

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

ITEM NO.36/2016/1

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

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>Land is scarce and parking within developed urban areas in multi-use multilevel parking facilities.</p> <p>Within developed urban areas, multi-level parking should be developed as mixed use projects with the following norms:</p> | <p>12.14.3.6 Multi-level Parking for Public Buses</p> <p>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.</p> <p>Within developed urban areas, bi-level parking should be developed as mixed use projects with the following norms:</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.

ABW *Pd*

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.

Handwritten signatures and initials.

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.

DECISION

36/2016

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

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

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
VERIFIED

This Proposal was Considered in the 7th Technical Committee Meeting held on 04.07.2016 (20(7)/2015-MP Vide Item No. 36/2015.

Sudhakar 13.07.2016
Asstt. Director
Master Plan

By Direction 31/07/16
Master Plan

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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: 24623660 (R)-Dr. Bhure Lal, Chairman

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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 Gael, 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 110 030
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/

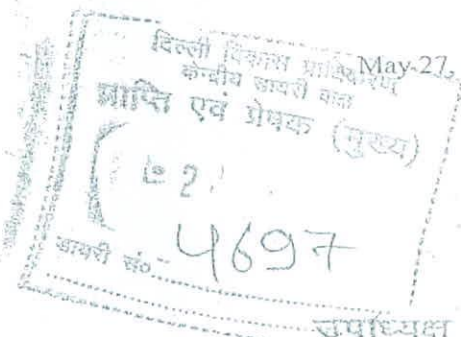
Speed Post

To:

VC 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



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 M-669

Date 03/6/2016

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 Tewari, 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.

(KVB)
me (Sunita)
Sunita Narain
DTC (copy)

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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 (UTTIPEC)
- Dir (MP)

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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.)
UTTIPEC, D.D.A.
Copy No. 8/7/14
Date 8/7/14

(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. up. R. Arora

8/7/14

URGENT

Put up in MAG file.

DD-7/14

Pg 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 UTTIPEC, DDA
16. Ms. Paromita Roy, Dy. Director (Arch. & UTTIPEC), DDA
17. Ms. Swati Ramanathan, Co-founder, JCCD.
18. Director (Plg.) MPR & TC, DDA



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

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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 |

| | | 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. | 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>9.3.1 River Yamuna</p> <p>9.3.1.1 Measures taken to control pollution</p> <p>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</p> <p>9.3.1.1 Measures taken to control pollution</p> <p>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) | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | |

| | | | |
|--|--|---|---|
| | 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. |
|--|--|---|---|

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.) UTTIPEC, 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. | (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. <i>Following definitions...</i> | on the existing road network. Further, the development of roads should start from the extreme ends of the designated ROW. <i>Following definitions...</i> |
| 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. <u>Provision of temporary parking for schools may need to be enhanced based on the size, capacity, locality and type of school.</u> | (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, <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

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. 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

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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(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, of old 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.



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

F.1 (8)/2016/MP/136

Date: 19.08.2016

Sub: Corrigendum to the Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016.

Please find enclosed a copy of Corrigendum to the Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016 for Agenda Item No. 42/16

Rajesh Kumar Jain
19/8/16

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

Encl: as above

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
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19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

Corrigendum to the Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016 for Agenda Item No. 42/16

Sub: Revisiting the Development Control Norms for Commercial Centers in MPD-2021 F15(10)2013/MP/Pt.1

The minutes for the above agenda item circulated vide letter no. F.1 (8)/2016/MP/260 dt. 12.8.2016. However, it has been observed that the minor modification/ amendment is required in the minutes with respect to the recommendations under Agenda Item No. 42/16 which may be modified as follows:

"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 with the following modification.

The proposal contained under Para 4.2 of the agenda in(vii) the word "Government" be replaced with "Competent Authority".



DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, Vikas Minar,
I.P. Estate, New Delhi – 110002

F.1 (8)/2016/MP/260

Date: 12 .08.2016

Subject: Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016.

