

DELHI DEVELOPMENT AUTHORITY
(Master Plan Section)

Draft Minutes of the meeting of the Technical Committee held on 30th July, 1984 at 3.30 P.M. in the Conference Room, 5th Floor, Delhi Development Authority, Vikas Minar, New Delhi.

The following were present.

DELHI DEVELOPMENT AUTHORITY

1. Shri Prem Kumar
Vice Chairman
2. Sh. J.K. Varshneya,
Engineer Member
3. Sh. E.F.N. Rebeiro
Commissioner Planning.
4. Sh. Ved Prakash
Chief Architect (H)
5. Sh. J.C. Gambhir
Director (PPW)
6. Sh. R.G. Gupta,
Director (CP)
7. Sh. P.C. Jain,
Project Planner (Rohini)
8. Sh. R.D. Gohar,
Joint Director (ZP)
9. Sh. K.K. Bandyopadhyay,
Joint Director (CP)
10. Sh. V.N. Sharma,
Joint Director (Bldg.)
11. Sh. Vijay Rishbud,
Joint Project Planner (Rohini)
12. Sh. Chander Ballabh,
Dy. Director (ZP) I
13. Sh. A.K. Jain,
Dy. Director (ZP) II
14. Sh. M.N. Khullar,
Architect, HUPW.
15. Sh. A.K. Gupta,
Dy. Director (MP) (Convenor)

POLICE DEPARTMENT

16. Dr. K.K. Paul
D.C.P. (Traffic)

~~17.~~

CENTRAL PUBLIC WORKS DEPTT.

17. Sh. Y.S. Sardar,
Architect.

MUNICIPAL CORPORATION OF DELHI

- 18. Sh. D.D. Mathur
Town Planner
- 19. Sh. R.C. Jain,
A.I. G.S.I. Deptt.
- 20. Sh. G.C. Garg,
Manager Composit Plant

DELHI ADMINISTRATION

- 21. Sh. K.N. Joshi
Joint Secy. (L.B.)
- 22. Sh. B.G. Karna,
Supdt. Engineer PWD C-IV.

TOWN & COUNTRY PLANNING ORGANISATION

- 23. Sh. J.L. Prashar,
Town & Country Planner
- 24. Sh. V.K. Verma,
Associate Town & Country Planner.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
VIKAS MINAR, I.P. ESTATE
NEW DELHI

Agenda for the meeting of the Technical Committee to be held on ~~Tuesday~~ ^{Monday} 30th July, 1984, at ~~11 A.M.~~ ^{3:30 PM} in the Conference Room of Delhi Development Authority, Vikas Minar, I.P. Estate, New Delhi.

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4.	Proposed amendments for Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses, Motels (Building standard) Regulations-1977. F.20(4)/83-MP.	5 to 6
5.	Allotment of land to Ram Arpan Nidhi for setting up Nature Cure Home/Centre at Village Jaun Pur. F.3(2)/84-MP.	7 to 8
6.	Change of land use in Master Plan for Delhi falling G-3 (Moti Nagar Area). F.20(5)/84-MP.	9 to 10
7.	Issue of No Objection Certificate for Land Use for construction of Beggar's Home Complex at Lampur. F.3(121)/83-MP.	11
8.	Permission to run a lodging house at premises No. 27, Jor Bagh, New Delhi. File No. 10(225)/82-MP.	12 to 13

DELHI DEVELOPMENT AUTHORITY
(Master Plan Section)
Vikas Minar, I.P. Estate,
NEW DELHI.

Supplementary Agenda for the meeting of the
Technical Committee to be held on Monday the 30th July, 1984
at 3.30 P.M. in the Conference Room of Delhi Development
Authority, Vikas Minar, I.P. Estate, New Delhi.

<u>S.No.</u>	<u>Subject</u>	<u>Page No.</u>
9.	Regarding Approval of 66 KV Transmission Line for M/s. Maruti Udyog Limited for the Route falling within the Union Territory of Delhi. (File No. 1(6)/Infr./84/06/PPW) (F.6(10)/83-MP).	14
10.	Proposal regarding amendments in the zoning Regulations stipulated in the Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations 1977 for the Motel sites. (F.10(31)/81-MP).	15 to 16
11.	Allotment of land for Parking-cum-workshop for heavy and light vehicles. (F.20(7)/84-MP).	17
12.	Construction of double dacker dalao at Asaf Ali Road. (F.3(77)/82-MP).	18
13.	Norms for covered Parking. (F.20(8)/82-MP).	19
14.	Proposed redevelopment of Properties known as 11-A and 11-B, Ansangzeb Road, 20-21, New Delhi - Modification in the prescribed building Envelope.	

F/6 (9)/84-MP.

Item No. Sub: Draft ZDP for Zone A-9 (Sadar Bazar
1 Area) F-4(3)/71-MP.

The draft Zonal Development Plan of Zone A-9 (Sadar Bazar Area) was prepared by the TCPO in 1970. This zone covering an area of 63.23 acres falls within the heavily built up area of Delhi, which are characterised by variety of land uses and large scale commercial activities/wholesale trades. The zone is bounded by Kutab Road in the East, Mundewalan Road (Sadar Thana Road) in the West, Bahadurgarh Road in the North and Idgah Road in the South. Sadar Bazar Road runs across the zone along East-West Axis.

2. The draft proposals of the Zonal Development Plan indicate various land uses within the framework of Delhi Master Plan. The proposals provide for widening of roads according to Delhi Master Plan and provision of Community Facilities and parking as required. The residential area, broadly identified for rehabilitation, at a gross density of 250-p.p.a.

3. The Zonal Development Plan and its text are placed before the Technical Committee for its consideration & after that for publication under Section 10-A of Delhi Development Act, 1957, for inviting public objection/suggestions.

DECISION

The Technical Committee discussed the desirability of Zonal Development Plans for the zones in the Walled City/ Built-up areas in the context of existing multifarious activities and intermingling of conflicting land uses. It was of the opinion that merely a land use plan will not be helpful for the redevelopment of such areas, as the character of these areas is entirely different from the rest of the City. The Technical, Com., therefore, desired that a policy note may be prepared taking into account the large scale commercial activities, implementation of land use plan, stages of redevelopment and rehabilitation, so that a decision could be taken whether zonal plan concept for Walled City/ Built-up areas is workable.

Item No.

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Sub: Zonal Development Plan of Zones C-4,5
(Subzi Mandi and Arya Pura Area).
(F.1(66)/83-ZP)

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Zones C-4 and C-5 (Subzi Mandi and Arya Pura Area) covering together an area of 159 acres comprise of heavily built up areas. Zone C-4 accounts for 59.25 acres of land and Zone C-5 covers 99.75 acres of area. Both these zones are bounded by G.T. Karnal Road in the North, Railway lines in the South, Roshnara Road and the West and Rani Jhansi Road on the East. Part of the C-4 abuts the Northern Ridge.

