

DELHI DEVELOPMENT AUTHORITY

MINUTES OF TECHNICAL COMMITTEE MEETING HELD ON  
11.8.87 AT 9.30 A.M. IN THE CONFERENCE ROOM,  
VIKAS MINAR, I.P.ESTATE, N.DELHI.

ITEM NO.1: Change of land use of an area measuring about  
22 acres from 'Agricultural green' to 'Public  
and semi-public facilities' (100 bedded hospital  
at Siraspur, in Alipur Block, Delhi).  
(F.20(22)/86-MP)

The matter was explained by Dr.S.C.Sarkar, Dy.  
Director of Delhi Administration and he stated that a  
compound wall has already been erected on the site and  
this hospital shall mainly serve the rural population of  
Delhi. The site under reference is located in agricultural  
green area as per <sup>bechi</sup> Master Plan and <sup>in</sup> 'whole sale and ware-  
housing' land use category as per draft PDP-2001, under which  
'hospital/health centre' is not a permitted or permissible  
use.

2. In the light of above, the matter was discussed  
in detail and it was recommended that change of land use  
for about 14 acres of land only, shown as 'A' on the plan,  
be allowed for a 'Hospital use'.

ITEM No.2: Change of land use from 'recreational to 'insti-  
tutional' in Sports Complex, Raj Ghat.  
(F.20(32)/82-MP)

The matter was discussed and Technical Committee  
recommended that land use from 'recreational' use to 'public  
and semi-public facilities' (hospital) be changed, the exact  
area may, however, be ascertained from Engineering Deptt./  
Land Department including the area of 9 storeyed building  
constructed in the complex.

ITEM NO.3: Alignment Plan of Loni Road from G.T.Shahdara  
Road to Loni Border.  
( F.5(41)/82-MP).

The proposal was explained by Director (CP) indicating  
that part 1 of the alignment plan was approved by the Authority  
vide its Resolution No.125 dated 24.2.64, however, the same  
is yet to be implemented by M.C.D. The rest of the whole  
alignment is planned in two parts.

2. The Technical Committee noted the m



structures to be affected in parat 1, part 2 and part 3 of the proposed alignment plan and recommended that the alignment plan of part 2 and part 3 be approved and while implementing the proposal, M.C.D. should provide an alternative accommodation according to their policy. It was also decided that the structure used as a temple falling within the road alignment, should also be re-located. It was also desired that the space for proper flaring at the junction of G.T. Road and road be shown in the alignment plan.

ITEM NO.4: Spot Zoning of 1,2 & 3 Factory Road (Zone F-4) (F.20(12)/87-MP).

The proposal as forwarded by the Ministry of Urban Development for change of land use was discussed in detail. The Technical Committee, keeping in view the earlier decisions of the Authority, recommended the change of land use of the plot, now suggested by the Ministry (plot No.2 & 3) on Ring Road from 'Govt. offices' to 'Residential' use (measuring about 1571 sq.mts. each).

ITEM NO.5: Planning & Development of area in between existing development of group housing societies and Road No.48 (behind ordinance depot in zone H-4 & 5). (FR 1(2)/86-Dir.(CP)).

The proposed layout plan was explained by Director (CP). After the detailed discussion, the same was approved by the Technical Committee.

ITEM NO.6 : Erection of 66 KV D/C Tower line in Najafgarh Badella Section Development of land for Co-operative Society Phase I & II Badella. Infringement on road by DESU by tower alignment. (F.6(15)/82-NP).

The proposal was explained by Director (CP) and he submitted that the feasible alternative at site is indicated as in para 4 B(ii) of the agenda item which means (a) Reduction in two lane road width from 7.35 mts. to 7.00 mts. (b) No cycle track towards Societies land; (c) Cycle track/foot-path towards Najafgarh drain side will pass under the pylons or near the pylons; (d) Existing storm water drain to be covered up for utilizing as footpath; and (e) All services to pass on the strip of land towards Najafgarh drain.

2. The Technical Committee discussed and approved the proposal as above.



Item No.7: Clearance of 220 KV Towerline routes.  
(F.6(17)/85-MP).