The 8th Technical Committee meeting of DDA for the year 2016 was held under the chairmanship of V.C., DDA on Monday 08.08.2016. 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]
12/8/16

(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
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19. Land & Development Officer, (L&DO)
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| Agenda Item No. | Issue | Discussion/ Recommendations | Remarks |
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| 40/2016 | 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 |
| 41/2016 | 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. | Technical Committee was informed that there is no issue pending as on date. | Action: All Concerned Units |
| 42/2016 | Revisiting the Development Control Norms for Commercial Centers in MPD-2021 F15(10)2013/MP/Pt.I | 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.& DC |

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

List of participants of 8th meeting for the year 2016 of Technical Committee on
08.08.2016

DELHI DEVELOPMENT AUTHORITY

1. Vice Chairman, DDA
2. Engineer Member, DDA
3. Pr. Commissioner (LM)DDA
4. Pr. Commissioner (LD)DDA
5. Commissioner (LD)DDA
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14. Director (Plg) VC Sect., DDA
15. Director (Plg.) MP&DC, DDA

OTHER ORGANIZATIONS

1. Sr. Town Planner, North DMC
2. Sr. Town Planner, South DMC
3. Architect, NDMC
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5. Asstt. TCP, TCPO, Ministry of Urban Development
6. Asstt. Engineer, L&DO Ministry of Urban Development



DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, Vikas Minar,
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F.1 (8)/2016/MP/196

Date: 19.08.2016

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Rajesh Kumar Jain
19/8/16

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

Encl: as above

To:

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DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

Corrigendum to the Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016 for Agenda Item No. 42/16

Sub: Revisiting the Development Control Norms for Commercial Centers in MPD-2021 F15(10)2013/MP/Pt.I

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*The proposal contained under Para 4.2 of the agenda in(vii) the word "Government" be replaced with "**Competent Authority**".*

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

Corrigendum to the Minutes of the 8th Technical Committee meeting of
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DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, Vikas Minar,
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F.1 (8)/2016/MP/260

Date: 12.08.2016

Subject: Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016.

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

List of participants of 8th meeting for the year 2016 of Technical Committee on 08.08.2016

DELHI DEVELOPMENT AUTHORITY

1. Vice Chairman, DDA
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DELHI DEVELOPMENT AUTHORITY
Master Plan Section,
6th Floor, Vikas Minar,
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F.1 (8)/2016/MP/

Date: .08.2016

Subject: Minutes of the 8th Technical Committee meeting of DDA for the year 2016 held on 08.08.2016.

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

To:

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

List of participants of 8th meeting for the year 2016 of Technical Committee on 08.08.2016

DELHI DEVELOPMENT AUTHORITY

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

F.1 (8)/2016/MP/ 249

Date: 01.08.2016

MEETING NOTICE

The 8th Technical **Committee meeting of DDA for the year 2016** will be held under the Chairmanship of Vice Chairman, DDA on Wednesday **03.08.2016 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)
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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

दिल्ली विकास प्राधिकरण
(मास्टर प्लान विभाग)
छठी मंजिल, विकास मीनार
आई.पी. एस्टेट, नई दिल्ली - 110002

संख्या:एफ:1(08)2016/मु.यो./249

दिनांक: 01/08/2016

विषय:- बैठक की सूचना ।

वर्ष 2016 की आठवीं तकनीकी समिति की बैठक उपाध्यक्ष, दिल्ली विकास प्राधिकरण की अध्यक्षता में बुधवार दिनांक 03/08/2016 समय सुबह 10.30 बजे सम्मेलन कक्ष, बी ब्लॉक, विकास सदन में आयोजित की जाएगी ।

यह अनुरोध किया जाता है कि इस बैठक में उपस्थित होने की कृपा करें ।

राजेश जैन
9/8/16
(राजेश कुमार जैन)

