking space is available, land/ plot on the said street may be made by the Traders' association, wherever possible, or acquired for construction of parking facilities, preferably, multi level parking. Development of such parking facilities shall be done by either the traders association or by local bodies and may include public-private partnership as model for implementation.	vi) Common parking areas would be earmarked on notified mixed use streets taking into account the additional load on traffic and parking consequent upon notification of the street under Mixed Use Policy. If no parking space is available, land/ plot on the said street may be made by the Traders' association, <i>and public shared parking facilities provided before approval/ notification of the said building/ project/ street as mixed-use.</i>

Further, the Group observed that the transport corridors shown in the Map, annexed to the Chapter, shall also be included in text-form. It was decided by the Group that section on 'Transit Oriented Development' to be discussed in the next meeting of the Advisory Group.

The meeting concluded with vote of thanks to the Chair.

Copy to:

- Chairman
- All members of the Advisory Group
- Co-opted Members
- Special Invitees

(S.P. Pathak)
 Addl. Commissioner (Plg.) MPR& AP
 Member Secretary, Advisory Group

Appendix-A

Members:

1. Hon'ble Lieutenant Governor, Delhi – Chairman
2. Sh. Balwinder Kumar, Vice Chairman, DDA
3. Sh. Chetan Vaidya, Director SPA
4. Sh. Jagan Shah, Director, NIUA
5. Sh. Bhishm Kumar Chugh, Indian Building Congress
6. Sh. Manu Bhatnagar, Pr. Director – Natural Heritage, INTACH
7. Sh. D.B. Gupta, Director General, NCAER

Co-opted Members:

8. Sh. J.B. Kshirsagar, Commissioner (Plg.), DDA

Special Invitees:

9. Sh. Abhai Sinha, Engineer Member, DDA
10. Sh. Sanjeev Kumar, Secretary (Environment), GNCTD
11. Sh. Gyanesh Bharti, Secretary cum Commissioner (Transport), GNCTD
12. Sh. S. Kumara Swamy, Commissioner EDMC
13. Sh. Vinod Dhar, Chief Architect, DDA
14. Sh. Vijay Risbud, Advisor & Consultant, NPIIC, DDA
15. Smt. Savita Bhandari, Addl. Commissioner (Landscape), DDA
16. Sh. P.M. Parate, Addl. Commissioner (Plg.) TB & C, DDA
17. Sh. R.K. Jain, Addl. Commissioner (Plg.) MP & UE & P & LP, DDA
18. Sh. Shamsher Singh, Chief Town Planner, SDMC
19. Ms. Paromita Roy, Dy. Director (Arch. & UTTIPEC), DDA
20. Smt. I.P. Parate, Director (Plg.) MPR & TC, DDA

Others:

21. Sh. Anant M. Athale, Chief Architect, NDMC
22. Sh. Sunil Mehra, Chief Town Planner, EDMC
23. Sh. S.B. Khodankar, Director (Plg.) MP, DDA
24. Smt. Manju Paul, Director (Plg.) VC Office, DDA
25. Smt. Poonam Dewan, Director (Landscape), DDA
26. Smt. Neelima Soni, Dy. Director (Landscape), DDA
27. Sh. Ashok Ku. Saini, Dy. Director (Plg.) MPR, DDA
28. Ms. Suman Sharma, Dy. Director (Plg.) MPR, DDA
29. Sh. Anand Kumar, Planning Assistant, UTTIPEC, DDA
30. Sh. Adarsha Kapoor, Consultant (UD), UTTIPEC, DDA

Member Secretary:

31. Sh. S.P. Pathak, Addl. Commissioner (Plg.) MPR & AP, DDA



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

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नई दिल्ली, मंगलवार, जुलाई 14, 2015/आषाढ़ 23, 1937

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NEW DELHI, TUESDAY, JULY 14, 2015/ASADHA 23, 1937

शहरी विकास मंत्रालय

(दिल्ली प्रभाग)

अधिसूचना

नई दिल्ली, 14 जुलाई, 2015

का.आ. 1914(ब).—यतः दिल्ली के मास्टर प्लान-2021 में इसकी समीक्षा कार्य के भाग के रूप में केन्द्र सरकार का जिन कुछ संशोधनों का प्रस्ताव था, उन्हें दिल्ली विकास अधिनियम, 1957 (1957 का 61) की धारा-44 के प्रावधानों के अनुसार दिनांक 26 नवम्बर, 2014 की का.आ.सं. 2975(अ) की सार्वजनिक सूचना द्वारा भारत के असाधारण राजपत्र में प्रकाशित किया गया जिसमें उक्त नोटिस की तारीख से पैंतालीस दिन के अंदर उक्त अधिनियम की धारा 11-क की उप-धारा (3) द्वारा यथा अपेक्षित आपत्तियां/सुझाव आमंत्रित किए गए थे।

2. यतः प्रस्तावित संशोधन के संबंध में प्राप्त आपत्तियों/सुझावों पर दिल्ली विकास प्राधिकरण द्वारा गठित जांच एवं सुनवाई बोर्ड द्वारा विचार किया गया और दिल्ली विकास प्राधिकरण की बैठक में अनुमोदित भी किए गए।

3. यतः केन्द्र सरकार ने इस मामले के सभी पहलुओं पर ध्यानपूर्वक विचार करने के बाद दिल्ली के मास्टर प्लान- 2021 में संशोधन करने का निर्णय लिया है।

4. अतः, अब उक्त अधिनियम की धारा 11-क की उप-धारा(2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्र सरकार भारत के राजपत्र में इस अधिसूचना के प्रकाशित होने की तारीख से प्रभावी दिल्ली के उक्त मास्टर प्लान-2021 में एतद्वारा निम्नलिखित संशोधन करती है।

12.14.3.1. PARK AND RIDE

Apart from providing Park and Ride facilities with reference to integration between the Road and Metro Rail/Rail Transport systems, such facilities would also need to be provided to reduce the problem of parking on main arterial roads in the context of identified work and activity centres which may not be directly connected by the MRTS and to encourage use of public transport.

- (i) Park & Ride facilities for private vehicles should be provided at peripheral locations abutting Highways and MRTS/BRTS/RTS stations as per requirement, coupled with excellent public transport linkages to the city centre and various work centres. Subsequently, highway entry tolls for private transport should be increased substantially to discourage private vehicle commuters and cross-subsidize public transport.
- (ii) Subsidized park and ride facilities for bicycle users with convenient interchange at all MRTS stations are a mandatory requirement, to promote this sustainable mode of transport.

12.14.3.2. PARKING FACILITIES FOR BUSES IN DTC DEPOTS

There is an acute shortage of parking facilities for buses in the city. Therefore, the planning for bus depots and terminals capacity and future requirement needs to be done comprehensively.

- i. As per norms of bus parking, adequate bus parking and terminal spaces in the city should be provided in the city.
- ii. The selection and allocation of depot lands needs to be planned in sync with the routing of both DTC and cluster buses, so that dead mileage and other losses to the transport agency may be minimized.
- iii. To ensure optimum utilization of land, multi-level parking for buses is to be prioritized. Norms for multilevel bus parking shall be as per 12.14.3.6 below.
- iv. As far as possible, all bus depots must function as Terminals as well.
- v. Large public parking facilities, underside of flyovers, wide arterial roads and underused areas of the city should be permitted for use in off-peak hours for parking of public/private buses and commercial vehicles, chargeable at appropriate rates.
- vi. Planning and provision of space for private buses, private commercial vehicles, trucks and logistics terminals at the peripheries of the city, need to be planned at the Zonal Plan level.

12.14.3.3. PARKING FOR NMT AND IPT

Fully subsidized parking facilities for IPT and NMT modes are mandatory at all terminals, stations and bus stops, on all roads of 18m and above (and not prohibited on any road), near all major public buildings and destinations. In areas where provision of adequate IPT/NMT parking is not possible within ROW, setbacks of use premises may be acquired. Parking spaces for differently abled to be provided as per code.

12.14.3.4. PARKING IN RESIDENTIAL AREAS

Over the years a large number of the residential areas have been experiencing severe problems of vehicular congestion and shortage of parking space. Most of the parking is, in fact, being done on the road, which significantly reduces the carriageway width. The problem has been exacerbated by the traffic congestion generated by schools in residential use areas. Some measures required to alleviate the problem are:

- i. Parking of all vehicles of any residential building, group housing, commercial building etc to be provided within the plot area/building only. Parking outside the plot area (i.e. on the ROW of road, public spaces) will not be permissible and should be penalized. RWA with the help of local police may enforce the same.
- ii. Road cross sections may be redesigned wherever possible to accommodate planned car parking along the residential streets, and also creating more surface movement space.
- iii. Paid on-street and off-street parking to be developed for long term and short term parking provisions.
- iv. Resident Welfare Associations will have to be called upon to participate in this process by raising contributions from the residents on the basis of objective criteria such as number of cars owned, etc.
- v. Problem of congestion arising on account of the traffic generated by schools have to be specifically addressed, and the main responsibility for putting up the required additional facilities has to be borne by the schools themselves.

12.14.3.5. PARKING STANDARDS FOR PUBLIC PARKING

Public parking for all modes may also be provided at designated/demarcated locations at off-street parking locations in form of surface, underground or multi-level parking. Short term and long term parking should be differentiated and provided based on local demand and provided as per comprehensively planned Parking Management Districts (Section

12.4.2.1).

On-street parking may be planned as per Street Design Regulations (Annexure-12.0 (I). Majority of on-street parking spaces should be for hired/shared IPT and NMT modes. Only short-term parking for private modes may be provided on street.

Off-street parking may be provided as per the following:

12.14.3.6. BI-LEVEL PARKING FOR PUBLIC BUSES

Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels

Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:

- i. Minimum Plot Size – 20,000 sq.m.
- ii. An FAR of 100 is permissible over 50% of plot area. Norms for podium based buildings shall be applicable as per Chapter 17: Development Code.
- iii. Operational structures and circulation areas may cover 100% of the plot area and shall not be counted towards FAR. The site must accommodate at least the required bus parking space on site at the rate of minimum 1 bus per 70 sq.m.
- iv. If the bus depot site lies with the MRTS influence zone, Norms as per 12.18.1-2 shall be applicable.
- v. The maximum height shall be as per local constraints like flight paths, heritage zones, etc.
- vi. There will be no restriction on the number of levels of basement subject to structural safety, or till minimum 1 m above post monsoon ground water level of the site or safe distance above post monsoon ground water table.
- vii. In case of integrated schemes, development controls including height shall be as per approved scheme or as per local restrictions if any.

12.14.3.7. MULTI-LEVEL PARKING FOR PRIVATE MODES

Several multilevel parking projects have been implemented by local bodies/agencies in the recent past. It has been seen that none of the parking lots are being used even to half their capacity due to availability of unlimited subsidized parking on streets/public spaces in the vicinity of these projects. In other words, low-pricing of on-street parking is leading to failure of off-street multilevel parking facilities.

Therefore, multi-level parking projects should be integrated as part of comprehensive PMD schemes at designated locations. In order to ensure viability of the projects and optimum use, strict enforcement and appropriate pricing of on-street parking, is required. Preferably, on-street and off-street parking (including multi-level) should be managed and enforced by a single agency. All multi-level or exclusive parking facilities for private parking shall also provide at least 10% of total space provision for IPT modes, NMV and feeder buses, as per local requirement.

Detailed regulations and comprehensive parking policy may be worked out subsequently, in consultation with all stakeholders.

For plots for multi-level car parking already earmarked/designated by local bodies, the existing development control norms will continue, as follows:

- i. Minimum Plot Size – 1000 sqm.
- ii. In order to compensate the cost of Multi-level parking and also to fulfill the growing need of parking spaces within urban area, a maximum of 25 % of gross floor area may be utilized as commercial/office space.
- iii. In addition to the permissible parking spaces on max. FAR, 3 times additional space for parking component shall be provided.
- iv. Maximum FAR permissible shall be 100 (excluding parking area) or as per the comprehensive scheme. However, no FAR shall be permissible in plots/existing buildings where 5% addl. ground coverage is permissible (Refer para 8 (4) i) Parking Standards, Chapter 17.0 Development Code).
- v. Maximum ground coverage shall be 66.6%. The maximum height shall be restricted to permissible height of the land use in which the plot falls. There will be restriction on the number of levels of basement subject to structural safety.

- vi. In case of comprehensive schemes, development controls including height shall be as per approved scheme.
- vii. Number of basements - No Limit, subject to adequate safety measures.
- viii. For development of Multilevel Parking, models should be worked out to encourage the private sector initiative with restricted commercial component, not exceeding 10% limited to FAR 40 on the plot.
- ix. Specific proposals requiring relaxation in above-mentioned norms for already designated sites would be referred to the Authority.

12.15. REGISTRATION AND LICENSING

The aspects of registration and training of transport operators/drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users.

12.16. BARRIER FREE ENVIRONMENT

A major consideration in the planning and design of outdoor and indoor movement should be such that people with disability, older persons women and children may move about without help from others. This requires that:

- i) All public spaces, paths and pavements shall be flat, uniform, non-skid and free from unnecessary obstacles with necessary features required as per codes for barrier-free movement.
- ii) Orientation points, guide routes, universal signage and auditory signals should be provided for the differently disabled;
- iii) Information and warning signs must be understandable, clear and well lit.

12.17. TRAFFIC IMPACT ASSESSMENT (TIA)

The goal of a traffic impact assessment is to determine potential impacts of traffic changes caused by large proposed developments on city level transportation infrastructure i.e. capacity of roads and transit systems, and to identify any infrastructure and transit improvements or mitigation measures needed to ensure that transport networks will operate acceptably and safely upon completion of the proposed development. Comprehensive policy about Traffic Impact Assessment (TIA) should be prepared and placed before the Authority.

The benefits of Traffic Impact Assessment are:

- i. Providing decision makers with a consistent basis on which to assess transportation implications of proposed development applications.
- ii. Providing a rational basis on which to evaluate if the type and scale of the development is appropriate for a specific site and what improvements may be necessary to provide safe and efficient traffic, pedestrian, cycling and transit flow.
- iii. Providing a basis for determining existing or future transportation system deficiencies that should be addressed.
- iv. Addressing transportation related issues associated with development proposals that may be of concern to neighbouring residents, businesses and other stakeholders.
- v. Providing a basis for negotiations for improvements and funding in conjunction with planning applications.
- vi. A traffic impact assessment may vary in scope and complexity depending on the type and size of the proposed development.

Table 12.7: Development Controls for Transportation

Sl. No.	Use Premises	Activities Permitted	Development Controls (4)			
			Area under Operation (%)	Area under building (%)	FAR *	Floor area that can be utilised for passenger accommodation
1.	Airport	All facilities related to Airport/Aviation Passengers as decided by Airport authority of India including watch & ward		NA-		
2.	Rail Terminal/ Integrated Passenger Terminal	All facilities related to Railway, Passengers, operations, Goods handling, passenger change over facilities, including watch & ward, Hotel, Night Shelter.	All Rail Terminals/Integrated Passenger Terminals/Metropolitan Passenger Terminals may be developed as per TOD norms, subject to traffic and transportation studies related to surrounding road network.			

	Metropolitan Passenger Terminal					
3.	Rail Circulation	All facilities related to Railway Tracks, operational Areas including watch & ward.		-NA-		
4.	Bus Terminal/ Bus Depot	All facilities related to Bus & Passengers, parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, and Hotel, Night Shelter, Commercial, Social infrastructure, Residential, Service Apartments, hostels.	50 (100 in case of multilevel parking)	50	100	25%
				A Multilevel bus parking is permitted in all Use Zones except Recreational Open Space and environmentally sensitive areas. B Site must accommodate at least the required number of bus parking space on site at the rate of minimum 1 bus per 70 sq.m. C Additional multi-level bus parking norms shall be as per Section 12.14.3.6. D All bus depots/terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.		
5.	ISBT	All facilities related to Bus & Passengers, parking including watch & ward, Bus Terminal, Soft Drink & Snack Stall, Administrative Office, hotel, Night Shelter, Commercial, Social Infrastructure, Residential, Service Apartments, Hostels	a. Maximum Ground coverage:40% b. FAR: 100, subject to the following: (i) FAR shall be available on a maximum area of 10 ha. or area of site whichever is less. (ii) ISBT, including operational structures: Maximum FAR 70 (iii) Hotel/passenger accommodation and facilities: Maximum FAR 30. c. Parking: In addition to the requirement of parking for ISBT/buses, parking for Hotel/passenger accommodation and facilities shall be at the rate of 2 ECS per 100 sq.m. of floor area. d. The development shall be undertaken in a composite manner. e. However, ISBTs within Influence Zone of MRTS corridors to be developed per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.			
6.	Toll Plaza	Toll collection booth, utilities, facilities and required infrastructure.		-NA-		
7.	Road Circulation	All types of road, street furniture, vending zones, bus shelters, underground & over ground services utilities, signals, metro tracks as part of R/W, sub-ways, under-passes, ROB & RUB including watch & ward.	Development of roads shall be as per Street Design Regulations (Chapter 12, Annexure-12.0 (I))			
8.	Metro Yards	Idle parking of coaches, washing and cleaning facilities, maintenance related facilities, watch & ward and staff related facilities.	80%	20%	100	15%
			In case the Metro Yard falls within the Influence Zone of MRTS corridors, it may be developed as per TOD norms (Section 12.18.1&2) only if more than 50% of the Yard area lies within Influence Zone of MRTS corridors and/or they are developed as multi-storey yards.			

* The F.A.R. is to be calculated on the Building Plot. Area under Bus Shelter not to be included in FAR.

Development Controls for Metro Stations and Railway Stations/Terminals:

1. Metro Stations along with property development (composite development) up to a maximum area of 3.0 ha shall be permitted in all Use Zones, except in Recreational and Regional Park/Ridge Use Zone, Lutyens' Bungalow Zone and Heritage Zones.