Director (CP) explained the proposal and submitted that E.S.S. site needs to be decided alongwith 220 KV route alignment. The site suggested by Director (CP) measuring 150x 250 mts. was agreed and approved in principle, however, subject to checking by Director (PP) <sup>upon</sup> ~~the~~ <sup>And Project Planner (Rohini) that</sup> Sufficient land (about 10 to 12 acres) is available for 'Delhi courts' in this pocket. The Technical Committee approved the alignment of 220 KV Towerline routes subject to that both the route alignments should pass towards northern side of western Yamuna canal.

ITEM NO.8: Allotment of land for construction of under-ground & water storage tank & booster pumping station for Pahari Dhiraj area opposite Idgah.  
(F.23(1)/83-Instl.).

The proposal was explained by the Engineers of D.E.S.U. and they informed that the site now proposed has been approved by the Hon.Lt.Governor on his visit on 17.3.87. Director (Hort.) stated that the site is full of trees numbering about 100 and submitted that some alternate site may be selected for this purpose.

2. The proposal was discussed in detail and the site selected by the Hon.Lt.Governor was approved subject to the following - (a) minimum 4 mts. wide setback be left after leaving the road r/w; (b) Storage water tank should not be more than 1' above the ground level; (c) Structure for booster pump and pumping station should be planned on the pattern as followed in Ramlila ground water reservoir and in no case the structure should be more than 5' to 6' above the ground level; (d) efforts should be made to save the maximum trees and ~~now~~ <sup>new</sup> three times of the effective number of trees be planted by the Water Supply Deptt.; (e) The proper land-scape plan should be prepared before taking the execution of the work and should be got approved from E.M./Director (DC&B)/Director (Horticulture), D.D.A.; (f) Stacking of building material during the construction should confine on the land allotted to Water Supply Deptt. for the construction of this project so that the rest of the land-scape area is not spoiled; and (g) The Deptt. should keep the open area for general public use, taking necessary safeguards, as the surrounding area is deficient in open spaces.

ITEM NO.9: Issue reg. transportation of Fly Ash from Badarpur Thermal Power Plant to the project site of Cement Corporation of India. (F.3(26)/87-MP).



Item No.10: Proposed site for Sainik Arangah at New Delhi Railway Station for Defence Personnel in Service transients. (F.5(37)/87-MP).

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✓ The proposal was explained by the officers of the Ministry of Defence who were present in the meeting and they submitted that the land required for Sainik Arangah <sup>is to</sup> ~~should~~ be exclusively used for their purpose for security reasons. Director (DC&B) stated that the proposed location is at the entry point to the area reserved for slow moving vehicles and is nearer to Desh Bandhu Gupta road which is passing on higher level and, therefore, the location is unsuitable for this purpose. The Technical Committee desired that an alternate site be suggested by a team consisting of Defence and ~~Defence~~ <sup>Railways</sup> officers within the <sup>second</sup> entry of New Delhi Railway complex, without affecting the circulation and parking areas & the location so suggested should be nearer to the Railway station towards the west which would be considered in the next meeting of the Technical Committee.

✓

Item No.11: Norms for sanction of building plans in Mangolpuri Indl. Area Phase-II (File No.PA/DDI/87).

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✓ The proposal was explained by Director (CP) with the help of the layout plan of the area. Director (DC&B) pointed out that as per the draft PDP-2001, the maximum FAR is 125 subject to counting of basement and mezzanine floor in the FAR calculations. Therefore, <sup>/</sup> FAR for plot sizes ~~of~~ falling <sup>/</sup> maximum between 120 sq.mts. to 600 sq.mts. will be 125 instead of 60. The Technical Committee approved the proposal of 125 FAR, counting basement and mezzanine floor as part of this and the other regulations as specified in the agenda item subject to the provision contained in para 4 of the agenda.

Item No.12: Petrol Pumps standards (size and coverage) for petrol filling-cum-service stations.  
(F.3(1)62-MP + F.13(52)87/CRC/F.16(15)/85-MP).