The entire area of Subzi Mandi and Arya Pura is occupied with multifarious activities, intermingling of conflicting land uses.

The Master Plan earmarks these zones under Rehabilitation Area. The proposed Zonal Development Plan envisages land use proposals, density proposals circulation pattern and provision of community facilities within the framework of Delhi Master Plan. The Zonal Development Plan and text containing are laid on the table.

The draft Zonal Development Plan is placed before the Technical Committee for its recommendation with regard to publication of the draft Zonal Development Plan inviting Objection/suggestion from the public under Section 10(1) of Delhi Development Act 1957.

DECISION

✓ The Technical Committee discussed the desirability of Zonal Development Plans for the zones in the Walled City/ Built-up areas in the context of existing multifarious activities and intermingling of conflicting land uses. It was of the opinion that merely a land use plan will not be helpful for the redevelopment of such areas, as the character of these areas is entirely different from the rest of the city. The Technical Committee, therefore, desired that a policy note may be prepared taking into account the large scale commercial activities, implementation of land use plan, stages of redevelopment and rehabilitation, so that a decision could be taken whether zonal plan concept for Walled City/built up areas is workable.

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<u>Item No.</u>	Sub:	Draft Zonal Development Plan of Zone H-7 (Hairderpuri) and H-8 (Mangolpuri). (F.1(59)/82-ZP)
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Zones H-7 and H-8 are located at the extreme North Western side of the present Urban limits of Delhi and is bounded by railway line to Rohtak Road in the North, Outer Ring Road in the East & South-East and arbitrary line in the North & North-West along the green belt. The total area of these two zones as per Master Plan works out to approximately 1627.5 hec. (4020 acres).

2. There are two major residential developments which have taken place after the year 1976, namely Mangolpuri Resettlement Scheme and the Rohini Scheme. The Mangolpuri Resettlement Scheme and the Rohini Scheme have been planned on a big scale and in fact Rohini is proposed to be a self contained city in itself having a population of approx. 8.5 lacs. Only a major part of these two schemes is covered as per Urbanisable limits and the remaining would involve change of land use from Agricultural Green Belt to 'Residential' to be taken up later.

3. The land under these zones is flat and at the level of 214 to 215 mts. above the mean sea level. The area contains the village abadies of Mangolpur, Kalan, Maharpur, Razapur, Rithala and Badli. Part of the prestigious Rohini residential project of DDA is being developed on the land falling under these zones. The land area measuring about 922.44 Hect. (2295.79 acres) falls under zone H-7 and about 689.02 Hect. (1701.99 acres) falls under zone H-8.

This composite draft zonal development plan incorporated the Mangolpuri Resettlement Scheme, and the scheme of Rohini residential project to the extent covered in proposed urban limits of these two zone. The area under these zones is to be developed predominantly for residential purpose alongwith the incidental community facilities and some area for industrial use as envisaged in the Master Plan.

4. The matter was placed before the Technical Committee in its meeting held on 10.12.82 (Appendix _____ 'A'). The Technical Committee recommended for approval of the composite draft zonal development plan for zone H-7 (Haiderpuri) and H-8(Mangolpuri) for inviting objections/suggestions. The draft report and plan is annexed as recommended for approval by the Technical Committee.

5. The composite draft zonal development plan for zone H-7 & 8 alongwith the report is laid on the table for consideration of the Technical Committee as contained in para 4 above.

DECISION

The Technical Committee desired that the draft zonal development plan for zone H-7 and H-8 be referred to the Project Planner (Rohini), D.D.A. to examine in the light of the Rohini Project under implementation.

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Item No. Sub: Proposed amendments for Hotels, Boarding
4 Houses, Guest Houses, Hostels, Lodging
 Houses-Motels (Building Standard)
 Regulation, 1977.
 (File No. F.20(4)/83-MP).

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The Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses, Motels (Building Standard) Regulations, 1977 came into force with effect from 15.1.1977. The regulations were framed keeping in view the provisions specified for different uses in the Master Plan and the Zonal Development Plan and detailed plan. However, in the course of application of these Regulations, some discrepancies were noticed, which were examined and modifications were proposed in the Regulations. The Authority at different times, while considering various proposals approved the following amendments:

- (i) Under the Resolution No. 10 dated 13.2.79 and 38 dated 29.4.82, DDA approved the parking standards for Janta Hotels to be developed by Indian Tourism Development Corporation to cater to the low affordability tourists @ 0.75 equivalent car space per 92.90 sq. mts. (1000 sq. ft.) floor area.
- (ii) Vide resolution No. 87 dated 19.8.82, DDA resolved that the parking standards prepared on the basis of 1.14 car space for 1000 sq. ft. of built up area in the case of Five Star Hotels may be approved and steps to amend the rules to provide for such cases may also be taken.
- (iii) Under Resolution No. 41 dated 1.2.83, the Authority approved the use of buildings located in local/convenient/retail shopping centres for guest houses/boarded houses/lodging houses.
- (iv) The Authority while considering the proposal for a motel side at Delhi Gurgaon Road (N.H. 8) resolved that steps to amend the Regulations, 1977 be taken in the first instance and specific proposals may only be brought before the Authority thereafter.

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2. Out of the above mentioned resolutions, the proposals in respect of Sr. No. (i) and (iii) were examined and amendments/modifications were proposed to the Ministry of Works and Housing for processing and notifications. The other two resolutions are being examined. The draft amendments incorporating the Regulations, 1977 were furnished to the Ministry for notification (Appendix B'1). The Ministry of Works and Housing vide letter dated 7.3.84 has communicated the views of Ministry of Law, Department of Legal Affairs in respect of the parking norms proposed for Janta Hotels/Three Star Hotels and Five Star Hotels (Appendix C'1) to be constructed by private organisations or Government Agencies like I.T.D.C. etc. According to the Ministry of Law "I.T.D.C.'s running of hotel will be commercial activity like any other person/persons doing similar activity. In the view of the matter any preferential treatment exclusively to this organisation as against similarly situated would lead to discrimination unless very special reasons make it otherwise".
3. The Ministry of Works & Housing vide letter dated 22.3.84 (appendix D'1) further suggested that the amendments proposed in the Regulations, 1977 have not been mentioned in the D.D.A. resolution No. 41 dated 1.2.83. The Ministry desired that specific resolution of the Authority is required to make any amendment/modification to the Regulations, notified under section 57 of Delhi Development Act, 1957.
4. The proposed amendments enumerated in Appendix B'1 are placed before the Technical Committee for its consideration/approval.

DECISION

- i) The Technical Committee was of the opinion that in view of the observations made by the Ministry of Law, that separate parking standards for Janta Hotels may not be desirable, the parking norms stipulated in the present Regulations, may remain applicable for hotel projects. However, relaxation if any, for any project be examined on merits keeping in view the various aspects including design etc.
- ii) Regarding the other amendments for permission of guest houses/boarding houses/Lodging Houses in local/convenient/retail shopping centres, the case is in order and be processed accordingly. The Technical Committee further decided that parking norms adopted in other Metropolitan Cities particularly Bombay may be studied in detail.