-34-

ITEM No. 37/TC/2016

AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to 'Commercial' (Non- Hierarchical Commercial Centre) C1" located at Kamla Market, falling in Planning Zone "D". (F.3 (G) 91-MP)

Reference is invited to Sr. Town Planner, MCD (North)'s letter No. TP/G/4/21 dated 27.6.2016. (Annexure - I)

1.0 Background:

- 1.1 The Request for change of land use has been received from Land & Estate Deptt., North DMC since the issue of conversion of shops from leasehold to freehold is under consideration in their department.
- 1.2 Earlier, a letter vide no. TP/G/3205 dated 7/4/2014 was sent to L&DO for taking up the matter with DDA for change of land use. However, no reply was received from L&DO. Accordingly it was decided that Town Planning Deptt. shall take-up the matter with DDA.

2.0 Examination:

- 2.1 The land use of Kamla Market is 'Recreational' (District Park) as per the Zonal Development Plan of Zone-D (approved under MPD-2001).
- 2.2 The site has been visited and there exist single storied building consisting of 272 shops and 12 flats and other amenities.
- 2.3 The control and management stands transferred to erstwhile MCD by the L&DO, GOI vide Notification No. L&DO/PS-4/Pol/1/2004 dated 24-3-2006 issued by the Ministry of Urban Development, Govt. of India. A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. There is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold. The next date of hearing is on 18-7-2016.
- 2.4 The site does not fall in Natural Conservation Zone (NCZ). Natural features such as water bodies, etc.
- 2.5 Since the market is running in the present site/ location for approx. 75 years. it has been decided to retain the said Market and plan it accordingly by correcting the use depicted in the Zonal Development Plan from Recreational use to Commercial (Non-Hierarchical Commercial Centre) C1, as the area nearby has been shown as Non-Hierarchical Commercial Centre (Asaf Ali Road) as per Master Plan of Delhi-2021.

3.0 Information required as per the MoUD, Govt letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions;	The Kamla Market has been in existence for past 75 years (approx.) and the use has been mentioned wrongly in the Master Plan as Recreational (District Park) and as such the rectification is required to be carried out in MPD-2021 for declaring the market as Commercial(Non-Hierarchical Commercial Centre).
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or disposed, and if yes, when and how;	Similar proposals of change of land use have been processed by DDA earlier.
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	As per 1.1 above.

(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the market is in a dilapidated condition, the correction in the zonal plan will enable the Corporation to redevelop the market as per modern requirement under the provision of master plan.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the present existing shops / flats are in a deteriorated condition and also the market is facing parking problems, the development of the same into Non- Hierarchical Commercial Centre will address the issue.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made as per the existing conditions at site.
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are 272 shops and 12 flats existing in Kamla Market and the existing allottees on lease/ license/ freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees. On the other hand the structure has become very old which require re-development as per requirement of developing metropolitan city
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with the existing ground situation & the proposed Non-Hierarchical Commercial Centre at nearby Asaf Ali Road.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	Since the market is functioning before the year 1962, the proposal would require correction in the zonal development plan.
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted before the proposal is finalized.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration any guidelines / orders of DOP&T/ Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr. town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:

a.	Whether the land is government or private and who is the land owning agency?	The market is under the management and control of North DMC after transfer by L&DO.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	The proposal has been initiated after request was received from L&E Deptt. North DMC in respect of conversion of shops from leasehold to freehold/ better utilization of the market

c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The correction in land use is required due to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of Old Delhi on the same pattern of parking complex developed by the DMRC near the Market/ Railway Station.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/ polices?	The changes/ correction in the zonal development plan will reflect the actual position at site.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no implication regarding Law & order on the general public.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. It may also be informed to the T.P. Deptt. that there is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold please. The next date of hearing is 18-7-2016.

4.0 Proposal :

In view of the above, the land use in respect of an area measuring 0.984 Ha. located at Kamla Market, Delhi, falling in Planning Zone- 'D' may be changed from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) (C1) under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD-2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Kamla Market	0.984 Ha.	Recreational (District Park)	Commercial (Non-Hierarchical Commercial Centre) (C1)	North: Asaf Ali Road South: J.L. Nehru Marg East: Service Road connecting Asaf Ali Road & JLN Marg West: Road from Ajmeri Gate to Minto Bridge (Bhavbhooti Marg)

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.



Planning Assistant



Sr. Town Planner



Chief Town Planner

vg No- 1173- 188 (Pg) 2022

29.6.16 - 37 -

Annexure - I

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G.../12)

Dated 27/6/16

To

 The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposed change of landuse of 'Kamla Market' from Recreational' (District Park) to 'Commercial' (Non- hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Ref: - F.3(16)/91/MP/D-92 dated 02.06.2016

Sir,

This is with reference to your letter no. F.3(16)/91/MP/D-92 dated 02.06.2016 vide which it has been requested to provide requisite information w.r.t DDA's letter dated 17.8.15 (17.07.15) and as per the decision taken in the Technical Committee meeting dated 10.04.2015 & 19.05.2015. In this regard this office has already replied vide letter no. TP/G/982/15 dated 20/5/15, TP/G/1422/15 dated 16/7/15 and TP/G/1905 dated 17/9/15 (copies enclosed). The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully,



Sr. Town Planner

Ad (Pg) 2022

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no. 23226328

No: TP/G/....*282*..../15

Dated: *20/5/15*

To,

The Director (Plg.) TC,
6th Floor, Vikas Minar, I.P Estate,
Delhi Development Authority,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Sir,

In continuation of this office letter dated 24/2/2015, please find enclosed details of Kamla Market area i.e. total area, ownership, layout plan etc. as conveyed by Land & Estate Deptt., North DMC. It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.:

1. Copy of clarifications received from L&E Deptt., North DMC.
2. Copy of Layout Kamla Market.

Yours faithfully,


20/5/2015
Sr. Town Planner-II

2

	Observations of Planning Department, Zone-D Unit, DDA	Reply from Land & Estate Deptt./North DMC
1.	Total area and boundary of the Kamla Market shopping centre for refugees as per approved layout plan of the area.	The total area of Kamla Market shopping centre is 0.984 Hect. (enclosed as annexure 'A').
2.	Justification is required as to why the proposed change of land use is required from 'Recreational (District Park)' to 'Commercial (Non-Hierarchical Commercial Centre)'.	The change in land use is required to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of old Delhi but on the same pattern, a parking complex developed by the D.M.R.C. near to the Kamla Market. The existing allottees on lease/license/freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees, on the otherhand the structure has become very old which require re-development as per requirement of developing metropolitan city.
3.	Any approved scheme plan/ lease plan showing the Development Control Norms.	Does not pertain to L&E Deptt. The concerned Deptt. in this regard is Town Planning Deptt. itself. However for clarification of contents in lease/ freehold documents are attached (enclosed as annexure 'B').
4.	Justification is also required for declaring this market as 'Non-Hierarchical Commercial Centre'.	To need the requirement of modern day development of a metropolitan city, space crunch in Delhi and to generate revenue for the North DMC.
5.	The ownership status of the said market may also be provided.	The control and management stands transferred to MCD (Now North DMC) vide notification No. L&DO/PS-4/ Pol./1/2004 dt. 24-03-2006 issued by Ministry of Urban Development Govt. of India.
6.	NOC is also required from the land owning agency for the proposed change of land use.	The Kamla Market is existing for last 75 years (approx.) and the use may have been mentioned wrongly in the Master Plan. Perhaps wrongly as recreational (District Park) and as such the rectification required to be carried out in MPD-2021 for declaring the market as non-Hierarchical Commercial Centre.

-40-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH. FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no.23226323

No: TP/G/.../422.../15

Dated: 16.1.15

To,

The Deputy Director (Plg.) Zone-D,
Area Planning Zone-D Unit,
Delhi Development Authority,
4th Floor, Vikas Minar,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter No. F.3(16)91/MP/D-80 dated 19/06/2015 received in this office on 08/07/2015. In this regard as per the letter of Ministry of Urban Development (MoUD) Govt. of India, letter no. K-13011/3/2012-DD.IB dated 7th April, 2015, this office has already replied to the Director (Plg.), T.C., DDA, vide letter No. TP/G/982/15 dated 20/5/2015(copy enclosed) alongwith the copy of clarifications received from concerned Deptt. and a copy of layout plan of Kamla Market.

It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.: As above.

Yours faithfully,


Sr. Town Planner-II

7

AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park) to 'Govt. Offices" located at Minto Road, falling in Planning Zone "D". (P.20(19)/2013-MP)

Reference is invited to Letter No. TP/G/4120 dated 27.6.2016.
(Annexure - I)

1.0 Background:

1.1 North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.

1.2 The Minto Road Municipal Staff Quarters of erstwhile MCD have long been in existence. This colony is in a deteriorated condition at present, and requires proper utilization of land in the present context. The area of the site at Minto Road Municipal Staff Quarters is 1.35 Ha. (approx.) and consists of about 41 flats & other facilities. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices. North Delhi Municipal Corporation vide Resolution No. 201 dated 28.9.2015 has also decided to develop the site for Office purpose (copy already send it).

2.0 Examination:

2.1 The site under reference falls in "Recreational (District Park)" use zone as per the Zonal Development Plan (Zone-D) approved under MPD-2001 (copy of part Zonal plan of zone-D and copies of site plans provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone (copy already send it).

2.2 The site has been visited and it is found that the site tally as per the site plans of staff quarters Minto Road provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone. The staff quarters are single storied. Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space & revenue to the Corporation.

2.3 The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on relating to land under reference at Minto Road.

2.4 The site does not fall in water bodies.

2.5 Since the existing staff quarters are in a dilapidated state, the development of the same into Government offices will provide more office space and this require to the Corporation. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices.

3 Information required as per the MoUD, GoI letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions;	North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or	Similar proposals of change of land use have been processed by DDA earlier.

	disposed, and if yes, when and how;	
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site as Government offices.
(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the existing staff quarters are in a dilapidated state, the site is suitable to be developed as Government offices because it is located at a strategic location near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space and this require to the Corporation.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made to meet the use of office needs / generate revenue to the Corporation
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are about 41 flats existing in the staff quarters and they will be accommodated in other Municipal staff quarters.
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with Master Plan provisions for Govt. offices requirement w.r.t. area, etc.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	The proposal requires change of land use from "Recreational (District Park) to 'Govt. Offices'"
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted & the proposal has been made accordingly.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration or any guidelines / orders of DOP&T/ Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:		
a.	Whether the land is government or private and who is the land owning agency?	The land is owned by the North DMC, where the custodian of land & staff quarters is the Engg. (Maintenance) Deptt. of North DMC whereas the

-41-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel. no. 23226328

No. TP/4/1905

Dated 17-9-15

Dy. Director (Plg.)
Planning Zone-D 'Unit
4th Floor, Vikas Minar, New Delhi.

Sub:-Regarding proposed change of land use of 'Kamla Market' from 'Recreational'(District Park) to 'Commercial'(Non-hierarchical Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter dated 17.07.2015 on the above mentioned subject wherein some information with respect to area and boundaries of Kamla Market and justification including it as Non-hierarchical Centre has been sought.

The layout plan of Kamla Market area as received from L&DO was sent to DDA earlier on 20/05/2015. The said layout plan does not show the area of the market. The layout plan also does not show any scheme boundary except for showing plot/shops nos. However, as per the information received from L&E Deptt. North DMC, the total area of Kamla market is 2.43 Acre (0.984 Ha.). A copy of table showing various markets in Delhi has also been sent to DDA in which the area of the said market is shown as 2.43 Acre (0.984 Ha.) consisting of 272 shops and 12 flats. As regards justification of including Kamla Market as Non-hierarchical Centre, it is pointed that the area required for Community Centre is 4.0 Ha. and the area required for next level of commercial activities i.e. Local Shopping Centre is 0.3 Ha. Besides, as per MPD-2021, the commercial centre at Asaf Ali road is proposed for Non- hierarchical Commercial Centre (clause 5.5 of MPD-2021) & hence the inclusion of Kamla Market as Non-hierarchical Commercial Centre is justified.

It is therefore requested to consider the above clarifications and place the case before the Technical Committee for change of land use.



Sr. Town Planner-II

Copy to:-

1. Secy. to Commissioner for kind information of Commissioner.
2. P.S. to Chairman Standing Committee, North DMC.

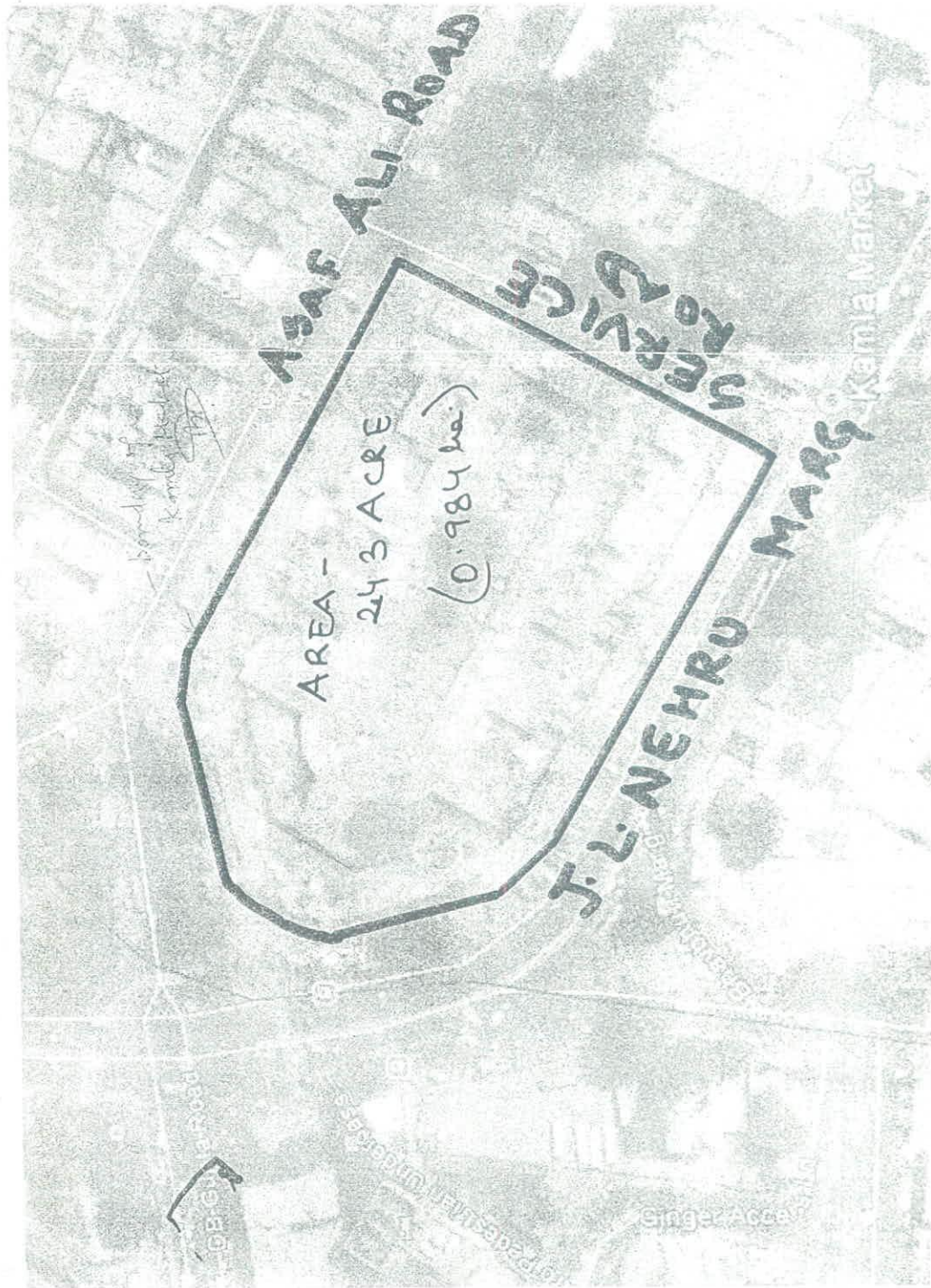


Sr. Town Planner-II

8/2

- 42 -

Annexure - II



		allotment of staff quarters is done by the Land & Estate Deptt.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site at Minto Road Municipal Staff Quarters be utilized for Government offices which is near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of Town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The land located at prime location will be put to optimum utilization in consonance with the requirement of the area Govt. offices use.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/ policies?	There will be no adverse impact due to the proposal. The proposal requires change of land use.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no adverse impact/ implications on general public eg. Law & order etc. rather the new project will meet the office space requirements. Location of this site is central and accessible by all means of transport. It is best suited for office complex. Demand for office space in this area is ever growing.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on, relating to land under reference at Minto Road.

4 Proposal :

In view of the above, the land use in respect of an area measuring 1.35 Ha. (approx.) located at Minto Road, Delhi, falling in Planning Zone- 'D' may be changed from "Recreational (District Park)" to "Govt. offices" under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD-2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Minto Road Mpl. Staff Quarters	1.35 Ha.	Recreational (District Park)	Govt. Offices	North: Road South: Jahangir Road. East: Minto Road. West: Thomson Road

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.



Planning Asstt.-II



Sr. Town Planner



Chief Town Planner

dy No - 1180 - Dir (Plg) Zone D 46
25-6-16 Annexure - I

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G/14/20

Dated 27/6/16

To



The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposal of North DMC for change of landuse of Municipal Staff Quarters at Minto Road to Government Office.

Ref: - F.20(19)/2013/MP/ D-91 dated 02.06.2016

Sir,

This is with reference to your letter no. F.20(19)/2013/MP/D-91 dated 02.06.2016 vide which you have requested to send views of Railway Authority. In this regard, this office has already sent letters to Railway Authorities number of time i.e. on 17/11/2014, 12/6/2015, 8/9/2015, 18/11/2015 & 17/2/2016 (copies enclosed) but no response has been received from their office. It seems that Railway Authority have no stake in the matter. The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully,


Sr. Town Planner

AGL (Plg) Zone D

-47-

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002

No: TP/.../4770

File 14866
28/11/14

Dated 17/11/14

To,

The General Manager,
Northern Railway,
Railway Authority,
New Delhi Railway Station,
New Delhi-110002

To,

The Delhi Railway Manager (DRM)
Northern Railway, Baroda House,
Kasturba Gandhi Marg New Delhi-110001

Sub: Regarding proposal of North DMC for re-construction of the Municipal Staff Quarters on the land of approximate area of 13,500 sqm. (1.35 ha.) and part of the area be utilized for office building of the City Zone of the North DMC at Minto Road.