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✓ The proposal was explained by Sh.Y.K.Sharma of BPC with the help of the model of the proposed petrol-pump within a site of 15 mts. x 18.5 mts. (50' x 60') measuring about 300 sq.mts. The Technical Committee after detailed discussion recommended the small size petrol-pumps for two-wheeler and three-wheeler scooters on experimental basis to provide 7 sites, however, subject to (a) the site should be on Govt.



land; (b) These are to be allotted only to the Oil Companies on licence basis; (c) The Oil Company may appoint the dealers according to their policy; (d) Licence fee is to be charged as per the rates decided by the Govt. of India, Min. of U.D. from the Oil Company; (e) The construction should be in accordance with the standard plan to be approved by D.D.A./D.U.A.C.; (f) In case of any default/violation, the Oil Company will be asked to vacate the site; and (g) The sites are to be located mainly in the community centre/local shopping centres wherever the regular sites have not been found feasible and such centres are located on a minimum road width of 24 mts.

2. Sh. Sharma submitted that the licence fee charged for the petrol-pumps sites are very high and as these sites are to be developed on an experimental basis, the licence fee may be in line with gas godown sites. V.C. desired that Land section may examine as to whether the rate in between the gas godown sites and petrol-pump site rates could be feasible.

Item No.13 : Alignment plan of Road No.51 in the extension of Ring Road (Adjoining Azadpur Subzi Mandi) upto its junction with road No.50 (National Bye-pass) (F.5(27)/85-MP).

Deferred and may be examined by PPW.

Item No.14: Inter-section design of Netaji Subhash Marg, Kasturba Gandhi Hospital Marg and Ansari Road. (F.5(53)/76-MP).

The proposal was explained by Director (CP) with the help of the drawings and stated that the traffic island and realignment of the central verge along Netaji Subhash Marg has been proposed for smooth flow of traffic, slip roads have been introduced towards Subhash Park/Ansari Road/Kasturba Gandhi Hospital Marg and road geometric have also been improved for smooth turning. The Technical Committee recommended for approval the improvement of the Inter-Section Design, however, subject to that the area of Subhash Park should be least affected.

Item No.15: Ground coverage and FAR in respect of the proposed community facility centre-cum-Haj House at Turkman Gate - ZDP A-13 (FAP/3120(44)/86-Part II).

The proposal was explained by Sh. Jurnail Singh, Architect (Slum & JJ) with the help of the drawings and



✓ stated that the existing building line is required to be maintained in the front as there is an existing mosque in the rear.

✓ 2. The proposal was discussed in detail and the Technical Committee approved the following norms subject to a maximum FAR of 200 - (a) maximum ground coverage 80%; (b) maximum coverage on first floor 70%; (c) coverage on second floor 50%; (d) basement equivalent to the ground coverage for the use of storage, servicing, parking etc.; and (e) approval of Delhi Urban Art Commission.

Meeting ended with a vote of thanks to the Chair. ✓

*Signature*



11-8-87 at 9.30 AM

MOST IMMEDIATE.  
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

No.F.1(10)/87-MP

Dated the \_\_\_\_\_.

From:

Asstt. Director(MP),  
Delhi Development Authority,

To,

V.C's. Office

Dy. No. 64490

Date..... 7/8/87

O.S.D. to Vice-chairman,  
for information of the latter.

Sir,

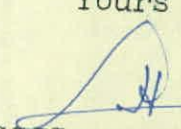
I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday the 11/8/87 at 9.30 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

2. You are requested to make it convenient to attend the meeting.

3. The Agenda is being sent.

Encls: As above.

Yours faithfully,

  
ASSISTANT DIRECTOR(M.P.)

M/10/8  
Sh Arjun



DELHI DEVELOPMENT AUTHORITY.  
MASTER PLAN SECTION.

Agenda for the meeting of Technical Committee to be held on Tuesday, the 11th August, 87 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Nagar, I.P. Estate, New Delhi.