निदेशक(योजना)मुख्य योजना एवं विकास नियंत्रण

प्रतिलिपि:-

1. उपाध्यक्ष, दि.वि.प्रा. ।
2. अभियंता सदस्य, दि.वि.प्रा. ।
3. वित्त सदस्य, दि.वि.प्रा. ।
4. प्रधान आयुक्त (एल. एम.) दि.वि.प्रा. ।
5. आयुक्त (योजना) दि.वि.प्रा. ।
6. आयुक्त (एल.डी.) दि.वि.प्रा. ।
7. मुख्य नियोजक, टी.सी.पी.ओ. दि.वि.प्रा. ।
8. मुख्य वास्तुविद्, दि.वि.प्रा. ।
9. मुख्य वास्तुविद्, एन.डी.एम.सी. ।
10. मुख्य अभियंता (प्रॉपर्टी डेवलपमेंट), डी.एम.आर.सी.
11. मुख्य अभियंता (विधुत), दि.वि.प्रा. ।
12. अतिरिक्त आयुक्त (योजना) क्षेत्रीय योजना/भवन, दि.वि.प्रा. ।
13. अतिरिक्त आयुक्त (भूदृश्य), दि.वि.प्रा. ।
14. सचिव, डी.यू.ए.सी. ।
15. मुख्य नगर नियोजक, (दि.न.नि./दक्षिणी/उत्तरी/पूर्वी) ।
16. वरिष्ठ वास्तुविद् (मुख्यालय -1), सी.पी.डब्ल्यू.डी., निर्माण भवन ।
17. उपायुक्त पुलिस (यातायात) दिल्ली ।
18. भूमि एवं विकास अधिकारी, (एल.एंड डी.ओ.) ।
19. निदेशक, अग्निशमन, जी.एन.सी.टी. ।

INDEX

8th Technical Committee Meeting to be held on 03.08.2016

| SL. No. | ITEM NO. | SUBJECT | PAGE NO. |
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| 1. | 39/2016 | Confirmation of the 7 th Technical Committee meeting held on 04.07.2016 F1(7)/2016/MP | 01-04 |
| 2. | 40/2016 | Action Taken Report of the decisions taken during the previous T.C. meetings. | 05 |
| 3 | 41/2016 | 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 | 05 |
| 4 | 42/2016 | Revisiting the Development Control Norms for Commercial Centres in MPD-2021 File No.: F15(10)2013/MP/Part-I | 06- 21 |



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.

Rajesh Kumar Jain
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> <ol 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.

ITEM NO.40/T.C/2016:

**ACTION TAKEN REPORT OF THE DECISIONS TAKEN DURING THE 7th T.C. MEETINGS.
(04.07.2016)**

| Sl. No. | Item No | Subject | Action Taken |
|---------|---------|--|---|
| 1. | 36/2016 | Clarification in MPD-2021 regarding provisions for multi-level parking for public buses in bus depots/ terminals F20(7)/2015-MP | Based on the decision of Technical Committee, Agenda has been prepared and put up for the next Authority meeting. |
| 2. | 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 | <p>i. As a follow up action of the Technical Committee meeting, the agenda for the Authority meeting was prepared and put up in the concerned file bearing No. F. 3(16)91/MP.</p> <p>ii. In view of the observations of Commr. (Plg.) in file, a letter dated 27.07.2016 has been sent to all the MCDs and New Delhi Municipal Council through Master Plan section for sending the 'fait accompli' agenda cases.</p> <p>iii. Also, a letter dated 28.07.2016 has been sent by the Planning, Zone-D unit to North DMC to send the Kamla market agenda along with 'fait accompli' agenda cases.</p> |
| 3. | 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 | Based on the decision of Technical Committee, Agenda has been prepared and put up for the next Authority meeting |

Item No. 41/ 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

Status: No pending issues

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, GoI 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), GoI 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. |
|--|--|

| | |
|---|--|
| <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> | <p>-</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.

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

Manoj Kumar
01/08/2016
Dy. Dir (Pg)
MP.

Manoj Kumar
11/8/16
Dir (Pg)
MP.

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

| 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 [1 Floor only 40%] | 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

| | | | | | |
|--|------|---|-----|--|--|
| | | 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 [f) 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* | 3.0 ECS per 100 sq.meters 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

| | | | | | |
|---|--|--|--|--|--|
| 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> |
|---|--|--|--|--|--|

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

- ¹ [* Ground Coverage up to 50% instead of 40% will be permissible to achieve the enhanced FAR at site(s) if their 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, ¹ [Office up to 125 sqm.], Bank, ATM, Informal Trade, Restaurant |

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

| | | | | |
|---|--|---|--|--|
| 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 Strn., 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. | |
|---|--|---|--|--|

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 may be 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.