Sir,

This is with reference to the letter No. F. 20(19)2013/MP/D-165 dated 15.10.2014 (copy enclosed) received from Assistant Director (Plg.) Zone-D, DDA, in response to the letter written by North DMC (copy enclosed) for developing the existing Minto Road Staff Quarters by changing the land use from Recreational (District Park) to Residential.

In this regard, the DDA has informed that the modified traffic circulation plan and transport infrastructure plan for proposed Redevelopment of New Delhi Railway Station was agreed in principle in the 21st UTTIPEC Governing Body Meeting (GBM) held on 19.02.2010, subject to submission of modified proposal (Refer item 6 (c) of minutes of the 21st UTTIPEC GBM, which is available on UTTIPEC website i.e. www.uttipecc.nic.in). This modified proposal has not been submitted by the Railway Authorities till date.

It is therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Assistant Director (Plg.) GIS & Zone-'D' Unit, 2nd Floor, Vikas Minar, DDA, New Delhi.
2. Hon'ble Chairman, Standing Committee-North DMC.



Sr. Town Planner-II

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-48-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/2329..../15

Dated: 18/11/15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, and 08/09/2015 (copy enclosed), and also a letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received from your office.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.



Sr. Town Planner-II

2

-49-

Reminder

North Delhi Municipal Corporation
Town Planning Department
Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002.

No: TP/G/.../1178...../15

Dated: 12.6/15

To,

The Delhi Railway Manager (DRM),
Northern Railway, Baroda House,
Kasturba Gandhi Marg,
New Delhi-110001

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is with reference to the letter of Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi no. F.20(19)2013/MP/D-66 dated 25/05/2015 (copy enclosed). DDA had requested North DMC to take up the above mentioned proposal of North DMC with Railway Authority for their observations/comments.

In this regard this office had earlier written a letter of the same issue but so far no reply has been received from your office (copy enclosed).

It is, therefore, kindly requested to address the issue raised by DDA vis-a vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi

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Sr. Town Planner-II

- 50 -

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/.../842...../15

Dated: 8.../8.../15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: **Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.**

Sir,

This is with reference to the letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed). DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.
3. Dy. Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi.



Sr. Town Planner-II

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-51-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/...2922../16

Dated: 17.1.2../16

To,

The Senior Divisional Engineer-III/
Northern Railway, DRM's office,
State Entry Road,
New Delhi-110055.

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, 08/09/2015 and 18/11/15 (copy enclosed) sent to the Railway Deptt. in response to the letters of the Dy. Director (Plg.)/Asstt. Director (Plg.), Zone-D, DDA, dated 17/08/2015, 25/5/2015 and 15/10/2014 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received in this regard.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner

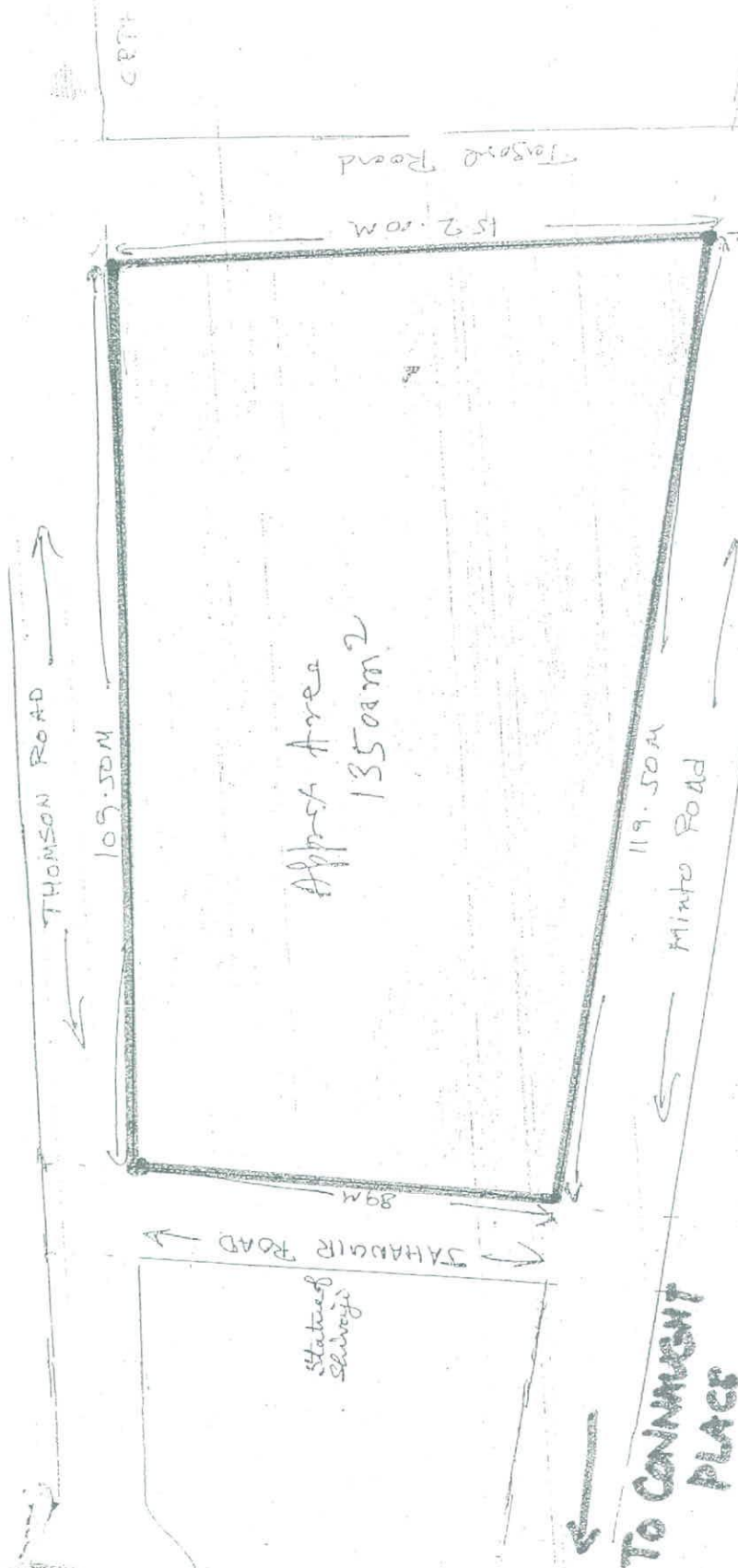
Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.

7c



Sr. Town Planner



LINE DIAGRAM OF PLOT OF
RESIDENTIAL COLONY MINTO ROAD

(Rd)

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
6th FLOOR, VIKAS MINAR
I.P Estate, New Delhi - 110002
Phone No.23370507

F.1 (7)/2016/MP/223

Date: 30.06.2016

MEETING NOTICE

The 7th Technical Committee meeting of DDA for the year 2016 will be held under the Chairmanship of Vice Chairman, DDA on Monday **04.07.2016 at 10.30 AM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023.**

It is requested to make it convenient to attend the meeting.


30/6/16

(Rajesh Kumar Jain)
Director (MP&DC)

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM)
5. Pr. Commissioner (LD)
6. Commissioner (Plg.)
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commr. (Plg.) AP & Building, DDA
13. Addl. Commr. (Plg.) UTTIPEC & GIS, DDA
14. Addl. Commr. (Landscape), DDA
15. Secretary, DUAC
16. Chief Town Planner, (SDMC, NDMC, EDMC)
17. Sr. Architect, (HQ-1), CPWD, Nirman Bhawan
18. Dy. Commr. of Police (Traffic) Delhi
19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

Special Invitee

- | | |
|--|--|
| 1 Chief Town Planner/Senior Town Planner North MCD | For Item No.
37/2016 & 38/2016 |
| 2 Managing Director (DTC) (with a request to depute an officer) | 36/2016 |
| 3 Secretary (Transport), GNCTD (with a request to depute an officer) | 36/2016 |

INDEX

7th Technical Committee Meeting to be held on 04.07.2016

SL. No.	ITEM NO.	SUBJECT	PAGE NO.
1.	33/2016	Confirmation of the 6 th Technical Committee meeting held on 08.06.2016 F1(6)/2016/MP	01-05
2.	34/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	06-07
3	35/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	08
4	36/2016	Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP	09-33
5	37/2016	Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to "Commercial (Non-Hierarchical Commercial Centre) C1" at Kamla Market falling in Zone-D F3(16)/91-MP	34-42
6	38/2016	Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park)" to "Govt. Offices" located at Minto Road, falling in Zone-D F20(19)/2013-MP	43-52

ITEM No. 33/TC/2016

- 1 -



DELHI DEVELOPMENT AUTHORITY

MASTER PLAN SECTION

**6th Floor, Vikas Minar,
I.P. Estate, New Delhi - 110002**

F.1 (6)/2016/MP/203

Date: 15.06.2016

**Subject: Minutes of the 6th Technical Committee meeting of DDA for the year 2016
held on 08.06.2016**

The 6th Technical Committee meeting of DDA for the year 2016 was held under the chairmanship of V.C., DDA on Wednesday 08.06.2016. The list of the participants is enclosed as Annexure-I. Please find enclosed herewith a copy of the minutes for further necessary action.

The meeting ended with thanks to the Chair.

Rajesh Kumar Jain
15/6/16

**Rajesh Kumar Jain
Director (Plg.) MP&DC**

To:

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM) DDA
5. Commissioner (Plg.), DDA
6. Commissioner (LD), DDA
7. Chief Planner, TCPO
8. Chief Architect, HUPW, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Property Development), DMRC
11. Chief Engineer (Elect.), DDA
12. Addl. Commissioner (Plg.) AP & Building, DDA
13. Addl. Commissioner (Landscape), DDA
14. Secretary, DUAC
15. Chief Town Planner, SDMC, NDMC, EDMC
16. Sr. Architect, (HQ-1), CPWD, Janpath
17. Dy. Commissioner of Police (Traffic) Delhi
18. Land & Development Officer, (L&DO)
19. Director Fire Service, GNCTD

Agenda Item No.	Issue	Discussion/ Recommendations	Remarks
24/2016	Confirmation of the 5th Technical Committee meeting held on 04.05.2016 F1(5)/2016/MP	The minutes of the 5th Technical Committee meeting held on 04.05.2016, were circulated to all the members. No observations/comments on the minutes of the technical committee meeting dated 04.05.2016 were received. However, in the minutes with respect to Item No. 21/2016, a typographical error was observed. It was decided that the same be read as 06.04.2016 instead of 04.05.2016. The minutes of the 5th Technical Committee meeting dated 04.05.2016 were confirmed with above modification.	
25/2016	Action Taken Report of the decisions taken during the previous T.C. meetings.	The Action Taken Report of the decisions taken during the previous T.C. meetings were noted.	Action: Concerned Unit (Zone-D)
26/2016	List of all the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status	The status report of the cases was informed to the Technical Committee. Technical committee directed that all concerned Planning Units will ensure that no request for change of land use is pending for processing as on date. Action taken report or nil report in this regard will be sent by the end of every month so that the same could be presented in the Technical Committee to the Master Plan Section.	Action: All Concerned Units
27/2016	Proposal regarding change of land Use of an area measuring 1.264 Ha. from "Public and Semi Public Facilities" to Commercial (Non-Hierarchical Commercial Centre) (C1) located at Bungalow Road, falling in Planning Zone "C". F3(63)2007/MP/Part-1	The proposal was presented by Chief Town Planner, North Delhi Municipal Corporation. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for modification in MPD-2021 & ZDP for further processing under Section- 11A of DD Act, 1957 with the following conditions: i) As per approved format of submission of agenda for Technical Committee, North DMC to submit the report that the land under reference does not form part of the NCZ sites identified as per NCRPB Report. ii) While preparing the scheme for the commercial centre, North DMC will ensure the widening of the road from 18m to 24 m within the scheme area.	Action: Director (Zone-C)

28/2016	<p>Proposed change of land use in respect of nursery plot area measuring 868 sqm. from 'Residential' to 'Public and Semi-Public facilities' in Pocket-III, Rouse Avenue DDU Marg, New Delhi allotted to Communist Party of India (Marxist) in exchange of plot No.-13, Kotla Road, Rouse Avenue, New Delhi, falling in Planning, Zone D.</p> <p>F.20(16)2014/MP</p>	<p>The proposal was presented by Director Plg. Zone-D. the representative of Planning Agency (CPWD) & Land Owning Agency (L&DO) for this area informed that there is no demand and requirement of nursery school in the surrounding area. Thus the land has been allotted to be used by Political Party. After detailed deliberation and taking into consideration and submission of L&DO, the proposal as contained in para 5.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.</p>	<p>Action: Director (Zone-D)</p>
29/2016	<p>Proposal for grant of 'Planning Permission' to Power Grid Corporation of India Limited (PGCIL) with regard to construction of LILO of both Circuits of Bawana-Mandola 400KV Double Circuit transmission lines at IP Power Substation on Multi Circuit Tower in Zone 'O'.</p> <p>F.6(16)2014/MP/</p>	<p>The proposal was presented by Director Plg. (Zone-E&O) After detailed deliberation, Technical Committee was of the opinion that the "Planning Permission" is not a mandate of Technical Committee. And as such, the PGCIL need not seek in-principal approval in future. This will help PGCIL in expediting the execution of their projects. The NOCs for construction of transmission lines is mainly required from the land owners/land owning agency. However, Technical Committee directed that the infrastructure providing agencies (Power Grid Corporation) should follow the road network proposed in the MPD-2021 and respective Zonal Development Plans approved by the central government. Master Plan Section to forward all the ZDPs to the Power Grid Corporation for the same.</p>	<p>Action: All Concerned Units</p>
30/2016	<p>Proposed change of land use of an area, measuring 0.802 ha. (1.983 acres) from 'Residential' to 'Public & Semi- Public facilities' allotted to Bhartiya Janta Party (National Level) at Pocket-3, DDU Marg, New Delhi for setting up of its Party office in Delhi, falling in Planning, Zone - D.</p> <p>F.20 (15)2015/MP</p>	<p>The proposal was presented by Director Plg. Zone-D. After detailed deliberation, the proposal as contained in para 4.0 of the agenda was recommended by the Technical Committee for further processing under Section- 11A of DD Act, 1957.</p>	<p>Action: Director (Zone-D)</p>

31/2016	Policy for Alternative Use of Vacant / Un allotted Nursery School Sites / Plots in Developed Zones (A to H) and Urban Extension Projects (Dwarka, Rohini & Narela), File No. F 20 (05)2000/MP	The proposal was presented by Director Plg. Zone-G. After detailed deliberation, the proposal as contained in para 3.0 of the agenda was approved by the Technical Committee for processing it further for approval of the Authority with the following modifications: "the plots less than 800 sqm be primarily utilized as utility plots. The plots be converted for residential plot if only it is sandwiched between two residential plots. Use of such plots for parking and guest house to be deleted."	Action: Director (Zone-G)
32/2016	Regarding inclusion of State Bhawan/State Guest House use premises in clause 8.0 under sub clause 8(2) Permission of use premises in use Zone in MPD-2021.	The proposal was presented by Addl. Commissioner (AP& B), DDA. After deliberation, Technical Committee observed that there should be more flexible provisions in the permissibility of various use premises in different use zones, specially Govt. sector to bring standardization, uniformity and collaboration of activities/ use premises for optimum utilization of Govt./ Public Land. Hence a comprehensive proposal be brought in the next Technical Committee Meeting.	Action: Addl. Commissioner (Plg.) in consultation with Master Plan Section.

List of participants of 6th meeting for the year 2016 of Technical Committee on 08.06.2016

DELHI DEVELOPMENT AUTHORITY

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Finance Member, DDA
4. Commissioner(LD)DDA
5. Pr. Commissioner(LM), DDA
6. Commissioner (Plg), DDA
7. Chief Architect, DDA
8. Chief Engineer(Dwarka)DDA
9. Addl. Commr. (Land Scape) DDA
10. Addl. Commissioner (Plg.) AP& Building, DDA
11. Supdtg. Engineer, (HQ)Rohini
12. Director (Plg.) MP&DC,DDA
13. Director (Plg)Zone-D, E, J, O& UC
14. Director(Plg) VC Sect., DDA
15. Dy. Director(Plg) Zone-G, DDA
16. Dy. Director(Plg)UCG, DDA

OTHER ORGANIZATION

1. Chief Fire Officer(FPW)Delhi Fire Service
2. Chief Town Planner, North DMC
3. Architect, NDMC
4. Architect, CPWD
5. Asstt. Town Planner, NDMC
6. S.A. (HQ)CPWD
7. Suptd. Engineer, PWD
8. Divisional Officer(S), Delhi Fire Service
9. Divisional Officer(FPW), Delhi Fire Service
10. Asstt. TCP, TCPO, Ministry of Urban Development
11. Asstt. Engineer, L&DO

ITEM NO. 34/T.C./2016:

**ACTION TAKEN REPORT OF THE DECISIONS TAKEN DURING THE 6th T.C. MEETINGS.
(08.06.2016)**

Sl. No.	Item No	Subject	Action Taken
1.	27/2016	Proposal regarding change of land Use of an area measuring 1.264 Ha. from "Public and Semi Public Facilities" to Commercial (Non-Hierarchical Commercial Centre) (C1) located at Bungalow Road, falling in Planning Zone "C". F20(3)2007/MP/Part-1	As a follow-up action of the approved minutes of T.C. meeting, copies of all Zonal Development Plan of Zone- C showing NCZ areas has been provided to North DMC and also discussed over telephone in order to enable North DMC to submit the report that the land under reference does not form part of NCZ site identified as per NCRPB report.
2.	28/2016	Proposed change of land use in respect of nursery plot area measuring 868 sqm. from "Residential" to 'Public and Semi-Public facilities' in Pocket-III, Rouse Avenue DDU Marg, New Delhi allotted to Communist Party of India (Marxist) in exchange of plot No.-13, Kotla Road, Rouse Avenue, New Delhi, falling in Planning, Zone D. F.20(16)2014/MP	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file for approval.
3.	29/2016	Proposal for grant of 'Planning Permission' to Power Grid Corporation of India Limited (PGCIL) with regard to construction of LILO of both Circuits of Bawana-Mandola 400KV Double Circuit transmission lines at IP Power Substation on Multi Circuit Tower in Zone 'O'. F.6(16)2014/MP/	As a follow-up action of the approved minutes of T.C. meeting, copies of all Zonal Development Plans (Except Zone-D) have been forwarded to Power grid Corporation of India Ltd. Vide letter No. F.6(16)2014/MP/219 dated 24.06.2016.
4.	30/2016	Proposed change of land use of an area, measuring 0.802 ha. (1.983 acres) from 'Residential' to 'Public & Semi- Public facilities' allotted to Bhartiya Janta Party (National Level) at Pocket-3, DDU Marg, New Delhi for setting up of its Party office in Delhi, falling in Planning, Zone - D. F.20 (15)2015/MP	In view of the decision of the Technical Committee meeting, the agenda for the Authority meeting has been prepared and put up in the concerned file for approval.