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S.No.	Subject.	Page No.
1.	Change of land use of an area measuring about 22 acres from 'Agricultural Green to public & semi public facilities' (100-bedded hospital at Siraspur in Alipur Block, Delhi. F.20(22)/86-MP. (Postponed)	1
2.	Change of land use from recreational to institutional (Hospital) in Sports complex, Rajghat. F.20(32)/82-MP. (Postponed).	2 to 3
3.	Alignment plan of Loni Road from G.T. Shahdara Road to Loni Border. F.5(41)/82-MP (Postponed).	4 to 5
4.	Spot zoning of 1,2 and 3 Factory Road (Zone F.4). F.20(12)/87-MP (Postponed).	6 to 7
5.	Planning Development of area in between existing development of group housing societies and road No.48 (behind ordinance depot in zone H-4&5). FR 1(2)/86-Dir (CP). (Postponed).	8 to 10
6.	Erection of 66 KV D/C Tower line in Najafgarh Bodella section-development of land for co-operative society phase I & II Bodella. Inf-rigement onward by DESU by Tower alignment. F.6(15)/82-MP.	11 to 14
7.	Clearance of 220 KV Tower line routes. File No.F.6(17)/85-MP	15
8.	Allotment of land for constn. of underground tank and booster pumping station for pahari dheeraj area opposite Idgah. F.23(1)/83-Instt.	16 to 17
9.	Issue regarding transportation of Fly ash from Badarpur Thermal power plant to the project site of cement corporation of India. F. 3(26)/87-MP.	18
10.	Proposed site for sainik Aramgah at New Delhi Railway station for Defence Personnel in service transients. F.5(37)/87-MP	19 to 21
11.	Norms for sanction of building plans in Mangolpuri Industrial area ph-II. PA/DD-I/87.	22 to 23



Item No. 12

Petrol Pumps-standards(size & coverage) for petrol 24 to 27  
filling-cum service station.  
(File No. F13(52)/87/crc  
+ F.16(15)/85/MP

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Item No. 13

Alignment plan of Road No.51 in the extension of  
Ring Road(adjoining Azadpur-Subzi.Mandi) 28to 30  
up to its junction road No.50 (National bye-pass)  
(File No. F5 (27)/85-MP)

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Item No. 14

Inter section design of Nataji Subash Marg, Kasturba- 31  
Gandhi Hospital Marg and Ansari Road.  
(File No. F5(53)/76-MP)

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Item No. 15

Ground coverage and FAR in respect of Haj proposed 32 to 35  
community facility centre cum-Haj House at Turkman-  
Gate, ZDP, A-13.  
(File No. F AP/3120(44)/86(Part)-II).

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INTER-12:

- 1 -

Sub: Change of land use of an area measuring about 22 acres from 'Agricultural green' to 'Public and semi-public facilities' (100 bedded hospital at Siraspur, in Alipur Block, Delhi.)

File No. 20(22)86-MF

A proposal has been received from the Director (Health Services), Delhi Admn. for change of land use of an area measuring about 22 acres from 'Agricultural green' to 'Public and semi-public facilities' for construction of 100 bedded hospital at village Siraspur Delhi, Alipur block. A copy of the site/location<sup>plan</sup> laid on the table.

2. The proposal has been examined in this office and it has observed that the land use of the site under reference as per Master Plan 1962 is 'Agricultural Green Belt' and as per modified development plan PDP-2001 the land use is 'Wholesale and Warehousing' in which hospitals and health centres are not permitted. Hence, the change of land use is involved in this case.

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



Item No. 2:

Sub: Change of land use from recreational to Institutional (Hospital)  
in Sports Complex, Raj Ghat.  
File No.F. 20(32)/82/M.P.

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The Delhi Development Authority prepared and implemented a comprehensive Scheme for the Sports Complex in an area measuring 110 acres located at the crossings of Ring Road and I.P. Marg. The Indoor Stadium and the Velodrome constructed in the Complex have been the main activity of the Sports Complex. Subsequently, it was felt essential that to support the said venues the provision of a suitable residential facility (Hotel) in the vicinity is necessary to facilitate not only the participants but also the visiting dignitaries, delegates and other officials. This was envisaged to be constructed in two phases as 9 storey building to be utilised in the form of a 'hotel'. The proposal was, subsequently, approved by the Authority vide its Resolution No. 45 dated 27-11-82 for the change of land use of the plot on which 9 storeyed block has been constructed from 'Recreational' to 'Commercial' (Hotel).

2. Thereafter, the matter was referred to the Govt. M/o Urban Development for approval of the Central Govt. under Section 11-A of the D.D. Act 1957 for inviting objections/suggestions. The Ministry examined the matter and conveyed their views and raised certain queries with regard to change of land use as approved by the Authority. The desired reply could not be submitted to the Govt. of India as necessary information was being collected.



3. In the meantime, in a meeting held on 5-9-86 in the room of Secretary, Expenditure, it was interalia decided that the 'Venue Hotel' building in the Indira Gandhi Complex may be used for setting up a modern Hospital and the transferred to Delhi Admn. The present proposal also involves the change of land use from 'Recreational use' to 'Public and semi-public facilities' (hospital).
4. The matter is placed before the Technical Committee for consideration.