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Item No. Sub: Allotment of land to Ram Arpan Nidhi for
5. setting up Nature Cure Home/Centre at
 Village Jaunpur.
 (No. F.3(2)/84-MP).

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Reference is invited to Item No. 5 of the meeting of the Technical Committee held on 22.3.84 in which the following decision were taken:-

The Technical Committee noted that earlier a N.O.C. issued for setting up a Nature Cure Home/Centre at Village Jaunpur in rural Delhi. However, it was felt that it would not be prudent to greeze such a large chunk of land for this purpose and recommended that 5 acres of land could be adequate for the Project; subject further to the conditions that:

- a) The ground coverage of the proposed structure is not to exceed 10,000 sq. ft.
- b) The height is restricted to 20'; and
- c) Lease may be confined to 5 acres.

2. Since then the Ram Arpan Nidhi had represented that they were earlier allotted 16 acres of land in the same village by the Delhi Administration for which they have already paid the premium amounting to Rs. 85,670/-. As 8 acres of land out of this area was under heavy encroachment they were offered only the remaining 8 acres. As the project was not feasible in 8 acres of land and it was not sufficient for all the requirements, the same was not accepted. The present allotment now offered by the Development Commissioner Delhi Administration, is in lieu of 16 acres allotted earlier.

3. The Ram Arpan Nidhi has also stated in their representation dated 31st March, 1984 that the Dy. Director, Panchayat, has now offered an alternative allotment to them measuring 12.5 acres which they have accepted.

Contd...3/-

4. As the land is located outside the present urban limit, the case was referred to Director (PPW) who observed as follows:-

- (i) Total requirement of construction given on plan is 17031 sq. mts. To accommodate this construction in 2 Ha. area recommended by the Technical Committee would need FAR of 85. With 20 FAR the quantum of the construction could be accommodated in 8.5 Ha.
- ii) The party required for 5 Ha. (12.5 acres) site for which the FAR required would be 36.

5. The FAR in case of rural areas, so far allowed by DDA is not more than 20 with maximum 20 ft. high buildings. The party is agreeable to reduce the total built up area to the extent of 20 FAR on 12.5 acres land.

6. The case is re-submitted to Technical Committee for its consideration.

DECISION

The Technical Committee after detailed discussion recommended that the full site i.e. 12.5 acres be used for the use under reference with maximum 20 FAR with a height restriction of 20', as a case of special appeal.

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Item No. Sub: Change of land use in Master Plan
6. for Delhi falling G-3 (Moti Nagar
Area).
(F.20(5)/84-MP)

Consequent upon the approval of recommendations of the Screening Board on the Draft Zonal Development plan for zone G-3 by the Authority vide its resolution No. 27 dated 29.4.82 the following changes in land use as shown in the plan laid on the table are involved in the Master Plan:-

- i) The land use of 3.2 Hects. (8 acres) of land located in South of Ring Road 64 M (210' R/W) and North of Basai Darapur village shown for 'Recreational' (Distt. Park) use in the Master Plan is proposed to be changed to 'Public & Semi-public facilities' (E.S.I. Hospital).
- ii) The land use of 3.2 Hects. (8 acres) of land located in the south of Ring Road 64 M (210' R/W) and North of Bali Nagar shown under 'Public & Semi-public facilities' (College) use in the Master Plan is proposed to be changed to 'Residential' (Bali Nagar).
- iii) The land use of 3.03 Hects. (7.50 acres) of land between North of Najafgarh Road 61-M (200') R/W and towards South of 24-M (80') wide road shown for 'Service Industries' in the Master Plan is proposed to be changed to 'Commercial use' (Community Centre).
- iv) The land use of 0.8 Hect. (2 acres) of land between Najafgarh drain and Ring Road 64 M (210') shown for 'District Park' in the Master

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Plan is proposed to be changed to 'Public & semi-public facilities' (Cremation ground).

- v) The land use of 1.19 Hect. (2.74 acres) of land located at the junction of Arterial Road (61-M wide) & Najafgarh Road (61M wide) towards the East of Moti Nagar shown for Residential use in Master Plan is proposed to be changed to 'Public & semi-public facilities' (Fire station and Training Centre).

2. The proposal is now placed before the Technical Committee for consideration/approval so the proposed change in land use are processed further.

DECISION

The Technical Committee noted that the proposed changes in land use (Zone G-3) had already been approved by the Authority and desired that the same be processed accordingly.

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Item No.
7

Sub: Issue of No objection certificate for land use for construction of Beggars home complex at Lampur.
(No. F.3(121)/83-MP).

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The Executive Engineer, PWD 16 (DA) vide his letter dated 9.8.83 has requested for issue of N.O.C. for construction of beggars home complex at Village Lampur near Narella. The Deputy Commissioner, Delhi has allotted 87 Bighas and 10 Biswas of land at village Lampur under Delhi Land Holding (Coiling) Act and the possession of the land has been taken over by the Directorate of Social Welfare, Delhi Admn., on 2.4.1982. 10 Tubular Structures under construction and 12 units of Tubular structures including two kitchen blocks will be constructed during this financial year. The remaining land will be utilised for agriculture purpose by the beggars to be housed in the Beggar Homes. The scheme is covered under 20-point programme and is a planned scheme.

He has submitted a copy of the site plan, showing the details of the scheme which are as below:-

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|------|--|-------------|
| i) | Area of the site. | 13.2 acres. |
| ii) | Type of accommodation-
Dormitory for beggars. | (400) |
| iii) | Dwelling Units for
essential staff. | 50 D.U.s. |
| iv) | Ground Floor coverage/FAR. | 10.34 |
| v) | Land use as per Master Plan. | Rural. |

2. The site under reference falls in rural use zone of Master Plan as indicated on a copy of Zonal Development Plan for Zone-I, Narela Township. (laid on the table). The site abuts on 100' wide road as proposed in the Zonal Development Plan. The use is permissible in Rural use Zone as a case of 'Special Appeal'.

3. The matter is placed before the Technical Committee for consideration.

DECISION

The Technical Committee recommended for approval the proposal for construction of the Beggars Home Complex at Lampur, as a case of special appeal.

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Item No.

8

Sub:- Permission to run a lodging house at premises
no.27, Jor Bagh, New Delhi
(File No.10(225)/82-MP)

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A reference has been received for grant of permission to run a lodging house at premises no.27, Jor Bagh, New Delhi. The proposal has been examined in accordance to the provisions stipulated in "The Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulation, 1977". According to the documents/information submitted by the applicant, the size of the plot is 690 sq.yds. and is located on 60 ft. wide road. A 2-storeyed building, barsati, garages and servant quarters are existing on the plot. The applicant has proposed to utilise the entire building for lodging house. He has proposed to use 14 rooms for lodging. However, in the plan number of rooms indicated is 17.