Item No. 35/ T.C./2016

List of the cases of Change in Land Use (CLU) for which the request has been received in DDA from various sources along with the current status

Sl. No.	Subject	Status
1	Change of land use from "Public & Semi Public facilities" to "Transportation"(Bus Depot) to Transport Dept. for the site measuring 40031.86 sq.mt. (4.0 ha.) in FC- 20, Sector- 32, Ph- V, Rohini.	<u>Pending:</u> <ul style="list-style-type: none">• In reference to MoUD letter dated 07.04.2015 regarding court case on the land u/r and sent to DD (LM)/ NL-I. As per report the land/ Khasra No. is part of Court Case and as per direction of Hon'ble High Court status quo is to be maintained. Accordingly, a status report prepared and forwarded to Chief Legal Officer to look into the matter w.r.t. New Land Acquisition Act under Section- 24 (2)• ATR on the Authority has been sent to Commissioner-Cum-Secretary vide letter no. F.20(31)2014-MP/85 dated 08.02.2016
2	Change of land use of site of an area measuring 8.90 ha. from 'Recreational' to 'Public Semi Public Facilities (PS3)' sports complex in Rohini Project, Sector-32, Phase- IV & V, Zone-M.	<u>Ongoing:</u> <ul style="list-style-type: none">• As per Minutes of Authority Meeting held on 10.06.2016, agenda for this item could not be taken up for deliberation in last Authority Meeting.

- 4 -

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

ITEM NO. 36/2016/1

AGENDA FOR TECHNICAL COMMITTEE

Sub: Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals.

SYNOPSIS:

Environmental Pollution (Prevention and Control) Authority (EPCA) in its meeting held on 20.5.16 has discussed the issue of "land requirement for depots for augmentation of bus fleet in NCT" and observed that MPD-2021 allows only Bi-level parking for parking of public buses. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi Level depots parking for public buses wherever feasible. Accordingly, the provisions of multi-level parking for public buses in Bus Depots/ Terminals are examined and it observed that some clarification/ modification in MPD-2021 is required for more clarity and implementation of multi-level parking for public buses.

1.0 BACKGROUND

Two references have been received from the Environmental Pollution (Prevention and Control) Authority (EPCA) which is as follows:

- i. The letter of Chairman EPCA addressed to VC, DDA vide no. EPCA/2016/20 dated 10.06.15 regarding the acute land availability problem in Delhi for bus depot in compliance with "Hon'ble Supreme Court Order dt. 05.1.16 in the matter of M.C. Mehta vs. Union of India & Others" (**Annexure-1**) stating as follows:
 - a. DDA should revise/clarify the relevant provision in MPD-2021 (Section 12.14.3.6) regarding bi-level parking to be replaced with multi-level for public buses.
- ii. Minutes of EPCA meeting held on 20.5.16 (**Annexure-2**) stating the following:
 - a. EPCA discussed the benefits of Multi Level Parking at bus depots mentioned in the note of EPCA on "Land requirement for depots for augmentation of bus fleet in NCT" over Bi-level parking as allowed in the Master Plan for Delhi 2021. The members and stakeholders agreed with the view to promote Multi Level Parking. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi Level depots parking for public buses wherever feasible.
 - b. Transport Department representative informed EPCA that PWD has been assigned the work of creating multi level parking at bus depots as per Transit Oriented Development Guidelines of UTTIPEC. EPCA said that though the guidelines refer to Multi Level Parking but the norms mentioned are of Bi-Level Parking. EPCA asked Transport Department to look into the matter and revert back. EPCA clarified that Multi Level Parking for buses means parking for buses on ground floor, first floor, second floor and on the roof top of second floor.

iii. Brief detailed note Presented by EPCA:

During the meeting of EPCA dt. 20.5.16, a detailed note was presented on "land requirement for depots for augmentation of bus fleet in NCT" by EPCA, in which the strategies to optimize the land requirement for bus parking in terms of land cost, construction cost and utilization of land



were presented in detail. The analysis explained in terms of the 'land consumption/ requirement per bus' and the 'total cost (land+ construction) per Bus' and found the following:

- Land requirement per bus with multi-level parking is 64 Sq.m. per bus as against 169 Sq.m. per bus in ground level parking and 112 Sq.m. per bus in Bi-level parking.
- When calculated on the basis of each bus parked, the total cost per bus (including land and construction cost) in a Bi-level depot is 65.22 lakhs/ bus as against 29.95 lakhs/ bus in multi-level depots.

Accordingly, as per EPCA report, the current norms for bi-level depots were found to be uneconomical.

2.0 EXAMINATION:

2.1 Recommendation of Management Action Group (MAG) on Transportation and Advisory Group meeting held on 11.06.2014 as part of MPD-2021 review:

- Before finalization and notification of Transportation chapter of MPD-2021, the revised Draft Transportation Chapter was deliberated in 17 (nos.) of Management Action group (MAG) on "Delhi Unified Metropolitan Transport Group" under the Chairmanship of Secy.-Cum-Commissioner (Transport) GNTCD which comprised of members of various other stakeholder agencies including DTC and other experts. The recommendation of the MAG was placed before the Advisory Group (AG) meeting for Review of MPD-2021 held under the chairmanship of Hon'ble LG on 11.06.2014 (Refer Annexure-3).
- As per the minutes of AG meeting dated 11.6.14, MAG had proposed norms of "multi-level parking for public buses" under para 12.14.3.6. However, during the AG meeting, it was observed that bi-level bus parking seems to be more efficient in space utilization as compared with multi-level bus parking. Accordingly as per the decisions of the AG the para heading of 12.14.3.6 was modified to "bi-level parking for public buses". Extracts of minute of AG meeting are given below:

Sl. No.	Recommendations of MAG	Decision of AG meeting held on 11.6.14
1.	<p>12.14.3.6 Multi-level Parking for Public Buses</p> <p><i>Land is scarce and parking within developed urban areas in multi-use multilevel parking facilities.</i></p> <p><i>Within developed urban areas, multi-level parking should be developed as mixed use projects with the following norms:</i></p>	<p>12.14.3.6 Multi-level Parking for Public Buses</p> <p><i>Land is scarce and parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</i></p> <p><i>Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:</i></p>

- Further, the recommendation of AG was placed before the Authority and final Transport Chapter was notified by the MoUD on 14.07.15.

2.2 Provisions regarding Multi-level Parking for Public Bus in MPD-2021 (Annexure-4):

- Development Controls (DC) for Transportation are provided in Table 12.7 of MPD-2021 notified on 14.7.15 by MoUD, which includes the DC norms for development/ construction of Multi level bus parking in bus Terminal/ Bus Depot.

[Handwritten signatures]

Table 12.7: Development Control Norms for Transportation

S. N o.	Use Premises	Activities Permitted	Development Controls			
			Area under Operation (%)	Area under building (%)	FAR *	Floor area that can be utilised for passenger accommodation
4.	Bus Terminal/ Bus Depot	All facilities related to Bus & Passengers, Parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, and Hotel, Night Shelter, Commercial, Social infrastructure, Residential, Service Apartments, hostels.	50 (100 in case of multilevel parking)	50	100	25%
				A Multilevel bus parking is permitted in all Use Zones except Recreational Open Space and environmentally sensitive areas. B Site must accommodate at least the required number of bus parking space on site at the rate of minimum 1 bus per 70 sq.m. C Additional multi-level bus parking norms shall be as per Section 12.14.3.6. D All bus depots/ terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.		

- ii. Para 12.14.3.2 of MPD-2021 states that "To ensure optimum utilization of land, **multi-level parking for buses** is to be prioritized. Norms for **multilevel bus parking** shall be as per 12.14.3.6 below."

- iii. Following provisions for "**Bi-level parking for public buses**" in Para 12.14.3.6:

"Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.

Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:

- Minimum Plot Size – 20,000 sq.m.
- An FAR of 100 is permissible over 50% of plot area. Norms for podium based buildings shall be applicable as per Chapter 17: Development Code.
- Operational structures and circulation areas may cover 100% of the plot area and shall not be counted towards FAR. The site must accommodate at least the required bus parking space on site at the rate of minimum 1 bus per 70 sq.m.
- If the bus depot site lies with the MRTS influence zone, Norms as per 12.18.1-2 shall be applicable.
- The maximum height shall be as per local constraints like flight paths, heritage zones, etc.
- There will be no restriction on the number of levels of basement subject to structural safety, or till minimum 1 m above post monsoon ground water level of the site or safe distance above post monsoon ground water table.
- In case of integrated schemes, development controls including height shall be as per approved scheme or as per local restrictions if any.

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3.0 PLANNING OBSERVATIONS:

1. Bus Terminal/ Bus Depot are use premise which falls under 'Transportation' land use which Development Control norms is detailed out in "Table: 12.7 Development Controls for Transportation" of MPD-2021. Development of any multi-level parking for public buses in Bus Terminal/ Bus Depot has to be governed by the permissible land use and prescribed Development Control norms which provisions are already given in MPD-2021.
2. As per 'Table 12.7: Development Control norms for Transportation' allows for construction of multi-level bus parking which does not restrict any particular type of parking development (which are mainly construction/design issue). However, Para 12.14.3.6 gives provisions for "Bi-level parking for public buses" which restricts and allow only particular type of bi-level design of parking construction.

4.0 PROPOSAL:

In view of the above facts, Technical Committee may take a view regarding permissibility of multi-level parking for public buses as per MPD-2021. If TC feels, there is a requirement for modifications in MPD-2021, then the following modifications/ amendments are required to be processed under Section 11-A of DD Act' 1957:

MPD- 2021		
S. No.	Existing provisions- MPD 2021	Proposed Modifications- MPD 2021
	Chapter 12.0 TRANSPORTATION	
1.	<p>12.14.3.6 BI-LEVEL PARKING FOR PUBLIC BUSES</p> <p>Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</p> <p>Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:</p>	<p>12.14.3.6 MULTI BI - LEVEL PARKING FOR PUBLIC BUSES</p> <p>Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.</p> <p>Within developed urban areas, multibi-level parking should be developed as mixed use projects with the following norms:</p>

5.0 RECOMMENDATION

The proposal in Para 4.0 is placed before the Technical Committee for consideration.


Addl. Commissioner (Plg.)
(UTTIPEC)


Dy. Director (Arch.)-2
(UTTIPEC)


Planning Assistant
(UTTIPEC)

-13-

Annexure - 1 #4670 P.001

ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY for the National Capital Region

Dr. Bhure Lal
Chairman

EPCA/2016/20
June 10, 2016

Dear Sir,

You are aware of the acute land availability problem in Delhi for bus depot. In compliance with Hon'ble Supreme Court order dated 05.01.2016 in the matters of M.C. Mehta v/s Union of India & Others, EPCA did an extensive analysis for the availability of depot land in Delhi. Available land with DTC can accommodate about 2000 additional buses. The following recommendations are for your perusal and further necessary action.

1. Delhi Government has sufficient depot land, (as evident from the attached note) which can park up to additional 2000 buses. Therefore, there is no reason for delay in bus purchase up to 2000 buses.
2. The available bus depot land of 257 acres, can house 6,168 buses. Currently, on road, there are DTC 4,338 and cluster 1,490, totaling 5,828 buses. In addition, DTC has another 68 acres of land, which can park up to 1600 buses.
3. Our assessment is that for parking 11,000 buses, there is an additional requirement of 134 acres, which goes up to 341 acres for parking 16,000 buses.
4. Transport Department has identified pockets of land adding up to 55.9 acres. DDA is examining whether this land can be made available for bus depot. DDA will take decision in two weeks time and communicate to EPCA/Transport Department.
5. Transport Department must examine and implement plan as proposed by EPCA to optimize its current land utilization of terminal lands.
6. DDA should revise/clarify the relevant provision in Master Plan Delhi-2021 (section 12.14.3.6) regarding bi-level parking to be replaced with Multi level parking for public buses.

Cont...2

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardoma Courts, Shohdara, Delhi 110 032
Tel/Fax: 22301955 (CPCB), Tel: 24623060 (R)-Dr. Bhure Lal, Chairman


- 14 -

ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region

-: 2:

7. On receipt of above clarification from DDA, Delhi Government to initiate further action for multi-level parking.

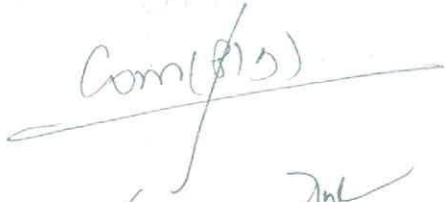
Yours faithfully,


(Bhure Lal)
Chairman, EPCA

Enclosures:

1. Land requirement for depots for augmentation of bus fleet in NCT
2. EPCA Minutes of Meeting held on 20.05.2016

To
Shri Arul Goel, IAS
Vice Chairman
Delhi Development Authority
Office: 24697900, 24699479


Com (8/5)

1. AC - UT/PEC
2. Div. - MP

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardooma Courts, Shohdara, Delhi 110 031
Tel/Fax: 22301955 (CPCB), Tel: 24623060 (R)-Dr. Bhure Lal, Chairman

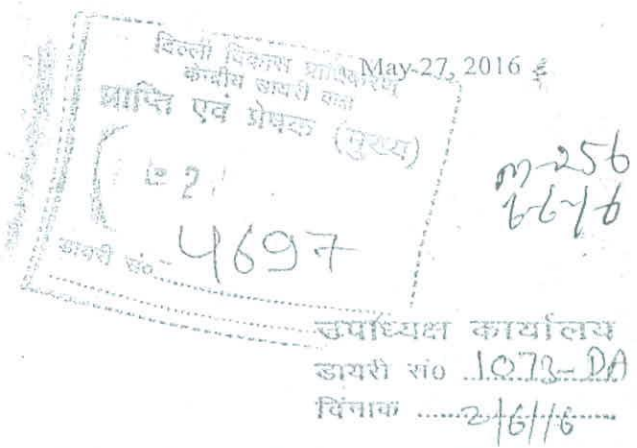
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ENVIRONMENT POLLUTION (PREVENTION & CONTROL) AUTHORITY
for the National Capital Region

EPCA-R/Minutes/2016/3/

Speed Post



To:

VC call
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Vice Chairman,
Delhi Development Authority,
Vikas Sadan, INA
New Delhi - 110016

Principal Secretary cum Commissioner,
Transport Department, GNCTD
5/9, Under Hill Road,
Delhi 110054

Sub: Minutes of EPCA meeting held on May 20, 2016 (Friday) at 5.00 pm to discuss the progress made on availability of land for bus depots.

Sir,

I am directed to send herewith the minutes of meeting of the 'Environment Pollution (Prevention and Control) Authority for the National Capital Region' held on May 20, 2016 (Friday) at 5.00 pm for necessary action/ perusal.

Commr (Plg.)'s Office
Diary No 15-669
Date 03/6/2016

Yours faithfully

(Ankush Tewani)
Environmental Engineer
CPCB

Copy to:

Shri. Bhure Lal, Chairman, EPCA
67 Lodi Estates, Delhi 110003

Advisor (CP),
Ministry of Environment, Forests & Climate Change,
Govt. of India

Member Secretary, CPCB

(Ankush Tewani)

Central Pollution Control Board

Parivesh Bhawan, East Arjun Nagar, Near Karkardooma Courts, Shahdara, Delhi 110 032
Tel: 43102444 (CPCB), Tel: 24623060 (R)-Dr. Bhure Lal, Chairman

Minutes of the Meeting of the re-constituted EPCA held under the Chairmanship of Shri Bhure Lal
at 5.00 PM on 20.05.2016 in the Godavari Conference Hall of MoEF&CC

Agenda: Availability of land for bus depots.

In attendance:

Members

1. Ms. Sunita Narain, Director General, CSE, New Delhi
2. Secretary (Environment & Forest), GNCTD- Represented by Dr. M.P. George, Scientist D and Mr. B.L. Chawla, SEE
3. Mr. Anil Kumar Ojha, IPS, Joint Commissioner of Police (Traffic), Delhi Police
4. Prof. Mukesh Khare, Indian Institute of Technology, New Delhi
5. Prof. Atul Kumar Johari, School of Life Sciences, JNU, New Delhi

Others

6. S.E. R-1, Delhi Jal Board
7. CMO, Project, Delhi Jal Board
8. Mr. Arun Kumar, SE-HQ, East MCD
9. Mr. G.S. Meena, Addl. Commissioner, South MCD
10. S.E. - DEMS, North MCD
11. EE - Planning, North MCD
12. Chief Engineer - Drainage, Delhi Jal Board
13. Representative of SIAM

Concerned Department/ Stakeholders

14. Mr. Subu R., Commissioner (Land Disposal), DDA
15. Mr. S.P. Pathak, Addl. Commissioner (Plg.), DDA
16. Ms. Paromita Roy, Dy. Director (Plg.), UTTIPEC, DDA
17. Mr. Gambhir Singh, Asst. Director (Plg.), UTTIPEC, DDA
18. Mr. Subodh Kumar, PCO, Transport Department, GNCTD

CPCB

19. Mr. Nazim uddin, Addl. Director
20. Mr. Ankush Tewani, Environmental Engineer

CSE

21. Mr. Usman Nasim, Research Associate
22. Mr. Polash Mukerjee, Research Associate

Ms. Sunita Narain, Member, EPCA briefed the members about the matter and presented a detailed note on "Land requirement for depots for augmentation of bus fleet in NCT" prepared in compliance of the Hon'ble Supreme Court order dated January 21, 2016:

"We request EPCA to examine the matter and also to make its recommendations regarding providing of any further space for parking of buses."