Item No. 3.

I am, Sir,

-: 4 :-

Sub: Alignment plan of Loni Road from G.T. Shahdara Road to Loni Border.  
F. 5(41)/82-MP

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Loni Road is one of the important link roads between Wazirabad Road and G.T. Shahdara Road. The total length of G.T. Shahdara Road from old road-cum-railway bridge upto Delhi - U.P. Border is about 7.5 km. and there are five cross connections of Master Plan roads with Wazirabad Road. The first being the marginal bundh road (proposed to be constructed), road No. 66 (under construction), Loni Road, Road No. 64 (missing link with Wazirabad Road yet to be developed by U.P. - FWD), and Road No. 62 (partly encroached - yet to be constructed). From this it is seen that Loni Road is the only major road providing cross connection of G.T. Road and Wazirabad Road presently. The R/W of Loni Road as per MPD'62 and draft PDP'2001 is 45 mt. The alignment plan of this road has been prepared in three parts. Part I is from its junction with G.T. Shahdara Road upto the inter-section of Road No. 68. Part-II is from the inter-section of 68 upto Wazirabad road and Part III is from Wazirabad Road to Loni border. Part-I is already approved by the Authority vide Resolution No. 125 dt. 24-2-64 in file No. F. 5(236)/63-MP

2. The alignment plan for this road has been prepared based on the survey supplied by MCD. At present, two lane undivided carriageway is in existence at site. In the immediate phase six lane divided carriageway with 1.5 mt. wide central verge is proposed in part II. Service Roads on either side as per standard cross section may be developed, later on, in the final phase.



In this part of the alignment plan, two alternative proposals of the alignment have been indicated to save an existing temple. In part three of this road from Wazirabad Road to Loni Border which is outside the urban limits, four lane divided carriageway with 1.5 mt. wide central verge is proposed.

3. 294 structures are affected in part I, 79 in part II and 58 in part III. Apart from this, 18 trees along with 50 electric/telephone poles are also affected. Details of affected structure/services in different parts is given on the plans.

4. The matter is put up to the Technical Committee for consideration.



Item No. 4

Sub: Spot Zoning of 1, 2 & 3 Factory Road (Zone F-4)

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File No.F. 20(12)87-MP

The Land & Development Officer conveyed the decision of Govt. of India to release a portion of land measuring 3043 sq. mtr., 1571 sq. mtrs. and 1571 sq. mtr. in respect of properties numbering (old 3, 4 & 5 Factory Road), belonging to Dang family, Ukil family & Gurcharan Singh family respectively. These 3 plots were allotted at the rear of the chunk of land giving approach through the existing 75' wide factory road and a 30' wide proposed road.

2. The matter was considered by the Authority vide Item No. 150 dated 26-2-74, No. 46 dt. 30-7-76 and No. 150 dated 23-9-83. According to this decision it was resolved that the proposal for spot zoning of these 3 pieces of land on factory road area for residential use subject to the condition that the owners will not be allowed to sell this land without the prior approval of L.G., be approved. The Ministry of Urban Development vide D.O. No. 14/33/69 dated 26-11-85 from Sh. I.S. Chaudhary, JS(HS) communicated the revised location in favour of 2 parties. According to this plan, the location of the plots (2 & 3 now) to be allotted to Ukil family and Gurcharan Singh family were changed from rear to front portion abutting on 210' wide ring Road and the location of the plot allotted to Dang family remained the same as per the original position in the rear.

3. The Ministry vide their letter No. 14/33/69-LI(Vol.IV) dated 2-6-86 has directed DDA to issue public notice for change of land use from Government offices to 'Residential' with respect to the plot No. 3 old (1 new) released in favour of Dang family. As desired by the Ministry/public notice No.F. 2(54)/84-MP dated 4-4-87 has been issued and the matter is further processed separately.



4. The Ministry also desired that the change of land use from 'Govt. Offices' to 'Residential' purpose may also be processed through the Authority with respect to plot No. 4 & 5 old (plot No. 2 & 3 new) released in favour of Sh. Gurcharan Sing and Ukil family. The matter was previously examined by the Authority and now earlier locations of these plots have been changed by the Ministry of Urban Development and hence, the matter is once again processed for change of land use from 'Govt. Offices' to 'Residential' in respect of the land measuring 3142 sq. mt. (comprising of plot No. 2 & 3 new) and measuring 1571 sq. mt. each belonging to Ukil family and Sh. Gurcharan Singh both abating ring road. (plan laid on table).