2. According to the definition given in the Regulation, lodging house means a house in residential area used for lodging of less than 15 persons. Though, the applicant has managed to restrict the number of rooms to 14, but in view of the size of the rooms, it is felt that the limit of 14 persons cannot be observed. Each room has to be counted for 2 beds which would work out to 28 beds/persons. Further, it is observed that in case the entire building is put to this use, it will turn out to be a mini hotel. Further, it is observed that the property is on lease and no person could be given such permission unless the lessor has allowed the change of use under the terms and conditions of lease.

3. The Authority earlier had taken a policy decision under its resolution no.95 dated 22.4.83 that no guest house/boarding house be allowed in residential areas.

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According to the Regulation, 1977, a guest house/boarding house or lodging house is permitted on plots within the areas shown for residential use in zonal development plan or detailed plan if allowed by the Authority after a special appeal. Since, the Authority is not in favour of such activities which are basically commercial in nature and ~~create~~ create nuisance in residential areas, the proposal is being placed before the Authority to rescind/delete this provision in the Regulation. In the present case, the applicant has since moved in the Court and in accordance to the directions given by the Division Bench of the Delhi High Court, the matter is to be decided by 17.7.1984.

4. In view of para (3) above, the proposal is being placed before the Technical Committee for its consideration.

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DECISION

✓ The Technical Committee noted that the full premises is proposed to be used as a Lodging House which tantamounts to a 'commercial use' and therefore rejected the proposal for a lodging house on a residential premises.

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Item No.

9.

Sub:- Regarding approval of 66 kv transmission line for M/s. Maruti Udyog Limited for the route falling within the Union Territory of Delhi (File No.1(6)/Infr/84/06/PPW) F.6(10)/83-MP.

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Executive Engineer, Const.Divn.No.I,Haryana Electricity Board,Gurgaon has sent a proposal about the route alignment of 66 kv power line from 66 kv Bijwasan sub-station to Maruti factory in Haryana, for approval of the proposed route alignment falling in the Union Territory of Delhi. It has been stated that a decision has been taken by the Ministry of Energy, Govt. of India in the meeting held on 20th August,1983 under the Chairmanship of Secretary, Department of Power, attended by the officers of Delhi Administration, DESU, Central Electricity Authority/^{that} M/s. Maruti Udyog Ltd.,Gurgaon may be connected with the 66 kv Bijwasan sub-station for emergency supply to the factory.

2. The route alignment proposed by HSEB,Gurgaon, it is observed, is the shortest route from Bijwasan sub-station to Maruti Factory (marked red in the plan laid on table). The proposed route has been examined by the PPW of the Authority in relation to other development existing and proposed in the Union Territory of Delhi and an alternate route (marked blue in the plan) has been proposed along an existing high tension line at a distance of 100 mts. for a length of about 4 KM and then to join Maruti Udyog Ltd.

3. The proposed route alignments are placed before the Technical Committee for its consideration/approval of a route alignment.

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DECISION

The consideration of the item was postponed.

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Item No.
10.

DRAFT AGENDA ITEM FOR THE TECHNICAL COMMITTEE

Sub:- Proposal regarding amendments in the Zoning Regulations stipulated in the Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977 for Motel sites.
(F.10(31)/81-MP)

Reference is invited to D.D.A.'s Resolution No.130 dated 30.7.1983 (Appendix E). The Authority resolved that "the steps to amend the regulations be taken in the first instance and the specific proposals may be brought before the Authority thereafter."

2. Accordingly, the matter has been examined and it is observed that under the Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977, the following amendments will be required, taking into consideration the setback, minimum plot area, location of the motels and number of sites as amended by the Authority vide Resolution No.91 dated 31.7.81 (Appendix F).

(A) PRESENT NORMS

PROPOSED AMENDMENTS

Para 6(1)(1):

The Motel is located along roads declared as National Highways and the building is setback by at least 400 metres (1320 ft.) from the right of way of such a highway;

The words "and the building is setback by at least 400 metres (1320 ft.) from the right of way of such a highway" be deleted.

(B) Para 6(1)(ii):

The motel is not within 1 Km. (3,281 ft.) from the urbanisable limits of Delhi;

Para 6(1) (ii) be replaced with the following :-

"No. of motel sites on the Highways within the Union Territory of Delhi shall be as follows :-

(a) National Highway No.1-
G.T.Karnal Road : Maximum two sites one on either side of the Highway.

(b) National Highway No.2 -
Delhi-Mathura Road :- Only one site on the land owned by Delhi Adm. (Inspection Bungalow located at Mathura Road).

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- (c) National Highway No. 8 - Delhi -
Jaipur Road : Maximum two sites -
one on either side of the Highway.
- (d) National Highway No. 10 - Delhi -
Rohtak Road : Maximum two sites,
one on either side of the Highway.

(C) Para 6(2)(iii)

Minimum front setback is
15.24 metres (50 ft.).

The figure 15.24 metres (50') be read
as 50 metres.

3. The amendments as proposed above are placed
before the Technical Committee for its consideration.

DECISION

✓ The Technical Committee recommended for approval
the proposed amendments as contained in para 2 of the
agenda note and desired that the same be processed.

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ITEM NO. 11-12 Allotment of land for parking-cum-workshop for heavy and light vehicles.
(F.20(7)/84-MP)

Reference is invited to Ministry's D.O. letter No. LIII/8/12(48)/84 dated the 22nd May, 1984 (Appendix _____). The Ministry has made a proposal for allotment of site for parking-cum-workshop for heavy and light vehicles in the green area opposite Hotel Hyatt Regency on Ring Road by the side of three existing petrol pumps (plan laid on the table). The land use of this strip of the land is green as per the zonal development plan for Zone D-14, D-14 and D-21.

2. The matter has been examined and it has been observed that the spot zoning of the green strip along the Ring Road for parking-cum-workshop for heavy and light vehicles in front of the prestigious District Centre Bikaji Cama Place is not desirable. Further it would also not be possible to control the ingress and egress of the vehicles from the Ring Road, even inspite of prohibiting the access from the Ring Road. It is also observed that the Town & Country Planning Organisation while examining the zonal development plan for this area has observed that three petrol-pumps located at this location are in violation of the Master Plan as there were only two sites proposed.

3. A letter of the Ministry is placed before the Technical Committee for its consideration.

DECISION

The consideration of the item was postponed.

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Item
No.
13.

Sub:- Construction of double decker dalao at
Asaf Ali Road
(File No.F.3(77)/82-MP)

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The Technical Committee in its meeting held on 22.3.84 under item no.3(AppendixH) considered the above proposal and observed that the proposed structure located in a green space for a two storey Dalao appears to be quite bulky and massive and therefore, desired that it should be redesigned with the help of the Chief Architect, DDA.

2. The Chief Architect, DDA after discussing the proposal with the representative of the Municipal Corporation of Delhi has prepared a design for the construction of double decker dalao (Plan laid on table).