DELHI DEVELOPMENT AUTHORITY

MASTER PLAN SECTION

6th FLOOR, VIKAS MINAR

I.P Estate, New Delhi - 110002

Phone No.23370507

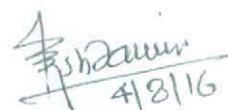
F.1 (8)/2016/MP/256

Date: 04.08.2016

MEETING NOTICE

The 8th Technical Committee meeting of DDA for the year 2016 which was scheduled to be held on 03.08.2016 under the Chairmanship of Vice Chairman, DDA has been postponed and is now rescheduled for **08.08.2016, Monday at 03:30 PM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023.** The Agenda for the meeting has already been circulated to all the concerned.

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


4/8/16
(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 *Wajid*
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 *4-8-16*
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



04/8/16
4
2

4-8-16

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

F.1 (8)/2016/MP/256

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Director (MP&DC)

To:

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18. Dy. Commr. of Police (Traffic) Delhi
19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

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
MASTER PLAN SECTION
6th FLOOR, VIKAS MINAR
I.P Estate, New Delhi – 110002
Phone No.23370507

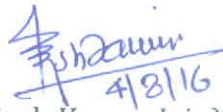
F.1 (8)/2016/MP/256

Date: 04.08.2016

MEETING NOTICE

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(Rajesh Kumar Jain)
Director (MP&DC)

To:

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2. Engineer Member, DDA
3. Finance Member, DDA
4. Pr. Commissioner (LM)
5. Pr. Commissioner (LD)
6. Commissioner (Plg.)
7. Chief Planner, TCPO
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15. Secretary, DUAC
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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

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

F.1 (8)/2016/MP/256

Date: 04.08.2016

MEETING NOTICE

The 8th Technical **Committee meeting of DDA for the year 2016** which was scheduled to be held on 03.08.2016 under the Chairmanship of Vice Chairman, DDA has been postponed and is now rescheduled for **08.08.2016, Monday at 03:30 PM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023**. The Agenda for the meeting has already been circulated to all the concerned.

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
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9. Chief Architect, NDMC
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14. Addl. Commr. (Landscape), DDA
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19. Land & Development Officer, (L&DO)
20. Director Fire Service, GNCTD

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


F.1 (8)/2016/MP/249

Date: 01.08.2016

MEETING NOTICE

The 8th Technical Committee meeting of DDA for the year 2016 will be held under the Chairmanship of Vice Chairman, DDA on Wednesday 03.08.2016 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
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- ✓ 11. Chief Engineer (Elect.), DDA
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13. Addl. Commr. (Plg.) UTTIPEC & GIS, DDA
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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

Spl. Invitee

Director (Bldg.)

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.

दिल्ली विकास प्राधिकरण
(मास्टर प्लान विभाग)
छठी मंजिल, विकास मीनार
आई.पी. एस्टेट, नई दिल्ली-110002

संख्या:एफ:1(08)2016/मु.यो./249

दिनांक: 01/08/2016

विषय:- बैठक की सूचना ।

वर्ष 2016 की आठवीं तकनीकी समिति की बैठक उपाध्यक्ष, दिल्ली विकास प्राधिकरण की अध्यक्षता में बुधवार दिनांक 03/08/2016 समय सुबह 10.30 बजे सम्मेलन कक्ष, बी ब्लॉक, विकास सदन में आयोजित की जाएगी ।

यह अनुरोध किया जाता है कि इस बैठक में उपस्थित होने की कृपा करें ।

राजेश जैन
7/8/16
(राजेश कुमार जैन)