5. The matter is placed for the reconsideration of the Technical Committee.



Sub: Planning & Development of area in between existing development of group housing societies and Road No. 48 (behind ordinance depot in zone H-4 & 5)  
File No. FR 1(2)86-Dir.(CP)

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The area between the existing development of group housing societies of zone H-4 & 5 and boundary wall of Ordinance Depot presently lying vacant was to be developed for extensive manufacturing with a provision of 'green buffer' in between the residential development and the proposed industrial development in the area as per Master Plan-1962.

However, during the plan period of the Master Plan the major portion of industrial area was occupied by Ordinance Depot and so remaining area could not come up as envisaged and the land remains vacant till date except the green buffer as envisaged in the plan has been partly developed.

2. The proposal was discussed in the Technical Committee meeting held on 23-1-87 vide item No. 10, where Secretary, DUAC desired that a comprehensive three dimensional model may be prepared for the entire facility area. It was decided that the V.C. along with Director(CP) and Chief Architect would have a look on similar models available in the office of the DUAC. Subsequently, Vice-Chairman, DDA along with Chief Architect, Director (CP), Director(DC&B) and other officers of City Planning Wing visited the office of DUAC and had a look on the schemes of similar nature under consideration with DUAC and it was felt that such exercise may not meet the requirement of the present case. Since, in the layout plan, the nature of facilities differ from each other, and unless the buildings are designed in detail, the three dimensional exercise for the plots to be allotted to organisations like Deptt. of Health, Electric Supply Undertaking, Police Deptt. etc. may not be feasible.



3. In a meeting held on 2-4-37 in the room of V.C. in which V.C. desired that the plan already prepared be put up for consideration and approval as it was noted that the Engineering Deptt. has already worked out the estimates of the scheme on the basis of the earlier approved plan which are the same now under consideration for approval. In case, any change in the scheme is proposed at this state, the whole development work will be delayed at least by 3-6 months. In view of above, the plan already approved is placed before the Technical Committee with following details:

4. As per draft modified Master Plan for the year 2001, the land use of this area (30 hec.) is public/semi public facilities in which a facility centre is to be provided (FC-57).

5. A scheme for the area under reference has, therefore, been prepared with the following land use break up:

Land Use

Total area of scheme	30.00 hac.	100%
Residential	2.52 hac.	8.40 %
Commercial	0.65 hac.	2.16 %
Public & Semi Public facilities	18.23 hac.	60.76%
College	3.90 hac.	
Hospital(4)	9.70 "	
Nursing Home (3)	0.60 "	
Police Station	1.25 "	
Fire Station	1.10 "	
Telephone Exchange	0.80 "	
E.S.S. (33 KV)	0.40 "	
other commercial facilities	0.48 "	



Item No 6.

Subject : Erection of 66 KV D/C Tower line in Najafgarh Bodella section-development of land for Co-Operative Society Phase I & II Bodella. Infringement on road by DESU by tower alignment.

File No. F 6(15)82-MP.

The permission for erection of above mentioned 66 KV/D/C tower line was granted in Dec. 83 by the Co-ordination Committee, DDA under the Chairmanship of EM and conveyed to DESU on 19.3.84.

2. DESU took up the construction work in a phased manner. In the first phase, DESU did the underground work of foundations to the pylons about 1 1/2 years ago. In the second phase, the work of erection of the towers was started in Sep/Oct.86. The Ex.Engineer (DD IV) immediately informed DESU authorities to stop the work since they have infringed on the 30m. wide road and the alignment of the towers was observed to be on the carriage width of the road. In all six number of towers are involved which have entered about 8-11 ft. into the carriage width. A Site inspection was also made by SE(Civil), SE(E) DDA along with SE(P) & EE, DESU on 17.10.86 so as to find out some solution to the problem. The matter was also taken up with the Addl. Chief Engineer, DESU for shifting of the said pylons. The Addl. Chief Engineer DESU therefore, decided to discuss this issue in a meeting which was held on 17.12.86 in the chamber of Chief Engineer (WZ).