3. The proposal is now placed before the Technical Committee for its consideration.

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DECISION

The Technical Committee approved the proposed design of Double Decker Dalao, prepared by the Chief Architect, D.D.A.



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Item No. 4.13

Sub: Norms for covered parking.
(F.20(80/82-MP).)

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Reference is invited to the B.D.A.'s resolution No.

87 dated 19.8.82 (Appendix...I), wherein the Authority while considering the proposal regarding covered car parking space in five star hotel at S.P. Marg, Delhi resolved that the steps to amend the rules about parking norms may be taken.

2. The parking norms for hotels have been examined by the Perspective Planning Wing and the following standards are proposed to replace the existing parking norms stipulated in the

Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977:

"Parking shall be provided @ 2.4 car spaces per 100 sq. m. of floor area. Open parking shall be limited to the extent of 50 per cent of the open area.

For the provision of car parking spaces, the space standards shall be as below:-

1. For open parking 250 sq. ft. (23.2 sq. mtrs.) per unit car.

2. For Ground floor covered parking 300 sq. ft. (27.9 sq. mtrs.) per unit car.

3. For basement 350 sq. ft. (32.5 sq. mtrs.) per unit car.

3. The proposed parking norms are placed before the

Technical Committee for its consideration.

DECISION

Covered under Item No. 4.

Item No.
14.

Sub: Proposed re-development of properties known as 11-A and 11-B, Aurangzeb Road, New Delhi-Modification in the prescribed building Envelope of. (File No. 16(9)/84-MP).

.....

A proposal has been received for re-development of properties bearing No. 11-A and 11-B, Aurangzeb Road, New Delhi. The proposal has been examined and it is observed that the properties are falling in zone D-12 of the Master Plan for Delhi. According to the Master Plan/Draft zonal Development Plan for zones D-11 and 12, the land use of the properties under reference is 'residential' and are earmarked for re-development as 'group housing' scheme. The plot is affected in the widening of the South End Road, which is proposed to be widened to 150' right of way equally on either side of the central line of the existing road.

2. The Government of India in the year 1971 constituted New Delhi Re-development Advisory Committee to study and formulate proposals for proposals for New Delhi areas. According to the proposals formulated by the erstwhile NDRAC, plots bearing No. 11-A, 11-B and 11-C, have been proposed as a 'group housing' with combined building envelope. The NDRAC in its comprehensive report of 1974 stipulated that for plots which have become less than one acre after sub-division, no separate envelope is required. The combined envelope for the original plot is shown in order to discourage fragmented re-development. According to 1974 report, a composite re-development with the following set backs in respect of properties bearing No. 11-A, 11-B, Aurangzeb Road and 2-South End Road was envisaged:

- i) 40 ft.-Fronting South End Road and Aurangzeb Road.
- ii) 65 ft. - Side set back of plot No. 2, South End Road.
- iii) 25 ft.- rear set back.

Contd.../-

A site plan indicating the plots and the proposed set-backs is laid on the table.

3. The Government of India, in April 1983 conveyed to the DDA that the report of 1974 of NDRAC on Private lease areas in D-11 and 12 should form the broad frame work on the basis of which the lessee may be permitted to develop the group housing on the basis of F.A.R. of 75, Dwelling Unit of 20 and height of 45.

4. The Ministry of Works & Housing, Government of India subsequently vide its letter No. J-15011/1/82-LD(UOI) dated 26th June, 1984 has permitted the lessee of property No. 11-A and 11-B, Aurangzeb Road to re-develop separately, seggregating from the common envelope, which included plot No. 2, South End Road provided the side set-back is a minimum of 25'. The Ministry also communicated approval on the slight modification in the proposed envelope for properties No. 11-A and 11-B, Aurangzeb Road. It also decided that the envelope in 2-South End Road will be studied to ensure that it will be adequate for development.

5. The Lessee has also submitted building plans based on the relaxations in the envelope lines to NDMC, which have been forwarded to DDA for clearance.

6. The issue about the modification in the envelope line for properties 11-A and 11-B, Aurangzeb Road is placed before the Technical Committee for consideration.

DECISION

The Technical Committee noted that the Ministry of Works and Housing had already approved a slight modification in the envelope controls for properties No. 11-A and 11-B, Aurengzeb Road and desired that the envelope control for 2-South End Road be studied to ensure a proper development. Keeping in view the above decision, the Technical Committee desired that for development on plot No. 2-South End Road, envelope control be ensured taking into account the set back lines, maximum ground coverage, no. of dwelling units and the height etc.

[Signature]

.....

Item No.
20.

Copy of minutes of the Technical Committee
dated 10.12.1982.

Sub: Composite Draft Zonal Development Plan for
Zones H-7 (Haiderpuri) & H-8 (Mangolpuri)
(F.1(59)/82-ZP).

.....

The Zones H-7 & H-8 are located at the extreme North-Western side of the present Urban limit under the Delhi Master Plan and are bounded by Railway Line in the North, by Outer Ring Road of 200 ft. R/W in the East and South-East and by Green Belt in the North-West.

2. The land under these Zones is flat and at the level of 214 to 215 mts. from the mean sea level. The area contains the village abadies of Mangol Pur Kalan, Maharpur, Razapur, Rithala and Badli. The prestigious Rohini Residential Project of D.D.A. is being developed on the area falling under these zones. The land area measuring about 929.44 Hect. (2295.79 acs.) falls under zone H-7 and about 689.02 Hect. (1701.99 acs.) falls under Zone H-8. This composite draft Zonal Development Plan incorporates the scheme of Rohini Residential Project. The area under these zones is to be developed predominantly for residential purpose alongwith the supporting community facilities and some area for industrial use.

3. The Composite Draft Zonal Development Plan alongwith the report is laid on the table for consideration of the Technical Committee.

RECISION

✓ The Technical Committee recommended for approval of the composite draft Zonal Development Plan for Zone-H7 (Haiderpuri) and H-8 (Mangolpuri) for inviting objection/suggestions.

.....

APPENDIX 'B' to Item No. 4.

AMENDMENTS:

- (1) Regulation 3 (2) (a) (vii) is added which reads as follows:-

"Parking standards for Janta Hotels to be developed by Indian Tourist Development Corporation Government of India and other similar Govt. Agencies to cater to the low affordability tourists:-
0.75 equivalent car space per 92.90 sq. mtrs.
(1000 sq. ft.) of floor area."
- (2) Regulation 4 (1) (b) is substituted by the following words:-

"within the areas shown in the zonal development plans or the detailed plans for community centre or local/convenient/retail shopping centre/street."
- (3) Regulation 4 (2) (a) is substituted by the following words:-

"within the area shown in the Master Plan for General Business and Commercial use, District Centre, and sub-District Centre; and for community centre, local/convenient/retail shopping centre/street in the zonal development plan and detailed plan."
- (4) Regulation 5 (1) & (2) (a) & (b) are substituted by the following:-
 - 5 (1) "Lodging Houses are permitted.
 - (a) within areas shown in the zonal development plan or detailed plan for local/convenient/retail shopping centre/street.
 - (b) within the areas shown for 'residential' use in the zonal development plans or detailed plans if allowed by the Authority after special appeal.
 - 5(2) The following zoning regulations shall apply to Lodging Houses:-
 - (a) within areas shown in the zonal development plans or detailed plans for local/convenient/retail shopping centre/street.