निदेशक(योजना)मुख्य योजना एवं विकास नियंत्रण

प्रतिलिपि:-

1. उपाध्यक्ष, दि.वि.प्रा. ।
2. अभियंता सदस्य, दि.वि.प्रा. ।
3. वित्त सदस्य, दि.वि.प्रा. ।
4. प्रधान आयुक्त(एल.एम.) दि.वि.प्रा.
5. आयुक्त (योजना) दि.वि.प्रा. ।
6. आयुक्त (एल.डी.) दि.वि.प्रा. ।
7. मुख्य नियोजक, टी.सी.पी.ओ. दि.वि.प्रा. ।
8. मुख्य वास्तुविद्, दि.वि.प्रा. ।
9. मुख्य वास्तुविद्, एन.डी.एम.सी. ।
10. मुख्य अभियंता (प्रॉपर्टी डेवलपमेंट), डी.एम.आर.सी.
11. मुख्य अभियंता (विधुत), दि.वि.प्रा. ।
12. अतिरिक्त आयुक्त (योजना) क्षेत्रीय योजना/भवन, दि.वि.प्रा. ।
13. अतिरिक्त आयुक्त(भूदृश्य), दि.वि.प्रा. ।
14. सचिव, डी यू.ए.सी. ।
15. मुख्य नगर नियोजक, (दि.न.नि./दक्षिणी/उत्तरी/पूर्वी) ।
16. वरिष्ठ वास्तुविद् (मुख्यालय -1), सी.पी.डब्ल्यू.डी., निर्माण भवन ।
17. उपायुक्त पुलिस (यातायात) दिल्ली ।
18. भूमि एवं विकास अधिकारी, (एल. एंड डी.ओ.) ।
19. निदेशक, अग्निशमन, जी.एन.सी.टी. ।

मूल पर नहीं

- 1-मुख्य सुरक्षा अधिकारी, विकास सदन, आई.एन.ए., नई दिल्ली ।
- 2-उपनिदेशक(उद्यान)दक्षिणी, विकास सदन ।
- 3-सहायक निदेशक जोन: ए.एवं बी को इस आशय से कि वे कम्प्यूटर प्रजेन्टेशन के लिए अपलोड काफ़ेस कक्ष/हाल में कराएं ।
- 4-सहायक अभियंता(व्यवस्था)-1, सिविल/विधुत, बी ब्लॉक, विकास सदन, डी.डी.ए., आई.एन.ए., नई दिल्ली ।

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

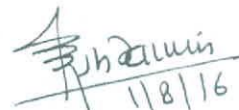
F.1 (8)/2016/MP/249

Date: 01.08.2016

MEETING NOTICE

The 8th Technical Committee meeting of DDA for the year 2016 will be held under the Chairmanship of Vice Chairman, DDA on Wednesday 03.08.2016 at 10.30 AM in the Conference Hall at B-Block, 1st Floor, Vikas Sadan, INA, New Delhi 110023.

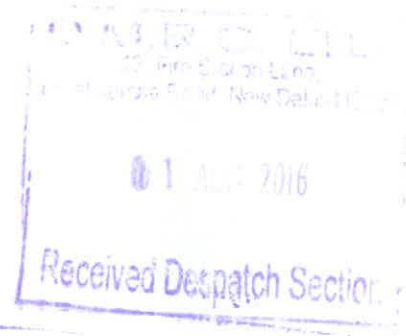
It is requested to make it convenient to attend the meeting.


(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 (Pig.)
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, EDMG
17. Sr. Architect, (HQ-1), CPWD, Nirman Bhawan
18. Dy. Commr. of Police (Traffic) Delhi
19. Land & Development Officer, (L&DO) - 17
20. Director Fire Service, GNCTD

21. DDA (MP) - 17
- 2-8-16



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.