3. As per the letter No. F 6(15)82-MP/1028 dated 17.11.86 of Dy. Director (MP) DDA it has been informed that the permission granted by the co-ordination Committee was for erection of these tower between the land of Najafgarh drain and 30m wide road of Bodella Residential Scheme for Co-operative Society Housing Area.

Contd..2.



The Addl. Chief Engineer DESU informed that according to the approved plan of DDA there is no such direction and therefore, they have erected the pylons according to plan but the work has been stopped by the DDA which they should allow to be completed so that electricity can be provided to entire Bodella Residential Scheme including the grid electric sub.station which is coming up in Co-operative Society land of Bodella.

4. The matter was placed for the consideration of the Technical Committee on 23.12.86 and again on 19.3.87. A number of meetings were held at site under chairmanship of EM when CE(Flood), CE(PWD) Delhi Admn., CE(West Zone) and officers of DESU were also present. Last meeting was held on 27.4.87 various alternatives were worked out which are as under:-

A. The already erected pylons and transmission towers may be shifted and erected in the central verge of the proposed road.

B. The already erected pylons and transmission towers may be approved at the present location. In that case:

i) The proposed alignment of road may be modified in such a way that the erected pylons remain in the central verge and for this purpose a strip of land of width varying from 2.45m to 6.05 meters (4.75 metre to 10.00 metre if existing Barbed wire fencing of flood department is taken as boundary) in a length of about 1300 metre towards Wajafgarh drain for constn. of 2 lane carriage way & 3' wide footpath has to be acquired from Flood Control Department. In this portion of land strip flood control deptt. has already constructed an irrigation channel which would also requires dismantling & shifting.

O R

ii) The proposed alignment of road may only be provided between society land and erected pylons in the available width of 14.75 metres.

Contd...3.



The two lane width of road will be reduced to 7.00 metre from standard width of 7.35 metre and central verge will be kept as 0.60 cm wide only.

The above proposal were discussed in the chamber of E.M. on 29.6.87 when Director (CP) Chief Engineer (WZ) and Director (W) were present. The proposal A & B (i) involve infructuous expenditure. In proposal a erected pylons are to be dismantled and re-erected which involved infructious expenditure of about Rs. 6.00 while proposal B(i) involves payments of about Rs. 16 lakhs as intimated by GE(Flood Contro) as the cost of land as well as infructuous expenditure on dismantling & shifting of irrigation channel. In proposal B (ii) there is no infructuous expenditure but a few disadvantages are as under:-

- a) Reduction in two lane road width from 7.35 metre to 7.00 metre.
- b) No cycle track on Society side of land.
- c) Existing S.W. Drain to be covered up for utilizing as footpath.
- d) All services to pass on the land strip of Nagafgarh drain side as services can not be provided on the Society side or otherwise services have to pass from the green area inside the group housing society land.
- e) Cycle track/foot path on Najafgarh drain side will pass under the pylons or diverted near the pylons.

5. After detailed discussion it was decided that proposal B (ii) should be agreed upon.

Contd..4.



6. Relevant drawings indicating the position of tower lines vis-a-vis the society area and right of way with necessary cross section are enclosed for the proposal B (ii) mentioned above.

7. It has been observed that the top of the foundations executed by DESU are about 5 to 6 ft. below the top level of drain or the proposed road when the road is constructed after filling is done to the proposed level. This involves safety angle and will have to be examined by DESU whether after filling of 6 ft. above the foundations not clearance to the HT lines is within the safety range or not. This was also brought to the notice of officials of DESU during Technical Committee meeting held on 19.3.87.

8. The alternative B (ii) suggested above is placed for consideration and approval of the T.C.



Item No.7.

Sub: Clearance of 220 KV Towerline routes :  
File No. F.6(17)/85/M.P.

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The proposal has been received from Executive Engineer (Plg.IV), DESU with regard to the following towerline routes and way leave permission:

1. 400 kv Bawana to 220 kv Rohini s/stn.
2. 400 kv Bawana to 220 kv Shalinar Bagh S/stn.
3. 220 kv Shalinar Bagh s/stn. to 220 kv Rohini s/stn.