Ms. Sunita Narain, Member, EPCA informed that this note has already been circulated to members for perusal along with the meeting notice vide e-mail dated May 17, 2016 (copy enclosed).

Ms. Sunita Narain, Member, EPCA informed that as per its findings parking space of 534 buses is available with DTC and parking space of 1600 buses is being constructed by Delhi Govt. Both DTC and DIMTS are already in process of bringing the buses. There is an additional requirement of 134 acres for parking 11000 buses or 341 acres for parking 16,000 buses.

EPCA said that in addition the Delhi government has identified 7 potential pockets of land adding up to 55.9 acres. On instructions of EPCA the details of lands were given to DDA by Transport Department for transferring to Transport Department for building bus depots.

S (K-66)
Dr (2016)
20/05/2016
Dr (2016)

- 17 -

DDA representative informed that in the said details of lands/sites there is some confusion about khasra no.s for few lands/ sites and they are unable to locate these exact lands/ sites. EPCA directed DDA and Transport Department to carry out joint visit of all these lands/sites and submit report on status of availability to EPCA at the earliest.

Transport Department representative requested DDA to process the request for land allotment for bus depot at Tehkhand village and Narela expeditiously and provide alternate land for Vasant Kunj site to enable bringing more buses. EPCA directed DDA to expedite and resolve the matter at the earliest.

EPCA also directed Transport Department to examine use of bus terminals land for parking of buses and submit a report in this regard.

EPCA discussed the benefits of Multi Level Parking at bus depots mentioned in the note of EPCA on "Land requirement for depots for augmentation of bus fleet in NCT" over Bi-level parking as allowed in the Master Plan for Delhi 2021. The members and stakeholders agreed with the view to promote Multi Level Parking. EPCA directed DDA to take up revision of relevant provision in Master Plan Delhi, 2021 (Section 12.14.3.6 and Section 12.4.3.2) regarding bi-level parking to allow construction of Multi level depots parking for public buses wherever feasible.

Transport Department representative informed EPCA that PWD has been assigned the work of creating multi level parking at bus depots as per Transit Oriented Development Guidelines of UTTIPEC. EPCA said that though the guidelines refer to Multi Level Parking but the norms mentioned are of Bi-Level Parking. EPCA asked Transport Department to look into the matter and revert back. EPCA clarified that Multi Level Parking for buses means parking space for buses on ground floor, first floor, second floor and on roof top of second floor.

- Ac (Urban)
- Dir (MP)



Delhi Development Authority
Office of the Addl. Commissioner (Plg.) MPR & AP
5th Floor, Vikas Minar, I.P. Estate, New Delhi-110002
Tel.No.23379881

No. F.1(08)2014 /Dir.(Plg)MPR/TC/ D-68.

Dt. 03.07.2014

Subject: Minutes of the 13th Meeting of the Advisory Group on Review of MPD-2021 held on 11.06.2014 under the Chairmanship of Hon'ble Lt. Governor, Delhi.

The 13th meeting of the Advisory Group, on Mid Term Review of MPD-2021 was held on 11.06.2014 under the Chairmanship of Hon'ble Lt. Governor of Delhi at Raj Niwas. Please find enclosed herewith a copy of the minutes for further necessary action.

Office of Director (Plg.)
UTTIPEC, D.D.A.
Date: 9/7/14

(S.P. Pathak)
Addl. Comm. (Plg) MPR & AP
Member Secretary

Copy to:

1. Hon'ble Lt. Governor, Delhi
2. Vice Chairman, DDA
3. Director, School of Planning & Architecture, New Delhi
4. Director, National Institute of Urban Affairs
5. President, Indian Building Congress
6. President, Institute of Town Planners, India
7. Chairman/Secretary, Indian National Trust for Art & Cultural Heritage (INTACH)
8. Chairman/Nominee, Delhi Urban Arts Commission (DUAC)
9. Director General, National Council of Applied Economic Research (NCAER)
10. Chairman, Housing and Urban Development Corporation Ltd. (HUDCO)

- Chairman
- Vice Chairman
- Member
- Member
- Member
- Member
- Member
- Member
- Member
- Member

Co-opted Members

1. Principal Secretary (Urban Development), Govt. of NCT of Delhi
2. Chairperson, NDMC
3. Member-Secretary, NCR Planning Board
4. Jt. Secretary (DL) MOUD, GOI.
5. Commissioner (Planning) DDA

Special Invitee

1. Engineer Member, DDA, Chairman of MAG on "Common Platform for Building Approvals"
2. Secretary (Environment), Chairman of MAG on "Environment Planning & Co-ordination"
3. Secretary cum Commissioner (Transport), Chairman of MAG on "Delhi Unified Metropolitan Transport"
4. Commissioner SDMC
5. Commissioner EDMC
6. Commissioner North DMC

Mrs. Infant. K. Arora

URGENT

DD 7/14

Pg Asst / VMC

Put up in MAG file

Pathak
9/7/14

7. Chief Architect, DDA
8. Sh. E.F.N. Reberio, Advisor (LAP), MCD
9. President IIA, Northern Chapter
10. Sh. Vijay Risbud, Advisor & Consultant, NPIIC, DDA
11. Addl. Commissioner (Landscape), DDA
12. Addl. Commissioner (Plg.) TC & B, DDA
13. Addl. Commissioner (Plg.) MP & UE & P & LP, DDA
14. Chief Town Planner, SDMC
- ✓ 15. Director UTTIPEC, DDA
16. Ms. Paromita Roy, Dy. Director (Arch. & UTTIPEC), DDA
17. Ms. Swati Ramanathan, Co-founder, JCCD.
18. Director (Plg.) MPR & TC, DDA



- 20 -

DELHI DEVELOPMENT AUTHORITY
Office of the Addl. Commissioner (Plg.) MPR & AP
5th Floor, Vikas Minar, New Delhi - 110002
Tel- (011)23379881, e-mail: dirplgmpr.tc@gmail.com

No. F.1(08)2014/Dir. (Plg.) MPR&TC/

Date: 03.07.2014

Sub: Minutes of the 13th Meeting of the Advisory Group held on 11th June 2014 under the Chairmanship of the Hon'ble Lt. Governor, Delhi at Raj Niwas.

The 13th Meeting of the Advisory Group, on Mid Term Review of MPD-2021 was held on 11-06-2014 under the Chairmanship of the Hon'ble Lt. Governor of Delhi at Raj Niwas. The list of participants is enclosed (Appendix-A).

The Hon'ble Lt. Governor, Delhi welcomed the members and the participants to the Thirteenth Meeting of the Advisory Group and asked Commissioner (Plg.), DDA to present the items as per agenda.

1. Minutes of the 12th (Twelfth) meeting of Advisory group held on 18/02/2014 already circulated and action taken

Since no comments were received, the minutes of the Twelfth Meeting of Advisory Group held on 18/02/2014 were confirmed. It was further informed that as per the minutes of the 12th meeting of the Advisory Group, the recommendations were further considered by the Authority in its meeting held on 09/05/2014; and is being processed under Section - 11(A) of DD Act, 1957.

2. Action Taken Note on minutes of the 12th (Twelfth) meeting of Advisory Group held on 18/02/2014 for information:

- 2 (A) Clarification/ Interpretation of modifications approved by Advisory Group on 23.02.2012 and notified on 13.05.2013:

It was mentioned that the modification in Para 5.6.2 of MPD-2021, issued vide S.O. 1215 (E) dt. 13.05.2013, needs further clarification. Following proposed modification was placed before the Advisory Group:

Para / S. No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 5.0 Trade and Commerce		
5.6 Community Centre (CC) Local Shopping Centre (LSC) / Convenience Shopping Centre (CSC)		
1.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given in case of CC/LSC/CSC.

Minutes of the 13th Meeting of the Advisory Group held on 11-06-2014 / Review of MPD-2021

Page 1 of 8

Advisory Group suggested that provision to meet parking standards shall be added; and recommended the following:

Para / S.No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 5.0 Trade and Commerce		
5.6 Community Centre (CC) Local Shopping Centre (LSC) / Convenience Shopping Centre (CSC)		
1.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given.	5.6.2 The LSC / CSC will cater to the day-to-day needs of the local population. Some areas developed prior to 1962 like Lajpat Nagar, Rajouri Garden, Tilak Nagar, Kamla Nagar etc. having concentration of commercial activities, may continue subject to conditions prescribed under the Mixed Use Regulations. The existing built-up commercial centres may be redeveloped if need be with enhanced FAR subject to payment of appropriate levies. To incentivize the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR shall be given <i>in case of CC/LSC/CSC. The parking to be provided as per MPD-2021 norms on the total FAR.</i>

Advisory Group recommended the above modification in MPD-2021 for processing under Section 11A of DD Act.

3. Presentation of the Chapter on 'Environment' as recommended by MAG:

The draft Chapter on Environment, as discussed and recommended in 9th meeting of Management Action Group on "Environment Planning and Co-ordination" held on 04.03.2014 under the Chairmanship of Vice Chairman, DDA and Secretary (Environment), GNCTD, was presented by Addl. Commissioner (Landscape), DDA. The Advisory Group agreed to the revised draft chapter presented in the meeting with following modifications:

Para/ S.No.	MPD 2021		
	Existing Provision	Proposed Modifications	Recommendation of the AG
1	2	3	4
Chapter 12.0 Environment			
1	(No provision)	9.1.2 Water Sustainability <i>Following measures need be taken to ensure its sustainability of water:</i> ii) All treated wastewater will be ... of the EIA requirements. b. District-wise Identification and mapping of units with large landscape/green areas such as Golf Courses, Big	9.1.2 Water Sustainability <i>Following measures need be taken to ensure its sustainability of water:</i> ii) All treated wastewater will be ... of the EIA requirements. b. District-wise Identification and mapping of units with large landscape/green areas such as Golf Courses, Big parks/Gardens, wherein recycled water (surface or groundwater) is being used

		<p>parks/Gardens, wherein freshwater (surface or groundwater) is being used for horticulture/gardening purpose and directing mandatory recycle and reuse of treated wastewater. There should also be metering system for check on reuse of treated wastewater.</p>	<p>for horticulture/gardening purpose and directing mandatory recycle and reuse of treated wastewater. There should also be metering system for check on reuse of treated wastewater.</p>																		
		<p>9.3.1 River Yamuna 9.3.1.1 Measures taken to control pollution Following measures need be taken to rejuvenate River Yamuna:</p> <ul style="list-style-type: none">• ...• No permanent development to be allowed, and cut and fill of the earth volume to be maintained as zero.• ...• Limited infrastructure for essential public services, including public transport, which have minimal impact on river zone. In all such cases, as far as possible temporary structures and recharge will be maximized.	<p>9.3.1 River Yamuna 9.3.1.1 Measures taken to control pollution Following measures need be taken to rejuvenate River Yamuna:</p> <ul style="list-style-type: none">• ...• <u>No permanent development to be allowed, excepting limited infrastructure for essential public services, tourism; including public transport, which have minimal impact on river zone. In all such cases, as far as possible, temporary structures and recharge to be maximized; and cut-and-fill of the earth volume to be maintained as zero.</u>																		
	<p>Table 9.4: Permission of Use Premises in Sub Use Zones</p> <table><tr><th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr><tr><td>1.</td><td>Green Belt</td><td>Forest, Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Centre, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures (List given in note).</td></tr></table>	S. No.	Use Zone	Activities Permitted	1.	Green Belt	Forest, Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Centre, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures (List given in note).	<p>Table 9.6: Permission of Use Premises in Use Zones (Green Belt and Water Body)</p> <table><tr><th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr><tr><td>2</td><td>Green Belt</td><td>Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures, (List given in note below). Existing village, Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.</td></tr></table> <p>* Subject to the development controls of</p>	S. No.	Use Zone	Activities Permitted	2	Green Belt	Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures, (List given in note below). Existing village, Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.	<p>Table 9.6: Permission of Use Premises in Use Zones (Green Belt and Water Body)</p> <table><tr><th>S. No.</th><th>Use Zone</th><th>Activities Permitted</th></tr><tr><td>2</td><td>Green Belt</td><td>Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, <u>Low Density Residential Plot</u>, Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.</td></tr></table> <p>* Subject to the development controls of</p>	S. No.	Use Zone	Activities Permitted	2	Green Belt	Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Dispensary*, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, <u>Low Density Residential Plot</u> , Amenity structures, (List given in note below). Existing village Abadis, already Regularized Unauthorized colonies and already approved Motels may continue.
S. No.	Use Zone	Activities Permitted																			
1.	Green Belt	Forest, Agriculture use, Vegetation belt, Dairy Farms, Piggery, Poultry farms, Farm house, Wild life sanctuary, Bird sanctuary, Biodiversity Park, Veterinary Centre, Police Post, Fire Post, Smriti Van, Plant Nursery, Orchard, Area for water-harvesting, Floriculture farm, Open Playground, Agro forestry, Amenity structures (List given in note).																			
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S. No.	Use Zone	Activities Permitted																			
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		Existing village Abadis, already Regularised Unauthorised colonies and already approved Motels may continue.	Veterinary Dispensary (300sq.m.) mentioned in Chapter 13.	Veterinary Dispensary (300sq.m.) mentioned in Chapter 13.
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Advisory Group recommended the revised draft chapter on 'Environment' in MPD-2021 thus presented, along with the above mentioned modifications, for placing before the Authority for processing under Section 11A of DD Act, 1957.

Representative from Indian Building Congress submitted that IBC will be forwarding their recommendations on improvement of drainage infrastructure in Delhi. The Draft Chapter will be notified for inviting objections/ suggestions; and thus all the stakeholders will get an opportunity to give suggestions.

4. Presentation of the Chapter on 'Transportation' as recommended by MAG:

The draft chapter on 'Transportation' as approved the MAG on 'Delhi Unified Metropolitan Transport' in its 17th meeting held 09.05.2014 under the Chairmanship of Secretary cum Commissioner (Transport), GNCTD, was introduced by Commissioner (Plg.) DDA, and further presented in detail by Dy. Director (Arch.) UTIPEC, DDA. The Advisory Group has recommended the following (shown in underlined text):

Para/ S. No.	Existing Provision	MPD 2021 Proposed Modifications	Recommendation of the AG
1	2	3	4
Chapter 12.0 Transportation			
1	It is proposed that unrestricted movement of buses, taxis and auto rickshaws be permitted within the National Capital Region by developing a consensus amongst the constituents of the NCR.	It is proposed that unrestricted movement of buses, taxis and auto rickshaws be permitted within the National Capital Region by developing a consensus amongst the constituents of the NCR.	<u>(AG recommended that the issue of unrestricted movement of vehicles within National Capital Region need be reconsidered in light of the existing policy of Transport Deptt., GNCTD.)</u>
2	12.3 Roads 1. National Highways The recommended minimum right of way (ROW) is 90 meters, wherever possible. However, within the city it shall not be less than 60meters. All the National Highways within the NCTD shall be access controlled upto the Delhi Border.	12.3 Roads 1. National Highways <u>All National Highways (5 Nos.) are connected to the city's Ring-Radial arterial road network system resulting in regional traffic passing through the city in absence of any bypass. All National highways need to be designed and function as Arterial Roads within the city with access control up to the border.</u>	12.3 Roads 1. National Highways <u>All National Highways (5 Nos.) are connected to the city's Ring-Radial arterial road network system resulting in regional traffic passing through the city in absence of any bypass. National Highways Authority of India (NHAI) would incorporate the Street Designing Regulations (Annexure-I) while designing the national highways in Delhi.</u>
3	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no	12.3 Roads As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no encroachments will be permitted

-24-

	encroachments will be permitted on the existing road network. Further, the development of roads should start from the extremes of the designated ROW.	encroachments may be permitted on the existing road network. Further, the development of roads should start from the extreme ends of the designated ROW. Following definitions ...	on the existing road network. Further, the development of roads should start from the extreme ends of the designated ROW. Following definitions ...
4	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along major transport corridors and the Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the Metro corridors upto a certain depth would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the MRTS corridors upto 500 m. depth on either side would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>	<p>12.4.1 SYNERGY BETWEEN TRANSPORT AND LAND USE</p> <p>The concept of ... and land use. To achieve spatial balance, development should take place according to new corridors of mass movement. This has implications in terms of land use planning along Mass Rapid Transport/Transit System. This would ... for the Metro Rail System. In this context the MRTS corridors upto 500 m. depth on either side from centre line of MRTS would require selective re-development and re-densification/ intensification of existing land uses based on site conditions.</p>
5	<p>12.5 Bus</p> <p>iv. On all roads with ROW greater than 30 m exclusive bus lanes will be planned to implement the Bus Rapid Transit System (BRTS) in a phased manner to cover the whole city.</p> <p>v. New bus terminals need to be planned and developed in strategic locations to make the use of BRTS and Metro Stations convenient for all commuters.</p> <p>(No provision)</p>	<p>12.5 Bus</p> <p>iv. BRT should be planned as a comprehensive Network as per Network Planning principles and requirement.</p> <p>v. New bus terminals need to be planned and developed in strategic locations except in Zone-'O' to make the use of BRTS and Metro Stations convenient for all commuters.</p> <p>vi. On all new Arterial roads, road owning agencies to incorporate provision for Metro, BRT, NMV lanes and footpaths, in addition to motor-vehicle lanes.</p>	<p>12.5 Bus</p> <p>(provision be deleted)</p> <p>v. New bus terminals need to be planned and developed in strategic locations except in Zone-'O' to make the use of Metro Stations convenient for all commuters.</p> <p>vi. On all new Arterial roads, road owning agencies to incorporate provision for Metro, NMV lanes and footpaths, in addition to motor-vehicle lane, as per the Street Design Regulations (Annexure-I).</p>
6	(No provision)	12.6 INTERMEDIATE PUBLIC TRANSPORT Intermediate Public Transport	(AG recommended deletion of para 12.6 and inclusion of the definition of the term