दिल्ली विकास प्राधिकरण
(मास्टर प्लान विभाग)
छठी मंजिल, विकास मीनार
आई.पी. एस्टेट, नई दिल्ली - 110002

संख्या:एफ:1(08)2016/मु.यो./249

दिनांक: 01/08/2016

विषय:- बैठक की सूचना ।

वर्ष 2016 की आठवीं तकनीकी समिति की बैठक उपाध्यक्ष, दिल्ली विकास प्राधिकरण की अध्यक्षता में बुधवार दिनांक 03/08/2016 समय सुबह 10.30 बजे सम्मेलन कक्ष, बी ब्लॉक, विकास सदन में आयोजित की जाएगी ।

यह अनुरोध किया जाता है कि इस बैठक में उपस्थित होने की कृपा करें ।

राजेश जैन
7/8/16
(राजेश कुमार जैन)

निदेशक(योजना)मुख्य योजना एवं विकास नियंत्रण

प्रतिलिपि:-

1. उपाध्यक्ष, दि.वि.प्रा. ।
2. अभियंता सदस्य, दि.वि.प्रा. ।
3. वित्त सदस्य, दि.वि.प्रा. ।
4. प्रधान आयुक्त(एल.एम.) दि.वि.प्रा.
5. आयुक्त (योजना) दि.वि.प्रा. ।
6. आयुक्त (एल.डो.) दि.वि.प्रा. ।
7. मुख्य नियोजक, टी.सी.पी.ओ. दि.वि.प्रा. ।
8. मुख्य वास्तुविद, दि.वि.प्रा. ।
9. मुख्य वास्तुविद, एन.डी.एम.सी. ।
10. मुख्य अभियंता (प्रॉपर्टी डेवलपमेंट), डी.एम.आर.सी.
11. मुख्य अभियंता (विधुत), दि.वि.प्रा. ।
12. अतिरिक्त आयुक्त (योजना) क्षेत्रीय योजना/भवन, दि.वि.प्रा. ।
13. अतिरिक्त आयुक्त (भूहश्य), दि.वि.प्रा. ।
14. सचिव, डी.यू.ए.सी. ।
15. मुख्य नगर नियोजक, (दि.न.नि./दक्षिणी/उत्तरी/पूर्वी) ।
16. वरिष्ठ वास्तुविद (मुख्यालय -1), सी.पी.डब्ल्यू.डी., निर्माण भवन ।
17. उपायुक्त पुलिस (चातायात) दिल्ली ।
18. भूमि एवं विकास अधिकारी, (एल. एंड डी.ओ.) ।
19. निदेशक, अग्निशमन, जी.एन.सी.टी. ।

मूल पर नहीं

- 1-मुख्य सुरक्षा अधिकारी, विकास सदन, आई.एन.ए., नई दिल्ली ।
- 2-उपनिदेशक(उद्यान)दक्षिणी, विकास सदन ।
- 3-सहायक निदेशक जोन: ए.एवं बी को इस आशय से कि वे कम्प्यूटर प्रजेन्टेशन के लिए अपलोड काफ़ेस कक्ष/हाल में कराएं ।
- 4-सहायक अभियंता(व्यवस्था)-1, सिविल/विधुत, बी ब्लॉक, विकास सदन, डी.डी.ए., आई.एन.ए., नई दिल्ली ।

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

F.1 (8)/2016/MP/249

Date: 01 .08 .2016

MEETING NOTICE

The 8th Technical **Committee meeting of DDA for the year 2016** will be held under the Chairmanship of Vice Chairman, DDA on Wednesday **03.08.2016 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

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.

दिल्ली विकास प्राधिकरण
(मास्टर प्लान विभाग)
छठी मंजिल, विकास मीनार
आई.पी. एस्टेट, नई दिल्ली -110002

संख्या:एफ:1(08)2016/मु.यो./ 249

दिनांक: 01/08/2016

विषय:- बैठक की सूचना ।

वर्ष 2016 की आठवीं तकनीकी समिति की बैठक उपाध्यक्ष, दिल्ली विकास प्राधिकरण की अध्यक्षता में बुधवार दिनांक 03/08/2016 समय सुबह 10.30 बजे सम्मेलन कक्ष, बी ब्लॉक, विकास सदन में आयोजित की जाएगी ।

यह अनुरोध किया जाता है कि इस बैठक में उपस्थित होने की कृपा करें ।

राजेश जैन
7/8/16
(राजेश कुमार जैन)