Contd.B.2/-

- i) A maximum floor area ratio, maximum coverage per floor, minimum set-backs and basenamt regulations as specified for these areas in the zonal development plans, detailed plans, and building bye-laws as the case may be.
 - ii) Parking at an equivalent per car space or at least 0.85 per 92.90 sq. mts. (1000 sq. ft.) of floor area. (This can be reduced where a public form of pooled parking exists to be availed of by the Lodging House and if the extent of this is determined by the Authority.
- (b) within areas shown for 'residential use' in the zonal development plans or detailed plans.
- i) Plots shall not be less than 334.45 square metres (400 square yards) in net area and is located on a minimum 18.288 metres (60 ft.) wide road.
 - ii) other regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans, detailed plans and the building bye-laws as the case may be.

K.K. Saxena,
Desk Officer,
Tel:388708

D.O. No. K-11011/11/78-DDIA/IIA
Government of India
Ministry of Works & Housing,
Nirman Bhavan,
NEW DELHI.

Dear Shri Gupta,

dated the 7.3.1984.

Please refer to my d.o. letter of even number dated the 31.1.1984 regarding the amendment to the Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses, Motels (Building Standard) Regulation, 1977.

2. The parking for the Janata Hotels approved by the Delhi Development Resolution No. 38 dated 29.4.1982 have suggested lowering of parking standard under the Hotel Regulations, 1977 in respect of Janata type and 3-star hotels to be developed by the Government agencies like ITDC at the rate of 0.75 car space per 1000 sq. ft. of the floor space. The normal parking standard applicable is 1.14 car space per 1000 sq. ft. of floor space in case of 5 star hotels.

3. The parking standard prescribed under Section 3 of the regulation of 1977 are uniformly application to the 5-star hotels irrespective of whether they are constructed by private organisations or Government agencies like ITDC etc. The point whether the lowering of parking standard for Janta hotel or 3-star hotel run by Government agencies would mean that that standard would not be applicable to similar category of hotels which may be sponsored by the private organisation.

4. A reference in this regard was made to the Ministry of Law, Deptt. of Legal Affairs and their advice is quoted below:-

"I.T.D.C.'s running of hotel will be commercial activity like any other person/persons doing similar activity. In the view of the matter any preferential treatment exclusively to this organisation as against similarly situated would lead to discriminatory unless very special reason make it otherwise."

5. I request that while drafting the amending resolution for the parking standards for the Janta Hotel the Advice of the Deptt. of Legal Affairs may kindly be kept in view.

With regards,

Yours sincerely,

sl/-
(K.K. SAXENA)

Shri S.C. Gupta,
Director (DC),
Delhi Development Authority,
NEW DELHI.

No. K.11011/11/78-DD.I(A) IIA.
Government of India
Ministry of Works & Housing,
Miran Bhawan, New Delhi.

New Delhi, Dated the 21/22.3.84.

To

Shri A.K. Gupta,
Deputy Director (MP)
Delhi Development Authority,
Vikas Minar, New Delhi.

SUB: Proposed amendments for Hotels Boarding Houses, Guest Houses, Hostels, Lodging Houses, Hotels (Building Standards) Regulations 1977.

.....

Sir,

I am directed to refer to your letter No. F.20(4)/83-MP/2537 dated 7.3.84 and to say that the position in regard to point mentioned therein is clarified below seriatim:-

- (i) In the agenda for the Resolution 41 of 1st February, 1983 in para-2 thereof the word used are local commercial/convenient shopping centre/Commercial street". The Technical Committee however, recommended approval of such uses in the building located in local/convenient/retail shopping centre. Thus it is clear that the Technical Committee did not recommend commercial Street. at all. Therefore in the draft in the amendment on this Regulation the word 'Street' in amending paras for sections 4 (1) (b), 4(2) (a), 5(1) (a), 5(2) (a) will require deletion completely.
- (ii) The resolution No. 38 dated 29th April 1982 does not make any mention of substitute amendment proposed to 5(1)(a) (i) & (ii).
- (iii) Similarly the amendment suggested under items No. 5 (2) (b) have not been mentioned in the DDA resolution No. 41 of 1st February, 1983.

In regard to points (ii) & (iii) mentioned above I am to add that the power to make regulation under Section 57 of Delhi Development Authority, Act vests with the Authority only.

Contd.D.2/-

-D-2-

It does not permit any derivations not specifically agreed to by the Authority. Therefore the suggestion that they are out come of the Delhi Development Authority Act resolution will not satisfy the requirement of Section 57 DDA, Act 1957. I am therefore to request you to kindly reconsider and take action as appropriate.

I am also invite attention to this Ministry's letter of even number in this regard.

Yours faithfully,

Sd/-
(K.K. SAXENA)
DESK OFFICER
Tele: 388708

Appendix 'E' to Item No. 10

No.
130

A. 30.7.83

Sub: Proposal for the site of a motel on Delhi-Gurgaon Road (National Highway No. 8) at 22 Kms. from Delhi. (No. F.10(31)/81-MP).

.....

P R E C I S

The Authority vide its Resolution No. 32 dated 1.2.83 (Appendix 'V' Page 94-95) while considering (under special appeal) the proposal submitted by Sh. K.K. Malik to set up a motel on the above site did not approve the location. Accordingly, Sh. Malik was informed. He has now made a representation to the

* (Appendix 'W' Page 96-97). In the representation Sh. Malik has made the following points: consideration of the

(i) ~~That there~~ are a number of buildings existing on either side of National Highway No. 8 within the Union Territory of Delhi without any regard to set back lines. Some of these area:-

Palam Potteries, Central Ware House, Oberoi L Flight Catering, Ambassador's Sky Chef. n Hotel Centre, IAAI Fire Training Centre, Ghose Farm House, Petrol Pump (Indian Oil), Municipal Market Opp. Village Samulka, Petrol Pumps (IBP) and Animal quarantine and Certification Service (Ministry of Agriculture).

In case of the above-mentioned buildings/construction, the front set-back from the National Highway No. 8 vary from 30 mts. to 50 mts. and in no case, it exceeds 50 mts. (plan indicating the location placed on the table).

(ii) The Hotel/Motel Regulations, 1977 indicate the maximum plot area as 3 acres with a maximum floor space as 20,000 sq. ft. which gives a ground coverage of 15.3%. To achieve the said ground coverage and the FAR with the setback lines as specified

*/ Lt. Governor of Delhi seeking of reconsideration of the proposal

Contd.....

of 400 mts. and 50 mts., the average percentage of ground coverage works out to 6.75% of a plot area of maximum 3 acres. He has also worked out the plot size presuming the ground coverage as 20,000 sq. ft. with a motel building block as 50 mts., for which the plot area required is 5.36 acres. With these calculations, he has pointed out that there is some anomaly due to the restrictions of the front setback of 400 mts. and 50 mts. in relation to this maximum size of plot of 3 acres.