7	(No provision)	(IPT) are hired/shared modes of transport ... provide an affordable alternative to private modes.	'Intermediate Public Transport' in the Annexure.]
		12.14.1.1 SHARED PARKING FACILITIES In all new/ redevelopment/ retrofit projects ... to reduce private vehicle ownership and use alternative modes.	(AG recommended deletion of para 12.14.1.1)
8	(No provision)	12.14.3 PARKING PRICING The supply of free/ inexpensive parking at the final destination is a key decision factor for people choosing to drive a personal vehicle, rather than taking a bus, Metro, IPT, NMT, walk or carpool. It is suggested that the following pricing strategies be employed to manage and bring down public parking space demand: iii. No one-time conversion charges as parking fee for mixed-use projects or during vehicle registration, shall be levied. Owner of vehicles must park on their own premises or in paid public parking facilities. Parking revenue for Local Bodies may be generated from pricing of parking facilities, not any one time charges.	(AG observed that collection of in-lieu charges or one-time parking fees for parking as part of conversion charges for mixed-use projects is a municipal function, hence, the clause shall be deleted from both the Chapter 12: Transport as well as Chapter 15: Mixed Use and/or anywhere else in the Master Plan.)
9	(No provision)	12.14.3.4 PARKING IN RESIDENTIAL AREAS v. Problem of congestion arising on account of the traffic generated by schools have to be specifically addressed, and the main responsibility for putting up the required additional facilities has to be borne by the schools themselves. Policy guidelines will have to be evolved for this purpose. Provision of temporary parking for schools may need to be enhanced based on the size, capacity, locality and type of school.	(AG recommended deletion of sub-para (v) of 12.14.3.4)
10	(No provision)	12.14.3.6 MULTI-LEVEL PARKING FOR PUBLIC BUSES	12.14.3.6 BI-LEVEL PARKING FOR PUBLIC BUSES

		Land is scarce and ... areas in multi-use multilevel parking facilities. Within developed urban areas, multi-level parking should be developed as mixed use projects with the following norms: i. Minimum Plot Size – 20,000 sq.m. ii. ...	Land is scarce and ... areas in multi-use multi-level parking facilities, with bus-parking in upper-basement and lower-ground levels, and parking for smaller vehicles may be provided in other levels. Within developed urban areas, multi bi-level parking should be developed as mixed use projects with the following norms: i. Minimum Plot Size – 20,000 sq.m. ii. ...
11	12.14 REGISTRATION AND LICENSING The aspects of registration and training of transport operators / drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users.	12.14.3.5 REGISTRATION AND LICENSING The aspects of registration and training of transport operators / drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users. <i>Non-motorized modes including rickshaws and e-rickshaws need to be brought under the licensing/ regulatory system to enable their better management.</i>	AG recommended deletion of the sub-para regarding registration and licensing of non-motorized vehicles, as it is to be considered as per the related Act of Govt. of India; hence, suggested the following: <i>The words "Non-motorized modes including ... enable their better management." to be deleted.</i>
12	(No provision)	12.17 TRAFFIC IMPACT ASSESSMENT (TIA) <i>The goal of a traffic impact assessment is to determine ... a year of final notification of this Policy.</i>	AG recommended this para needs further discussion.

With respect to modification mentioned at Sl. No. 8 in the table above, following modification in Chapter 15.0 on Mixed Use Regulations in MPD-2021 has been proposed by the Advisory Group.

Para / S. No.	MPD 2021	
	Existing Provision	Proposed Amendment
1	2	3
Chapter 15.0 Mixed Use Regulations		
15.4 General Terms and Conditions governing Mixed Use		
Other Terms and Conditions		
13	v) Parking @2.0 ECS per 100 sqm built up area shall be provided within the premises. Where this is not available, cost of development of parking, shall be payable by the plot allottee/ owner to the local body concerned. This condition shall apply even if residential	v) Parking @2.0 ECS per 100 sqm built up area shall be provided within the premises. <i>Residents/ traders' organizations/ private parties shall be responsible for providing for their own private parking facilities.</i> This condition shall apply even if residential

premises are used only for professional activity.	premises are used only for professional activity.
vi) Common parking areas would be earmarked on notified mixed use streets taking into account the additional load on traffic and parking consequent upon notification of the street under Mixed Use Policy. If no parking space is available, land/ plot on the said street may be made by the Traders' association, wherever possible, or acquired for construction of parking facilities, preferably, multi level parking. Development of such parking facilities shall be done by either the traders association or by local bodies and may include public-private partnership as model for implementation.	vi) Common parking areas would be earmarked on notified mixed use streets taking into account the additional load on traffic and parking consequent upon notification of the street under Mixed Use Policy. If no parking space is available, land/ plot on the said street may be made by the Traders' association, and public shared parking facilities provided before approval/ notification of the said building/ project/ street as mixed-use.

Further, the Group observed that the transport corridors shown in the Map, annexed to the Chapter, shall also be included in text-form. It was decided by the Group that section on 'Transit Oriented Development' to be discussed in the next meeting of the Advisory Group.

The meeting concluded with vote of thanks to the Chair.

Copy to:

- Chairman
- All members of the Advisory Group
- Co-opted Members
- Special Invitees

(S.P. Pathak)
Addl. Commissioner (Plg.) MPR & AP
Member Secretary, Advisory Group

3/7/2019

Members:

1. Hon'ble Lieutenant Governor, Delhi – Chairman
2. Sh. Balwinder Kumar, Vice Chairman, DDA
3. Sh. Chetan Vaidya, Director SPA
4. Sh. Jagan Shah, Director, NIUA
5. Sh. Bhishm Kumar Chugh, Indian Building Congress
6. Sh. Manu Bhatnagar, Pr. Director – Natural Heritage, INTACH
7. Sh. D.B. Gupta, Director General, NCAER

Co-opted Members:

8. Sh. J.B. Ksnirsagar, Commissioner (Plg.), DDA

Special Invitees:

9. Sh. Abhai Sinha, Engineer Member, DDA
10. Sh. Sanjeev Kumar, Secretary (Environment), GNCTD
11. Sh. Gyanesh Bharti, Secretary cum Commissioner (Transport), GNCTD
12. Sh. S. Kumara Swamy, Commissioner EDMC
13. Sh. Vinod Dhar, Chief Architect, DDA
14. Sh. Vijay Risbud, Advisor & Consultant, NPIIC, DDA
15. Smt. Savita Bhandari, Addl. Commissioner (Landscape), DDA
16. Sh. P.M. Parate, Addl. Commissioner (Plg.) TB & C, DDA
17. Sh. R.K. Jain, Addl. Commissioner (Plg.) MP & UE & P & LP, DDA
18. Sh. Shamsheer Singh, Chief Town Planner, SDMC
19. Ms. Paromita Roy, Dy. Director (Arch. & UTIPEC), DDA
20. Smt. I.P. Parate, Director (Plg.) MPR & TC, DDA

Others:

21. Sh. Anant M. Athale, Chief Architect, NDMC
22. Sh. Sunil Mehra, Chief Town Planner, EDMC
23. Sh. S.B. Khodankar, Director (Plg.) MP, DDA
24. Smt. Manju Paul, Director (Plg.) VC Office, DDA
25. Smt. Poonam Dewan, Director (Landscape), DDA
26. Smt. Neelima Soni, Dy. Director (Landscape), DDA
27. Sh. Ashok Ku. Saini, Dy. Director (Plg.) MPR, DDA
28. Ms. Suman Sharma, Dy. Director (Plg.) MPR, DDA
29. Sh. Anand Kumar, Planning Assistant, UTIPEC, DDA
30. Sh. Adarsha Kapoor, Consultant (UD), UTIPEC, DDA

Member Secretary:

31. Sh. S.P. Pathak, Addl. Commissioner (Plg.) MPR & AP, DDA



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

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नई दिल्ली, मंगलवार, जुलाई 14, 2015/आषाढ़ 23, 1937

No. 1493]

NEW DELHI, TUESDAY, JULY 14, 2015/ASADHA 23, 1937

शहरी विकास मंत्रालय

(दिल्ली प्रभाग)

अधिसूचना

नई दिल्ली, 14 जुलाई, 2015

का.आ. 1914(अ).—यतः दिल्ली के मास्टर प्लान-2021 में इसकी समीक्षा कार्य के भाग के रूप में केन्द्र सरकार का जिन कुछ संशोधनों का प्रस्ताव था, उन्हें दिल्ली विकास अधिनियम, 1957 (1957 का 61) की धारा-44 के प्रावधानों के अनुसार दिनांक 26 नवम्बर, 2014 की का.आ.सं. 2975(अ) की सार्वजनिक सूचना द्वारा भारत के असाधारण राजपत्र में प्रकाशित किया गया जिसमें उक्त नोटिस की तारीख से पैंतालीस दिन के अंदर उक्त अधिनियम की धारा 11-क की उप-धारा (3) द्वारा यथा अपेक्षित आपत्तियां/सुझाव आमंत्रित किए गए थे।

2. यतः प्रस्तावित संशोधन के संबंध में प्राप्त आपत्तियों/सुझावों पर दिल्ली विकास प्राधिकरण द्वारा गठित जांच एवं सुनवाई बोर्ड द्वारा विचार किया गया और दिल्ली विकास प्राधिकरण की बैठक में अनुमोदित भी किए गए।

3. यतः केन्द्र सरकार ने इस मामले के सभी पहलुओं पर ध्यानपूर्वक विचार करने के बाद दिल्ली के मास्टर प्लान- 2021 में संशोधन करने का निर्णय लिया है।

4. अतः, अब उक्त अधिनियम की धारा 11-क की उप-धारा(2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, केन्द्र सरकार भारत के राजपत्र में इस अधिसूचना के प्रकाशित होने की तारीख से प्रभावी दिल्ली के उक्त मास्टर प्लान-2021 में एतद्वारा निम्नलिखित संशोधन करती है।

12.14.3.1. PARK AND RIDE

Apart from providing Park and Ride facilities with reference to integration between the Road and Metro Rail/Rail Transport systems, such facilities would also need to be provided to reduce the problem of parking on main arterial roads in the context of identified work and activity centres which may not be directly connected by the MRTS and to encourage use of public transport.

- (i) Park & Ride facilities for private vehicles should be provided at peripheral locations abutting Highways and MRTS/BRTS/RTS stations as per requirement, coupled with excellent public transport linkages to the city centre and various work centres. Subsequently, highway entry tolls for private transport should be increased substantially to discourage private vehicle commutes and cross-subsidize public transport.
- (ii) Subsidized park and ride facilities for bicycle users with convenient interchange at all MRTS stations are a mandatory requirement, to promote this sustainable mode of transport.

12.14.3.2. PARKING FACILITIES FOR BUSES IN DTC DEPOTS

There is an acute shortage of parking facilities for buses in the city. Therefore, the planning for bus depots and terminals capacity and future requirement needs to be done comprehensively.

- i. As per norms of bus parking, adequate bus parking and terminal spaces in the city should be provided in the city.
- ii. The selection and allocation of depot lands needs to be planned in sync with the routing of both DTC and cluster buses, so that dead mileage and other losses to the transport agency may be minimized.
- iii. To ensure optimum utilization of land, multi-level parking for buses is to be prioritized. Norms for multilevel bus parking shall be as per 12.14.3.6 below.
- iv. As far as possible, all bus depots must function as Terminals as well.
- v. Large public parking facilities, underside of flyovers, wide arterial roads and underused areas of the city should be permitted for use in off-peak hours for parking of public/private buses and commercial vehicles, chargeable at appropriate rates.
- vi. Planning and provision of space for private buses, private commercial vehicles, trucks and logistics terminals at the peripheries of the city, need to be planned at the Zonal Plan level.

12.14.3.3. PARKING FOR NMT AND IPT

Fully subsidized parking facilities for IPT and NMT modes are mandatory at all terminals, stations and bus stops, on all roads of 18m and above (and not prohibited on any road), near all major public buildings and destinations. In areas where provision of adequate IPT/NMT parking is not possible within ROW, setbacks of use premises may be acquired. Parking spaces for differently abled to be provided as per code.

12.14.3.4. PARKING IN RESIDENTIAL AREAS

Over the years a large number of the residential areas have been experiencing severe problems of vehicular congestion and shortage of parking space. Most of the parking is, in fact, being done on the road, which significantly reduces the carriageway width. The problem has been exacerbated by the traffic congestion generated by schools in residential use areas. Some measures required to alleviate the problem are:

- i. Parking of all vehicles of any residential building, group housing, commercial building etc to be provided within the plot area/building only. Parking outside the plot area (i.e. on the ROW of road, public spaces) will not be permissible and should be penalized. RWA with the help of local police may enforce the same.
- ii. Road cross sections may be redesigned wherever possible to accommodate planned car parking along the residential streets, and also creating more surface movement space.
- iii. Paid on-street and off-street parking to be developed for long term and short term parking provisions.
- iv. Resident Welfare Associations will have to be called upon to participate in this process by raising contributions from the residents on the basis of objective criteria such as number of cars owned, etc.
- v. Problem of congestion arising on account of the traffic generated by schools have to be specifically addressed, and the main responsibility for putting up the required additional facilities has to be borne by the schools themselves.

12.14.3.5. PARKING STANDARDS FOR PUBLIC PARKING

Public parking for all modes may also be provided at designated/demarcated locations at off-street parking locations in form of surface, underground or multi-level parking. Short term and long term parking should be differentiated and provided based on local demand and provided as per comprehensively planned Parking Management Districts (Section

12.4.2.1).

On-street parking may be planned as per Street Design Regulations (Annexure-12.0 (I). Majority of on-street parking spaces should be for hired/shared IPT and NMT modes. Only short-term parking for private modes may be provided on street.

Off-street parking may be provided as per the following:

12.14.3.6. BI-LEVEL PARKING FOR PUBLIC BUSES

Land is scarce and efficient use of land for bus parking is essential. At the same time, in order to reduce dead mileage and making buses travel to locations outside the city to depots in large plots of land, it is more desirable to provide them parking within developed urban areas in multi-use multilevel parking facilities with bus-parking in upper-basement and lower ground levels, and parking for smaller vehicles may be provided in other levels.

Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:

- i. Minimum Plot Size – 20,000 sq.m.
- ii. An FAR of 100 is permissible over 50% of plot area. Norms for podium based buildings shall be applicable as per Chapter 17: Development Code.
- iii. Operational structures and circulation areas may cover 100% of the plot area and shall not be counted towards FAR. The site must accommodate at least the required bus parking space on site at the rate of minimum 1 bus per 70 sq.m.
- iv. If the bus depot site lies with the MRTS influence zone, Norms as per 12.18.1-2 shall be applicable.
- v. The maximum height shall be as per local constraints like flight paths, heritage zones, etc.
- vi. There will be no restriction on the number of levels of basement subject to structural safety, or till minimum 1 m above post monsoon ground water level of the site or safe distance above post monsoon ground water table.
- vii. In case of integrated schemes, development controls including height shall be as per approved scheme or as per local restrictions if any.

12.14.3.7. MULTI-LEVEL PARKING FOR PRIVATE MODES

Several multilevel parking projects have been implemented by local bodies/agencies in the recent past. It has been seen that none of the parking lots are being used even to half their capacity due to availability of unlimited subsidized parking on streets/public spaces in the vicinity of these projects. In other words, low-pricing of on-street parking is leading to failure of off-street multilevel parking facilities.

Therefore, multi-level parking projects should be integrated as part of comprehensive PMD schemes at designated locations. In order to ensure viability of the projects and optimum use, strict enforcement and appropriate pricing of on-street parking, is required. Preferably, on-street and off-street parking (including multi-level) should be managed and enforced by a single agency. All multi-level or exclusive parking facilities for private parking shall also provide at least 10% of total space provision for IPT modes, NMV and feeder buses, as per local requirement.

Detailed regulations and comprehensive parking policy may be worked out subsequently, in consultation with all stakeholders.

For plots for multi-level car parking already earmarked/designated by local bodies, the existing development control norms will continue, as follows:

- i. Minimum Plot Size – 1000 sqm.
- ii. In order to compensate the cost of Multi-level parking and also to fulfill the growing need of parking spaces within urban area, a maximum of 25 % of gross floor area may be utilized as commercial/office space.
- iii. In addition to the permissible parking spaces on max. FAR, 3 times additional space for parking component shall be provided.
- iv. Maximum FAR permissible shall be 100 (excluding parking area) or as per the comprehensive scheme. However, no FAR shall be permissible in plots/existing buildings where 5% addl. ground coverage is permissible (Refer para 8 (4) i) Parking Standards, Chapter 17.0 Development Code).
- v. Maximum ground coverage shall be 66.6%. The maximum height shall be restricted to permissible height of the land use in which the plot falls. There will be restriction on the number of levels of basement subject to structural safety.

- vi. In case of comprehensive schemes, development controls including height shall be as per approved scheme.
- vii. Number of basements - No Limit, subject to adequate safety measures.
- viii. For development of Multilevel Parking, models should be worked out to encourage the private sector initiative with restricted commercial component, not exceeding 10% limited to FAR 40 on the plot.
- ix. Specific proposals requiring relaxation in above-mentioned norms for already designated sites would be referred to the Authority.

12.15. REGISTRATION AND LICENSING

The aspects of registration and training of transport operators/drivers needs to be viewed as an important element of the overall transport plan and policy. Licensing system should be made strict to create awareness about traffic rules and regulations among road users.

12.16. BARRIER FREE ENVIRONMENT

A major consideration in the planning and design of outdoor and indoor movement should be such that people with disability, older persons women and children may move about without help from others. This requires that:

- i) All public spaces, paths and pavements shall be flat, uniform, non-skid and free from unnecessary obstacles with necessary features required as per codes for barrier-free movement.
- ii) Orientation points, guide routes, universal signage and auditory signals should be provided for the differently disabled;
- iii) Information and warning signs must be understandable, clear and well lit.

12.17. TRAFFIC IMPACT ASSESSMENT (TIA)

The goal of a traffic impact assessment is to determine potential impacts of traffic changes caused by large proposed developments on city level transportation infrastructure i.e. capacity of roads and transit systems, and to identify any infrastructure and transit improvements or mitigation measures needed to ensure that transport networks will operate acceptably and safely upon completion of the proposed development. Comprehensive policy about Traffic Impact Assessment (TIA) should be prepared and placed before the Authority.