निदेशक(योजना)मुख्य योजना एवं विकास नियंत्रण

प्रतिलिपि:-

1. उपाध्यक्ष, दि.वि.प्रा. ।
2. अभियंता सदस्य, दि.वि.प्रा. ।
3. वित्त सदस्य, दि.वि.प्रा. ।
4. प्रधान आयुक्त(एल.एम.) दि.वि.प्रा.
5. आयुक्त (योजना) दि.वि.प्रा. ।
6. आयुक्त (एल.डी.) दि.वि.प्रा. ।
7. मुख्य नियोजक, टी.सी.पी.ओ. दि.वि.प्रा. ।
8. मुख्य वास्तुविद्, दि.वि.प्रा. ।
9. मुख्य वास्तुविद्, एन.डी.एम.सी. ।
10. मुख्य अभियंता (प्रॉपर्टी डेवलपमेंट), डी.एम.आर.सी.
11. मुख्य अभियंता (विधुत), दि.वि.प्रा. ।
12. अतिरिक्त आयुक्त (योजना) क्षेत्रीय योजना/भवन, दि.वि.प्रा. ।
13. अतिरिक्त आयुक्त (भूदृश्य), दि.वि.प्रा. ।
14. सचिव, डी.यू.ए.सी. ।
15. मुख्य नगर नियोजक, (दि.न.नि./दक्षिणी/उत्तरी/पूर्वी) ।
16. वरिष्ठ वास्तुविद् (मुख्यालय -1), सी.पी.डब्ल्यू.डी., निर्माण भवन ।
17. उपायुक्त पुलिस (यातायात) दिल्ली ।
18. भूमि एवं विकास अधिकारी, (एल. एंड डी.ओ.) ।
19. निदेशक, अग्निशमन, जी.एन.सी.टी. ।

मूल पर नहीं

- 1-मुख्य सुरक्षा अधिकारी, विकास सदन, आई.एन.ए., नई दिल्ली ।
- 2-उपनिदेशक(उद्यान)दक्षिणी, विकास सदन ।
- 3-सहायक निदेशक जोन: ए.एवं बी को इस आशय से कि वे कम्प्यूटर प्रजेनटेशन के लिए अपलोड काफ़ेस कक्ष/हाल में कराएं ।
- 4-सहायक अभियंता(व्यवस्था)-1, सिविल/विधुत, बी ब्लॉक, विकास सदन, डी.डी.ए., आई.एन.ए., नई दिल्ली ।

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

No. F.1 (01)2012/Dir. (Plg.) Zone 'D' / **D-156**

Dated: 28.07.2016

Sub: Action Taken Report on the minutes of the meeting of the Technical Committee dated 04.07.2016, 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 04.07.2016 are as follows:

| S.No. | Subject & Item No. | Decision of the Technical Committee | Action Taken Report |
|-------|--|--|--|
| 1. | 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 item No.37/2016 | <i>"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 Committee for further processing under Section -11A of DD Act,1957. Technical Committee 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> i) All the MCDs 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." | - As a follow up action of the Technical Committee meeting, the agenda for the Authority meeting was prepared and put up in the concerned file bearing No. F. 3(16)91/MP. - In view of the observations of Commr. (Plg.) in file, a letter dated 27.07.2016 has been sent to all the MCDs and New Delhi Municipal Council through Master Plan section for sending the 'fait accompli' agenda cases. - Also, a letter dated 28.07.2016 has been sent by the Planning, Zone-D unit to North DMC to send the kamla market agenda along with 'fait accompli' agenda cases. |
| 2. | Proposed change of Land Use of an area measuring 1.35 Ha. (approx.) from 'Recreational (District Park)' to 'Commercial (C-1)' located at Minto Road, New Delhi falling in Planning Zone-D. File No. F. 20(19)2013/MP Item No. 38/2016 | <i>The proposal was presented by Sr. Town Planner, North DMC. During discussion it was informed that the site under reference falls in influences 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-1) 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."</i> | 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(19)2013/MP on 15.07.2016. |

Director (Plg.) Zone 'D'

Asstt. Director(Plg.)MP

Asstt. Dir. (Plg.) Zone 'D'