3. The representation has been examined and it is observed that according to the Hotels, Boarding House, Guest House, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977, the minimum setback for a motel is 400 mts. from the r/w of National Highway. Also, the minimum setback of 15.25 mts. in the front, is required within the motel site. From the plan (laid on the Table), it is seen that the front setback of 400 mts. from the r/w of National Highway No. 8 can not be achieved since the depth of the proposed site is approximately 570' which would further be reduced by proposed 200' r/w.
4. The case is re-submitted for the Authority's consideration.

RESOLUTION

Resolved that the steps to amend the regulations be taken in the first instance and specific proposals may only be brought before the Authority thereafter.

.....

No. 91 Sub: Location of Motels in Delhi.
(F.10(16)/81-MP).

31.7.1981.

.....

P R E C I S

'Motels' are permitted as a case of special appeal in the areas earmarked for 'agriculture green belt' and 'rural zone' in the Union Territory of Delhi subject to conditions given in the "Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977" as given below:-

- i) Motel is located along the roads declared as National Highways and the building is set-back at least 400 metres (1320 ft.) from the right-of way of such a highway.
- ii) The Motel is not within 1 K.M. (3281 ft.) from the urbanisable limits of Delhi.
- iii) No two Motels are within 1 K.M. (3281 ft.) from each other.
- iv) The maximum plot size is about 1.21 hec. (3 acres).
- v) The maximum floor area is about 1858 sq. mts. (20,000 sq. yds.)
- vi) The minimum set-back is about 15.24 mts. (50') in the front, 4.57 mts. (15') at the sides and 6.10 mts. (20') in the rear.
- vii) Parking at an equivalent car space is at least 0.85 per 92.90 sq. mts. (1000 sq. ft.) of floor area.

2. The possibility of location of Motels along the National Highways passing through Delhi has been studied and it is observed that there is not such possibility for locating Motels along National Highway No. 2 (Mathura-Agra Road) as the required distance between the urbanisable limit and the boundary of the

Contd...F-2.

Union Territory is not available. Similarly along National Highway Bye-pass No. 24 (Delhi-Lucknow ^Road) there is also no possibility of locating Motels as the land within the Union Territory is urbanised on either side of the Highway. In case of National Highway No. 1 (Delhi-Panipat-Sonepat) and National Highway No. 10 (Delhi Rohtak), there are possibilities of locating Motels on either side of both the Highways. In case of National Highway No. 8 (Delhi-Jaipur), the land within the 'agricultural green belt' and the 'rural zone', after the Palam Airport expansion, is available, but not to the extent as in case of National Highway No. 1 & 10. However, there is a great potential for development of such facility in the interest of both internal & foreign tourists.

3. The policy for locating Motels in Delhi was discussed in the meeting of the Technical Committee held on 10th May, 1981 as an informal item keeping in view the Regulations of 1977 (Appendix at pages -22- to -31-) and the Technical Committee was of the view that the area of the Union Territory being limited only a few Motels could be allowed along the Highways as per the details given below:-

- a) National Highway No. 1 & 10- one site on either side of both the Highways.
- b) National Highway No. 2: One site on the land owned by Delhi Admn. (Inspection Bungalow at Mathura Road) may be developed by Delhi Admn. (Delhi Tourism Corporation) or even by D.D.A.
- c) National Highway No. 8 (Delhi-Jaipur)-Maximum 2 sites one on either side of the Highway after taking due care of

Contd...F-3.

the Palam Airport Expansion Scheme.

The Technical Committee also discussed as to how these sites may be developed and operated and one of the suggestions was that the Motel site could be developed by Govt. or semi-Govt. Depts. like Deptt. of Tourism, I.T.D.C., Delhi Tourism Corporation etc.

The Technical Committee was of the opinion that the number of sites should not be more than indicated above along the various Highways.

5. The policy for locating the Motels within the Union Territory along the Highways (fixing number of sites) is placed before the Authority for its consideration. As far as the recommendations regarding sites in para 3-a, b & c may be accepted and the development of these sites and mode of their disposal may be decided on the basis of the proposal for each/individual site.

RESOLUTION

It was resolved that the agenda item be approved in principle. It was further resolved that the modalities for locating particular Motel sites be brought before the Authority individually.

.....

D.O. No.LIII/8/12)48)84

JOINT SECRETARY
MINISTRY OF WORKS & HOUSING
NEW DELHI

I.CHAUDHARI
JOINT SECRETARY(H&HS)
Tel:- 385745

30th April, 1984.

Dear Shri Khanna,

India Travel Corporation approached the Ministry in January, 1984, for allotment of land for parking-cum-workshop for heavy and light vehicles. From the plan enclosed, it will be seen that they have proposed the land opposite Hotel Hyatt Regency on the Ring Road over the Nullah which is now being properly aligned and covered and by the side of three petrol pumps for this purpose. The party proposes construction of a dormitory for drivers, covered sheds for cars and jeeps and services station for servicing of vehicles and setting up of an office, on this plot. The land use of this area, according to the Zonal Development Plan is 'green' being a Nullah. The Nullah when closed would result in a 'hard-surface-land'. The land use of this land is now required to be determined. Recently, NDMC had constructed a Local Shopping Centre in Shastri Market in the vicinity of this plot where workshop and parking facilities were provided among other facilities etc. On the other side of the Nullah which is being covered, there are petrol pumps which have got servicing facilities. therefore, the land use of the area which will now become available by covering the Nullah, it is felt, could be in conformity with the land use existing in the surrounding areas Prima facie the request of the India Travel Corporation appears to be in conformity with the land use of the areas around it. Therefore, in a meeting held in the Ministry on 6th April, 1984 with the C.A., CPWD/Chief Planner, TCPO/Dir(MP), DDA and the L&DO, the following views were expressed:-

(a) The structures which would be provided on the area by the India Travel Corporation should be purely of a Temporary nature and should be of single storey:

(b) Trees should be planted on the side facing the Ring Road so that the workshop does not become an eye.sore on the Ring Road

contd..... 2/-

(c) Care should be taken to ensure that the ingress and egress to the area should be provided from the services road on the rear and not from the main Ring Road,,

(d) You may kindly place the matter before the Technical Committee of the DDA and obtain their views in the matter. In this connection, it may be mentioned that HM has approved the proposal in principle subject to the Technical Committee of the DDA clearing it from the technical angle. We shall be grateful to hear the views of the Technical Committee and the DDA in the matter at an early date.

3. A copy of this D.O. letter is being endorsed to Chief Planner, TCPO/CA, CPWD/Director (MP), DDA and the L&DO for information.