The benefits of Traffic Impact Assessment are:

- i. Providing decision makers with a consistent basis on which to assess transportation implications of proposed development applications.
- ii. Providing a rational basis on which to evaluate if the type and scale of the development is appropriate for a specific site and what improvements may be necessary to provide safe and efficient traffic, pedestrian, cycling and transit flow.
- iii. Providing a basis for determining existing or future transportation system deficiencies that should be addressed.
- iv. Addressing transportation related issues associated with development proposals that may be of concern to neighbouring residents, businesses and other stakeholders.
- v. Providing a basis for negotiations for improvements and funding in conjunction with planning applications.
- vi. A traffic impact assessment may vary in scope and complexity depending on the type and size of the proposed development.

Table 12.7: Development Controls for Transportation

Sl. No.	Use Premises	Activities Permitted	Development Controls (4)			
			Area under Operation (%)	Area under building (%)	FAR *	Floor area that can be utilised for passenger accommodation
1.	Airport	All facilities related to Airport/Aviation Passengers as decided by Airport authority of India including watch & ward		NA-		
2.	Rail Terminal/ Integrated Passenger Terminal	All facilities related to Railway, Passengers, operations, Goods handling, passenger change over facilities, including watch & ward, Hotel, Night Shelter.	All Rail Terminals/Integrated Passenger Terminals/Metropolitan Passenger Terminals may be developed as per TOD norms, subject to traffic and transportation studies related to surrounding road network.			

	Metropolitan Passenger Terminal					
3.	Rail Circulation	All facilities related to Railway Tracks, operational Areas including watch & ward.		-NA-		
4.	Bus Terminal/ Bus Depot	All facilities related to Bus & Passengers, parking including watch & ward, Soft Drink & Snack Stall, Administrative Office, Other Offices, and Hotel, Night Shelter, Commercial, Social infrastructure, Residential, Service Apartments, hostels.	50 (100 in case of multilevel parking)	50	100	25%
			A Multilevel bus parking is permitted in all Use Zones except Recreational Open Space and environmentally sensitive areas. B Site must accommodate at least the required number of bus parking space on site at the rate of minimum 1 bus per 70 sq.m. C Additional multi-level bus parking norms shall be as per Section 12.14.3.6. D All bus depots/terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.			
5.	ISBT	All facilities related to Bus & Passengers, parking including watch & ward, Bus Terminal, Soft Drink & Snack Stall, Administrative Office, hotel, Night Shelter, Commercial, Social Infrastructure, Residential, Service Apartments, Hostels	a. Maximum Ground coverage:40% b. FAR: 100, subject to the following: (i) FAR shall be available on a maximum area of 10 ha. or area of site whichever is less. (ii) ISBT, including operational structures: Maximum FAR 70 (iii) Hotel/passenger accommodation and facilities: Maximum FAR 30. c. Parking: In addition to the requirement of parking for ISBT/buses, parking for Hotel/passenger accommodation and facilities shall be at the rate of 2 ECS per 100 sq.m. of floor area. d. The development shall be undertaken in a composite manner. e. However, ISBTs within Influence Zone of MRTS corridors to be developed per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.			
6.	Toll Plaza	Toll collection booth, utilities, facilities and required infrastructure.		-NA-		
7.	Road Circulation	All types of road, street furniture, vending zones, bus shelters, underground & over ground services utilities, signals, metro tracks as part of R/W, sub-ways, under-passes, ROB & RUB including watch & ward.	Development of roads shall be as per Street Design Regulations (Chapter 12, Annexure-12.0 (I))			
8.	Metro Yards	Idle parking of coaches, washing and cleaning facilities, maintenance related facilities, watch & ward and staff related facilities.	80%	20%	100	15%
			In case the Metro Yard falls within the Influence Zone of MRTS corridors, it may be developed as per TOD norms (Section 12.18.1&2) only if more than 50% of the Yard area lies within Influence Zone of MRTS corridors and/or they are developed as multi-storey yards.			

* The F.A.R. is to be calculated on the Building Plot. Area under Bus Shelter not to be included in FAR.

Development Controls for Metro Stations and Railway Stations/Terminals:

1. Metro Stations along with property development (composite development) up to a maximum area of 3.0 ha shall be permitted in all Use Zones, except in Recreational and Regional Park/Ridge Use Zone, Lutyens' Bungalow Zone and Heritage Zones.

-34-

ITEM No. 37/TC/2016

AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 0.984 Ha. from "Recreational (District Park)" to 'Commercial' (Non- Hierarchical Commercial Centre) CI" located at Kamla Market, falling in Planning Zone "D" (F.3 (16) 91-MP)

Reference is invited to Sr. Town Planner, MCD (North)'s letter No. TP/G/4121 dated 27.6.2016. (Annexure - I)

1.0 Background:

- 1.1 The Request for change of land use has been received from Land & Estate Deptt., North DMC since the issue of conversion of shops from leasehold to freehold is under consideration in their department.
- 1.2 Earlier, a letter vide no. TP/G/3205 dated 7/4/2014 was sent to L&DO for taking up the matter with DDA for change of land use. However, no reply was received from L&DO. Accordingly it was decided that Town Planning Deptt. shall take-up the matter with DDA.

2.0 Examination:

- 2.1 The land use of Kamla Market is 'Recreational' (District Park) as per the Zonal Development Plan of Zone-D (approved under MPD-2001).
- 2.2 The site has been visited and there exist single storied building consisting of 272 shops and 12 flats and other amenities.
- 2.3 The control and management stands transferred to erstwhile MCD by the L&DO, GOI vide Notification No. L&DO/PS-4/Pol/1/2004 dated 24-3-2006 issued by the Ministry of Urban Development, Govt. of India. A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. There is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold. The next date of hearing is on 18-7-2016.
- 2.4 The site does not fall in Natural Conservation Zone (NCZ). Natural features such as water bodies, etc.
- 2.5 Since the market is running in the present site/ location for approx. 75 years, it has been decided to retain the said Market and plan it accordingly by correcting the use depicted in the Zonal Development Plan from Recreational use to Commercial (Non-Hierarchical Commercial Centre) CI, as the area nearby has been shown as Non-Hierarchical Commercial Centre (Asaf Ali Road) as per Master Plan of Delhi-2021.

3.0 Information required as per the MoUD, GoI letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions;	The Kamla Market has been in existence for past 75 years (approx.) and the use has been mentioned wrongly in the Master Plan as Recreational (District Park) and as such the rectification is required to be carried out in MPD-2021 for declaring the market as Commercial(Non-Hierarchical Commercial Centre).
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or disposed, and if yes, when and how;	Similar proposals of change of land use have been processed by DDA earlier.
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	As per 1.1 above.

(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the market is in a dilapidated condition, the correction in the zonal plan will enable the Corporation to redevelop the market as per modern requirement under the provision of master plan.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the present existing shops / flats are in a deteriorated condition and also the market is facing parking problems, the development of the same into Non- Hierarchical Commercial Centre will address the issue.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made as per the existing conditions at site.
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are 272 shops and 12 flats existing in Kamla Market and the existing allottees on lease/ license/ freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees. On the other hand the structure has become very old which require re-development as per requirement of developing metropolitan city.
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with the existing ground situation & the proposed Non-Hierarchical Commercial Centre at nearby Asaf Ali Road.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	Since the market is functioning before the year 1962, the proposal would require correction in the zonal development plan.
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted before the proposal is finalized.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration any guidelines / orders of DOP&T Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:

a.	Whether the land is government or private and who is the land owning agency?	The market is under the management and control of North DMC after transfer by L&DO.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	The proposal has been initiated after request was received from L&E Deptt. North DMC in respect of conversion of shops from leasehold to freehold/ better utilization of the market

c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The correction in land use is required due to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of Old Delhi on the same pattern of parking complex developed by the DMRC near the Market/ Railway Station.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/ polices?	The changes/ correction in the zonal development plan will reflect the actual position at site.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no implication regarding Law & order on the general public.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	A court case titled "Kamla Market Transporters Association Versus North DMC & Others, W.P.(C) No. 5546/2015 is being contested in the Hon'ble High Court and relates to conversion charges i.e. from leasehold to freehold and do not relate to Land under the market or a shop of the market. It may also be informed to the T.P. Deptt. that there is no pending litigation relating to the land of the Market except the one mentioned, about conversion from lease to freehold please. The next date of hearing is 18-7-2016.

4.0 Proposal :

In view of the above, the land use in respect of an area measuring 0.984 Ha. located at Kamla Market, Delhi, falling in Planning Zone- 'D' may be changed from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) (C1) under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD- 2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Kamla Market	0.984 Ha.	Recreational (District Park)	Commercial (Non-Hierarchical Commercial Centre) (C1)	North: Asaf Ali Road South: J.L. Nehru Marg East: Service Road connecting Asaf Ali Road & JLN Marg West: Road from Ajmeri Gate to Minto Bridge (Bhavbhooti Marg)

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.


Planning Assistant


Sr. Town Planner


Chief Town Planner

29-6-16-37-
Pg No- 1178- 1808 (Pg) 2022

Annexure - I

NORTH DELHI MUNICIPAL CORPORATION

TOWN PLANNING DEPARTMENT

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G./11/2)

Dated 27/6/16

To

 The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposed change of landuse of 'Kamla Market' from Recreational' (District Park) to 'Commercial' (Non- hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Ref: - F.3(16)/91/MP/D-92 dated 02.06.2016

Sir,

This is with reference to your letter no. F.3(16)/91/MP/D-92 dated 02.06.2016 vide which it has been requested to provide requisite information w.r.t DDA's letter dated 17.8.15 (17.07.15) and as per the decision taken in the Technical Committee meeting dated 10.04.2015 & 19.05.2015. In this regard this office has already replied vide letter no. TP/G/982/15 dated 20/5/15, TP/G/1422/15 dated 16/7/15 and TP/G/1905 dated 17/9/15 (copies enclosed). The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully.



Sr. Town Planner

As (Pg) 2022

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no. 23226328

No: TP/G/....282..../15

Dated: 20/5/15

To,

The Director (Plg.) TC,
6th Floor, Vikas Minar, I.P Estate,
Delhi Development Authority,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Sir,

In continuation of this office letter dated 24/2/2015, please find enclosed details of Kamla Market area i.e. total area, ownership, layout plan etc. as conveyed by Land & Estate Deptt., North DMC. It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.:

1. Copy of clarifications received from L&E Deptt., North DMC.
2. Copy of Layout Kamla Market.

Yours faithfully,


20/5/2015
Sr. Town Planner-II

	Observations of Planning Department, Zone-D Unit, DDA	Reply from Land & Estate Deptt./North DMC
1.	Total area and boundary of the Kamla Market shopping centre for refugees as per approved layout plan of the area.	The total area of Kamla Market shopping centre is 0.984 Hect. (enclosed as annexure 'A').
2.	Justification is required as to why the proposed change of land use is required from 'Recreational (District Park)' to 'Commercial (Non-Hierarchical Commercial Centre)'.	The change in land use is required to the fact that the same has to be developed in a modernized aesthetical design commensurating to the heritage area of old Delhi but on the same pattern, a parking complex developed by the D.M.R.C. near to the Kamla Market. The existing allottees on lease/license/freehold basis will be adjusted in the proposed complex by having consent/discussion with allottees, on the otherhand the structure has become very old which require re-development as per requirement of developing metropolitan city.
3.	Any approved scheme plan/ lease plan showing the Development Control Norms.	Does not pertain to L&E Deptt. The concerned Deptt. in this regard is Town Planning Deptt. itself. However for clarification of contents in lease/ freehold documents are attached (enclosed as annexure 'B').
4.	Justification is also required for declaring this market as 'Non-Hierarchical Commercial Centre'.	To need the requirement of modern day development of a metropolitan city, space crunch in Delhi and to generate revenue for the North DMC.
5.	The ownership status of the said market may also be provided.	The control and management stands transferred to MCD (Now North DMC) vide notification No. L&DO/PS-4/ Pol./1/2004 dt. 24-03-2006 issued by Ministry of Urban Development Govt. of India.
6.	NOC is also required from the land owning agency for the proposed change of land use.	The Kamla Market is existing for last 75 years (approx.) and the use may have been mentioned wrongly in the Master Plan. Perhaps wrongly as recreational (District Park) and as such the rectification required to be carried out in MPD-2021 for declaring the market as non-Hierarchical Commercial Centre.

-40-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH. FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel no.23226323

No: TP/G/.../422...../15

Dated: 16.1.7/15

To,

The Deputy Director (Plg.) Zone-D,
Area Planning Zone-D Unit,
Delhi Development Authority,
4th Floor, Vikas Minar,
New Delhi-110002.

Sub: Change of land use of 'Kamla Market' from Recreational (District Park) to Commercial (Non-Hierarchical Commercial Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter No. F.3(16)91/MP/D-80 dated 19/06/2015 received in this office on 08/07/2015. In this regard as per the letter of Ministry of Urban Development (MoUD) Govt. of India, letter no. K-13011/3/2012-DD.IB dated 7th April, 2015, this office has already replied to the Director (Plg.), T.C., DDA, vide letter No. TP/G/982/15 dated 20/5/2015 (copy enclosed) alongwith the copy of clarifications received from concerned Deptt. and a copy of layout plan of Kamla Market.

It is kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl.: As above.

Yours faithfully,


Sr. Town Planner-II

7

-41-

NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT
E-BLOCK, 13TH FLOOR, CIVIC CENTRE, MINTO ROAD,
New Delhi-110002, Tel. no. 23226328

No. TP/8/1905

Dated 17-9-15

Dy. Director (Plg.)
Planning Zone-D 'Unit
4th Floor, Vikas Minar, New Delhi.

Sub:-Regarding proposed change of land use of 'Kamla Market' from 'Recreational'(District Park) to 'Commercial'(Non-hierarchical Centre) C1 in the Zonal Development Plan under MPD-2021.

Madam,

This is with reference to your letter dated 17.07.2015 on the above mentioned subject wherein some information with respect to area and boundaries of Kamla Market and justification including it as Non-hierarchical Centre has been sought.

The layout plan of Kamla Market area as received from L&DO was sent to DDA earlier on 20/05/2015. The said layout plan does not show the area of the market. The layout plan also does not show any scheme boundary except for showing plot/shops nos. However, as per the information received from L&E Deptt. North DMC, the total area of Kamla market is 2.43 Acre (0.984 Ha.). A copy of table showing various markets in Delhi has also been sent to DDA in which the area of the said market is shown as 2.43 Acre (0.984 Ha.) consisting of 272 shops and 12 flats. As regards justification of including Kamla Market as Non-hierarchical Centre, it is pointed that the area required for Community Centre is 4.0 Ha. and the area required for next level of commercial activities i.e. Local Shopping Centre is 0.3 Ha. Besides, as per MPD-2021, the commercial centre at Asaf Ali road is proposed for Non- hierarchical Commercial Centre (clause 5.5 of MPD-2021) & hence the inclusion of Kamla Market as Non-hierarchical Commercial Centre is justified.

It is therefore requested to consider the above clarifications and place the case before the Technical Committee for change of land use.

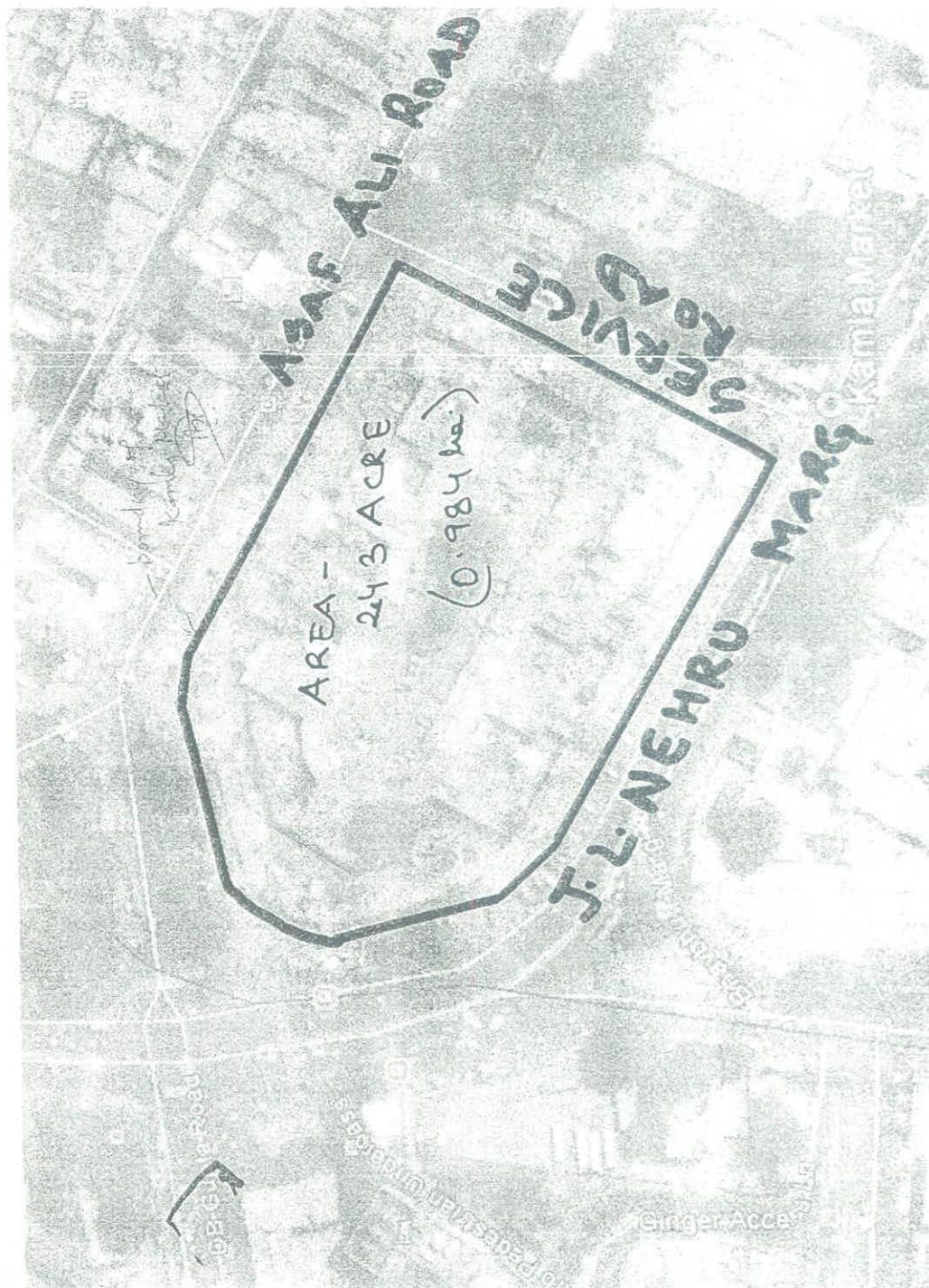

Sr. Town Planner-II

Copy to:-

1. Secy. to Commissioner for kind information of Commissioner.
2. P.S. to Chairman Standing Committee, North DMC.


Sr. Town Planner-II

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2



AGENDA FOR THE TECHNICAL COMMITTEE MEETING

Subject: Proposal regarding change of Land Use of an area measuring 1.35 Ha. (approx.) from "Recreational (District Park) to 'Govt. Offices" located at Minto Road, falling in Planning Zone "D". (P.20(19)/2013-MP)

Reference is invited to Letter No. TP/G/4120 dated 27.6.2016.
(Annexure - I)

1.0 Background:

- 1.1 North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.
- 1.2 The Minto Road Municipal Staff Quarters of erstwhile MCD have long been in existence. This colony is in a deteriorated condition at present, and requires proper utilization of land in the present context. The area of the site at Minto Road Municipal Staff Quarters is 1.35 Ha. (approx.) and consists of about 41 flats & other facilities. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices. North Delhi Municipal Corporation vide Resolution No. 201 dated 28.9.2015 has also decided to develop the site for Office purpose (copy already send it).

2.0 Examination:

- 2.1 The site under reference falls in "Recreational (District Park)" use zone as per the Zonal Development Plan (Zone-D) approved under MPD-2001 (copy of part Zonal plan of zone-D and copies of site plans provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone (copy already send it).
- 2.2 The site has been visited and it is found that the site tally as per the site plans of staff quarters Minto Road provided by the Zonal office (City Zone) and duly signed by the JE(works) City Zone. The staff quarters are single storied. Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space & revenue to the Corporation.
- 2.3 The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on relating to land under reference at Minto Road.
- 2.4 The site does not fall in water bodies.
- 2.5 Since the existing staff quarters are in a dilapidated state, the development of the same into Government offices will provide more office space and this require to the Corporation. Being located at a strategic location near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station, the site is suitable for development of Government offices.

3 Information required as per the MoUD, GoI letters dated 07.04.2015/ 04.09.2015:

S.No.	Information required	Explanatory background
A. As per MoUD letter dated 04.09.2015		
(i)	Background Note indicating the current situation / provisions;	North Delhi Municipal Corporation vide their Resolution no. 201 dated 28.9.2015 has resolved that site at Minto Road Municipal Staff Quarters be utilized for Offices use which is near to the SPM Civic Centre, Head Quarter of North DMC, Connaught Place and Railway Station.
(ii)	Whether similar proposals have earlier been considered by DDA / Ministry and / or	Similar proposals of change of land use have been processed by DDA earlier.

	disposed, and if yes, when and how;	
(iii)	What were the specific recommendations of the Authority with regard to the proposal;	The proposal is to be placed before Technical Committee.
(iv)	How and why the proposal was initiated;	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site as Government offices.
(v)	What are the pros and cons of the proposal, whether they have been carefully examined, and if yes, the outcome thereof;	Since the existing staff quarters are in a dilapidated state, the site is suitable to be developed as Government offices because it is located at a strategic location near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
(vi)	What are the expected short-term and long-term outcomes if the proposal is approved and implemented;	As per (v) above.
(vii)	How the proposal will benefit in the development and economic growth of the city;	Since the existing staff quarters are in a dilapidated state, the development of the same into Govt. offices will provide more office space and this require to the Corporation.
(viii)	What are the provisions corresponding to the proposed policy / changes in other metropolitan cities in India and other countries, and if those provisions differ from the proposal then why are they not considered appropriate for Delhi;	The proposal is made to meet the use of office needs / generate revenue to the Corporation.
(ix)	What will be the public purpose served by the proposed modification;	As stated in (vii) above.
(x)	What is the number of people / families / households likely to be affected by the proposed policy;	There are about 41 flats existing in the staff quarters and they will be accommodated in other Municipal staff quarters.
(xi)	Whether the proposal is in consonance with the existing plans, laws, bye-laws, rules, etc;	The proposal has been made in accordance with Master Plan provisions for Govt. offices requirement w.r.t. area, etc.
(xii)	Whether the implementation of the proposal will require changes in certain rules, provisions of Master Plan, etc., and if yes, what action has been taken to bring about such changes;	The proposal requires change of land use from "Recreational (District Park) to 'Govt. Offices'"
(xiii)	Whether the departments / organizations / Ministries related with the proposal have been consulted and if yes, what were their views and how they were disposed;	The concerned Departments of North DMC have been consulted & the proposal has been made accordingly.
(xiv)	Whether the relevant guidelines/ orders of DOP&T, Ministry of Finance and other nodal Ministries / Departments were taken into account while preparing and examining the proposal.	The proposal does not require to take into consideration or any guidelines / orders of DOP&T/ Ministries.
(xv)	The name, designation and contact information of an officer of the level of Director or above who will be the nodal officer to be contacted by the Ministry regarding the proposal.	On behalf of North DMC, Sh. P. Dinesh, Sr. town Planner shall be the nodal officer (Tel. No. 23226323).

B. As per MoUD letter dated 07.04.2015:		
a.	Whether the land is government or private and who is the land owning agency?	The land is owned by the North DMC, where the custodian of land & staff quarters is the Engg. (Maintenance) Deptt. of North DMC whereas the

		allotment of staff quarters is done by the Land & Estate Deptt.
b.	On whose request the change of land use case or modification to MPD-2021 has been initiated?	North Delhi Municipal Corporation vide their Resolution No. 201 dated 28.9.2015 has resolved to develop the site at Minto Road Municipal Staff Quarters be utilized for Government offices which is near to the S.P.M. Civic Centre, Head quarters of North DMC, Connaught Place & Railway Station.
c.	Whether a responsible officer from DDA (give details) was deputed for inspection of site and a copy of inspection report be provided.	The site has been inspected by the staff of Town Planning Deptt., North DMC.
d.	What is the public purpose proposed to be served by modification of MPD and /or change of land use?	The land located at prime location will be put to optimum utilization in consonance with the requirement of the area Govt. offices use.
e.	What will be impact of proposal on the ZDP / MPD and whether the changes are in consonance with the approved plans/policies?	There will be no adverse impact due to the proposal. The proposal requires change of land use.
f.	What will be proposal's impact / implications on general public eg. Law & order etc.?	There will be no adverse impact/ implications on general public eg. Law & order etc. rather the new project will meet the office space requirements. Location of this site is central and accessible by all means of transport. It is best suited for office complex. Demand for office space in this area is ever growing.
g.	Whether any court cases are ongoing on the land mentioned in the proposal? Full details be attached.	The Land & Estate Deptt., North DMC vide note dated 16/6/15 has stated that as per record no court case is going on, relating to land under reference at Minto Road.

4 Proposal :

In view of the above, the land use in respect of an area measuring 1.35 Ha. (approx.) located at Minto Road, Delhi, falling in Planning Zone- 'D' may be changed from "Recreational (District Park)" to "Govt. offices" under Section 11A of DD Act, 1957.

Location	Area Ha (Acres)	Land use as per MPD-2001/ZDP	Land use Changed to	Boundaries
1	2	3	4	5
Minto Road Mpl. Staff Quarters	1.35 Ha.	Recreational (District Park)	Govt. Offices	North: Road South: Jahangir Road. East: Minto Road. West: Thomson Road

5. Recommendations:

The proposal at para 4.0 above is placed before the Technical Committee for consideration under Section 11A of DD Act for inviting objections / suggestions from public by issue of Public Notice.



Planning Asstt.-II



Sr. Town Planner



Chief Town Planner

Dy No - 1180 - Dir (Plg) Zone D 25-8-16 Annexure - I

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002, Tel. no.23226323

No: TP/G/14/20

Dated...27/6/16

To



The Director (Plg.) Zone-'D'
Planning Zone -D Unit,
Delhi Development Authority
12th Floor, Vikas Minar,
New Delhi-110002.

Sub:- Regarding proposal of North DMC for change of landuse of Municipal Staff Quarters at Minto Road to Government Office.

Ref: - F.20(19)/2013/MP/ D-91 dated 02.06.2016

Sir,

This is with reference to your letter no. F.20(19)/2013/MP/D-91 dated 02.06.2016 vide which you have requested to send views of Railway Authority. In this regard, this office has already sent letters to Railway Authorities number of time i.e. on 17/11/2014, 12/6/2015, 8/9/2015, 18/11/2015 & 17/2/2016 (copies enclosed) but no response has been received from their office. It seems that Railway Authority have no stake in the matter. The revised agenda is once again being sent for your reference.

It is therefore kindly requested to approve the site for change of land use as requested earlier by placing the case before Technical Committee.

Encl: As above.

Yours faithfully,



Sr. Town Planner

ASD (P) Zone D

-47-

**NORTH DELHI MUNICIPAL CORPORATION
TOWN PLANNING DEPARTMENT**

E-Block, 13th Floor, Civic Centre, Minto Road, New Delhi-110002

No: TP/ 6/4770

File 14886
28/11/14

Dated 17/11/14

To,

The General Manager,
Northern Railway,
Railway Authority,
New Delhi Railway Station,
New Delhi-110002

To,

The Delhi Railway Manager (DRM)
Northern Railway, Baroda House,
Kasturba Gandhi Marg New Delhi-110001

Sub: Regarding proposal of North DMC for re-construction of the Municipal Staff Quarters on the land of approximate area of 13,500 sqm. (1.35 ha.) and part of the area be utilized for office building of the City Zone of the North DMC at Minto Road.

Sir,

This is with reference to the letter No. F. 20(19)2013/MP/D-165 dated 15.10.2014 (copy enclosed) received from Assistant Director (Plg.) Zone-D, DDA, in response to the letter written by North DMC (copy enclosed) for developing the existing Minto Road Staff Quarters by changing the land use from Recreational (District Park) to Residential.

In this regard, the DDA has informed that the modified traffic circulation plan and transport infrastructure plan for proposed Redevelopment of New Delhi Railway Station was agreed in principle in the 21st UTTIPEC Governing Body Meeting (GBM) held on 19.02.2010, subject to submission of modified proposal (Refer item 6 (c) of minutes of the 21st UTTIPEC GBM, which is available on UTTIPEC website i.e. www.uttipecc.nic.in). This modified proposal has not been submitted by the Railway Authorities till date.

It is therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Assistant Director (Plg.) GIS & Zone-'D' Unit, 2nd Floor, Vikas Minar, DDA, New Delhi.
2. Hon'ble Chairman, Standing Committee-North DMC.

2



Sr. Town Planner-II

-48-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/2329..../15

Dated: 18/4/15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: **Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.**

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, and 08/09/2015 (copy enclosed), and also a letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received from your office.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.



Sr. Town Planner-II

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- 49 -

Reminder

North Delhi Municipal Corporation
Town Planning Department
Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002.

No: TP/G/...1178...../15

Dated: 12.6/15

To,

The Delhi Railway Manager (DRM),
Northern Railway, Baroda House,
Kasturba Gandhi Marg,
New Delhi-110001

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is with reference to the letter of Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi no. F.20(19)2013/MP/D-66 dated 25/05/2015 (copy enclosed). DDA had requested North DMC to take up the above mentioned proposal of North DMC with Railway Authority for their observations/comments.

In this regard this office had earlier written a letter of the same issue but so far no reply has been received from your office (copy enclosed).

It is, therefore, kindly requested to address the issue raised by DDA vis-a vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Assistant Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi

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Sr. Town Planner-II

- 50 -

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/.../842...../15

Dated: 2.../8.../15

To,

The Divisional Railway Manager (DRM),
Divisional Railway Manager office,
State Entry Road,
New Delhi-110055

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is with reference to the letter of Dy. Director (Plg.) Zone-D, DDA, vide no. F.20(19)2013/MP/D-96 dated 17/08/2015 (copy enclosed). DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,



Sr. Town Planner-II

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.
3. Dy. Director (Plg.) Zone-D, DDA, 4th Floor, Vikas Minar, New Delhi.



Sr. Town Planner-II

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-51-

**North Delhi Municipal Corporation
Town Planning Department**

Level XIII, Civic Centre, J.L.Nehru Marg, New Delhi 110002, Tel. No. 23226328.

No: TP/G/...2927/16

Dated: 17.1.2016

To,

The Senior Divisional Engineer-III/
Northern Railway, DRM's office,
State Entry Road,
New Delhi-110055.

Sub: Regarding proposal of North DMC, for change of land use of Municipal Staff Quarters on the land approximate area of 13,500 sqm. (1.35 Ha.) at Minto Road to Government Offices.

Sir,

This is in continuation of this office letters dated 17/11/2014, 12/06/2015, 08/09/2015 and 18/11/15 (copy enclosed) sent to the Railway Deptt. in response to the letters of the Dy. Director (Plg.)/Asstt. Director (Plg.), Zone-D, DDA, dated 17/08/2015, 25/5/2015 and 15/10/2014 (copy enclosed) received in this office. DDA has requested North DMC to send the observations/ comments from Railway Authority on the above referred proposal of North DMC. So far no reply has been received in this regard.

It is, therefore, kindly requested to address the issue raised by DDA vis-a-vis the proposal of North DMC. An early reply is requested in this regard.

Encl: As above.

Yours faithfully,

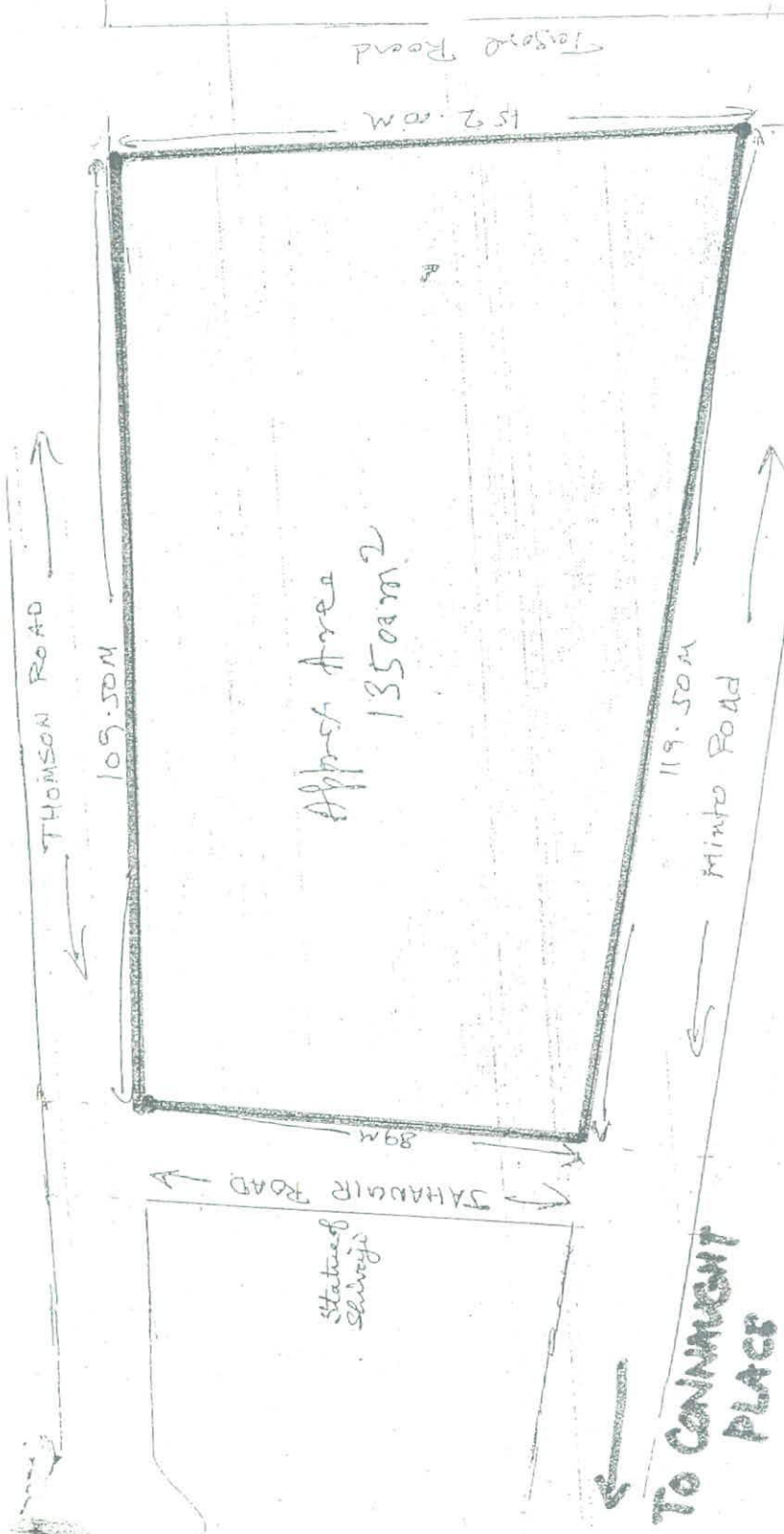

Sr. Town Planner

Copy to:

1. Copy for kind information to P.S. to Addl. Commissioner (L&E).
2. Principal Chief Engineer, Northern Railway, Baroda House, Kasturba Gandhi Marg, New Delhi-110001.

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Sr. Town Planner



TO J.L.N.
MARG

LINE DIAGRAM OF PLOT OF
RESIDENTIAL COLONY, MINTO ROAD

(K)