With regards,

Yours faithfully,
SD/-
(I. CHAUDHURI)

Shri Harish C Khanna,
Vice-Chairman,
Delhi Development Authority,
Vikas Minar,
New Delhi.

Copy to :-

- (1) Chief Planner, Town & Country Planning Organisation, New Delhi.
- (2) Chief Architect, CPWD, Nirman Bhawan, New Delhi.
- (3) Director (M.P), Delhi Development Authority, New Delhi.
- (4) Land & Development Officer, New Delhi.

Sd/-
(I. CHAUDHURI)
Joint Secretary to the Government of
India

Item No. Sub: Construction of double decker dalao at
3 Asaf Ali Road.
22.3.84 (F.3(77)/82-MP).
.....

The Director-cum-Dy. Municipal Engineer, Conservancy & Sanitary Engg., Municipal Corporation of Delhi has sent a plan for the construction of double decker dalao at Asaf Ali Road. He has stated that the solid waste of Angoori Ghat and Gali Arya Samaj is being collected in a dust bin at the intersection of Minto Road and Asaf Ali Road. This creates a very unhealthy situation. The present scheme is to provide an appropriate collection centre which will not only keep the solid waste enclosed but also improve the sanitation of the area. He has requested that as the proposal falls in recreational area and being an essential municipal service it may be permitted under 'Special Appeal' as per provisions of the Master Plan.

2. The proposal has been examined and the M.C.D. was asked to elucidate the following points:-

- i) In order to visualise the aesthetic of the proposal with relation to the surroundings it would be worth while to examine it with a model being prepared by MCD or alternatively with some photographs if any example exists in Delhi or in any part of the country.
- ii) Could it be possible for one entry of the truck from the rear so that the space in front may remain neat and clean.
- iii) Could it be possible that the ground floor be utilised such as laboratory blocks and urinals.
- iv) It has also been visualised that large area of land from the recreational land use has been utilised for such activities only because slopes suggested are 1:19 from Asaf Ali Road side. Could it be possible to reduce this slope upto 1:10 or 1:12; alternatively the provision of the ramp be made from the adjacent sides of the dalao to minimise the plot area of the recreational land being affected by such activities.

Contd...H-2.

- v) Exact location of the proposal be marked on the copy of plan regarding circulation along Delhi Gate, Ajmeri Gate and (2nd Entry to New Delhi Railway Station).
3. In reply the M.C.D. has furnished the following details:-
- i) The rear entry as suggested by D.D.A. is possible but that will need more space for having easy gradients.
 - ii) There is no objection in providing public utilities as suggested by DDA but it will increase the size of the Dalao.
 - iii) The ramp proposed as per the requirement and cannot be steeper as it may not be practical. The ramp is proposed from Asaf Ali Road from where the garbage is to come from the city side. The area between Dalao and the road will remain green.
 - iv) The location plan and the photograph of the model have been furnished.
4. The proposal has further been examined from the aesthetic point of view and it is observed that the proposed building along with its long ramp will give a very shabby appearance. It would be desirable to sink one of the floor in the basement and reduce the height above the ground as far as possible.
5. The matter is placed before the Technical Committee for consideration.

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DECISION

The Technical Committee felt that the proposed structure located in a green space for a two storey Dalao appears to be quite bulky and massive and therefore, desired that it should be redesigned with the help of the Chief Architect, DDA.

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Appendix 'I' to Item No. 44.13

No. 87 Subject:- Covered parking norms.
(F.20(8)/82-M.P.)

A.19.8.82.

....

and 23.23 sq. mt. (250 sq. ft.) outside the buildings) The standard for covered parking as framed under the "Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards Regulations - 1977" is normally 32.52 sq.mts. (350 sq.ft.) within the buildings. The Architect of 5-Star Hotel at S.P. Marg has pointed out in his letter dated 23.9.81 (Appendix 'G' page 105) that the 350 sq.ft. for a car space was recommended without considering the type and structure of the building for providing covered parking. In the light of various prescribed International Parking Standards, it is found that the space required for car parking varies considering the layout, besides the other factors like structural design of the building, location of such underground parking areas, and size of the car, Multi-row Parking, arrangements of cars etc. These standards are available in "A.J. Metric Handbook", Building Planning Design Stds. (Sleeper) and Architects Data (Neufert).

2. The matter was examined and it was suggested that covered car space may be specified between 250 sq. ft. to 350 sq.ft. per car space depending on the structure of the building as well as location, type of parking space/arrangements made in the plan. The matter has also been examined by Perspective Planning Wing and it is observed that the standard area required for covered parking as provided in the Regulations-1977 are reasonable. However, if an architect is able to provide requisite covered parking space with lesser area, the individual proposal may be examined separately. The reduction in the standards may not be desirable.

3. The matter has been examined by the Technical Committee in several meetings and the site was also inspected by the Chairman and Members of the Technical Committee alongwith the Architects of the project. The site inspection reveals that:-

"The 5-star hotel at S.P. Marg, New Delhi is under construction. The covered parking is provided in the basement of the Hotel between 2 columns at a distance of 7.2 mts. centre to centre. The columns are slender having diameter of 30 cms. The clear space between the columns is 6.9 mts. wherein 3 car space each, measuring 2.3 mts. in width have been provided. The depth of the parking lot is 5 mts. from centre to centre of the columns. The net parking space per car comes out to 4.70 mts. long x 2.3 mts. wide. 6 mts. wide clear central

contd...

central drive way for the movement of vehicles have been provided with parking on both sides of the drive way. Mr. Kadri, Architect of the Project informed that 434 car spaces have been provided in the basement. The basement has specially been designed mainly for parking purposes keeping in view the net parking space required and sufficient for turning and for comfortable manoeuvring of the vehicles. The gross area per car works out to be 24 sq.mts., which includes the circulation space required for the movement of vehicles. He also explained that the International Standards for Car-parking space stipulates a gross area of 23 mts., providing net space of 4.6 mts. long x 2.25 mts. wide when the space is designed as a parking space. The net space per car and the equivalent car space designed in the hotel, is as per the accepted norms as the International Standards.

The parking of cars was demonstrated practically at site with an Ambassador Car.

M/s Kadri & Associates also submitted a report on the car parking space for 5-Star Hotel (laid on the table).

4. The Technical Committee discussed in detail the parking plan submitted by the Architect in its meeting held on 24th June, 1982. The meeting was also attended by Sh. J. K. Mittu, Traffic & Transport Consultant of the Perspective Planning Wing. The Technical Committee observed that in the actual parking plans prepared by M/s Kadri & Associates, the space indicated for parking and the circulation is sufficient, as the covered parking space has been designed exclusively as a parking space and there is no other structure over the parking area. The Technical Com. recommended that the parking plans as prepared on the basis of 1.14 car space per thousand sq.ft. of built up space by the Architect be approved.

5. The matter is placed before the Authority for its consideration.

RESOLUTION

Resolved that the proposal contained in the agenda item be approved. Further resolved that the steps to amend the rules to provide for such cases may also be taken.

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