2. These proposals have been duly examined by the Project Planner (Rohini), Director (CP) and Dir. (PPW). Project Planner (Rohini) has agreed with the proposal submitted by DESU. However, Director (PPW) and Dir. (CP) have stressed that western Yamuna Canal is carrying 100 mgd. water to Delhi and it is proposed to augment the same for another 300 mgd. water for Delhi. The same can be done either by increasing the capacity of the existing western canal or by creating new canal for carrying additional water which is required by 2001 in DELHI. PPW have stated that we may permit DESU to take 220 kv high tension line on one side of the canal instead of both the sides till the final decision is taken with regard to augmentation of water to Delhi in consultation with the Haryana Irrigation Deptt. and DWS & SDU, Delhi (Plan laid on table).

3. Director (PPW) has also observed that the high tension line may run leaving 30 mts. distance on both sides of the western Yamuna Canal.

4. The matter is placed before the T/C for its consideration.



Item No. 8.

Sub: Allotment of land for constn. of under-ground<sup>tank</sup> and booster pumping station for pahari Dhiraj area opposite Idgah.  
File No. F. 23(1)/83/Instn.)

Delhi Water Supply & Sewage Disposal Undertaking of MCD has requested for allotment of a piece of land measuring 4000 sq. yds. for the construction of a Booster Pumping Station for augmentation of Water Supply in the command area of Pahari Dhiraj Pumping Station. Accordingly, a plot measuring 4000 sq. yds. in khasra no. 13 of Jhandewalan Revenue Estate, opposite Idgah, Motial Khan known as the Tikona Park was offered for allotment to MCD but this proposal was objected by the residents of that area saying that there were graves in the said plot.

2. It is stated that the site for location of a Booster Pumping Station at Idgah was considered by the Tech. Committee meeting held on 16.11.84 wherein two sites were considered.

i) Tikona Park - It is reported that this site contains more than 137 big and small trees and these trees will be affected by the construction of the proposed reservoir.

ii) Site No. 2 - This site is free of trees and is suitable for the constn. of proposed reservoir and pumping house.

The Tech. Comm. approved the site no. 2 and accordingly, MCD was allotted the site and MCD has already made the payment to DDA. They have requested for the possession of land.

3. The Executive Engineer (Water) South Zone has now informed that the site no. 2 has already been allotted to Slum Deptt. for construction of 64 tenements on 10.5.82.

4. The site no. 2 which was earlier approved by the Tech. Comm. for which MCD had made the payment, has been rejected by L.G. due to the local representations vide office note dated 12.3.86.

5. In view of above, the matter was discussed in a meeting held on 1.9.86 under the chairmanship of Commr. (Lands), DDA wherein representatives of MCD were also present and it was decided to consider a proposal of allotment of land measuring 300' x 120' out of the park already developed by the Hort. Deptt. of DDA (Plan laid on the table).

6. The matter was discussed in the Technical Committee meeting held on 23.9.86 and the Tech. Comm. desired that Commr. (S&JJ) and Director (Hort) may have a joint inspection and identify a suitable site of about 200' x 120' out of the residential pocket adjacent to the developed park for constn. of an underground tank and booster pump. Accordingly, Dir. (Hort), after inspecting the site, has suggested a location marked on plan laid on the table. Architect/Planning Officer (S&JJ) stated in his letter dt. 23.2.87 that he could not locate a suitable site other than triangular piece of land on Idgah Road adjoining



the existing Kabristan. The said lands are old nazul lands under the management control of DDA. Presently, this land is being maintained as green/park by the Dir. (Hort.) DDA and there are about 100 trees in the area.

7. Subsequently, a site was inspected by L.G. on 17.3.87 where the issue of allotment of land to water Reservoir was discussed in the presence of C.E. (NL) and Dir. (Hort) L.G. directed that the land selected for this purpose at Idgah is final and has persuaded the residents of this site alone and none else.

8. The matter was also discussed in the 47th meeting of the Stg. Committee held on 24.4.87 under the chairmanship of Chief Secy, Delhi Admn. Dir. (CP) explained that the site selected for the reservoir has got about 300 trees. Chief Secretary desired that the matter may be expedited and he stated that as a matter of policy three times of the trees which are being cut should be planted by the agency to whom the land is allotted. Therefore, the land may be handed over to DWS & SDU.

9. The matter is placed before the T/C for its consideration.



Item No. 9.

Sub: Issue regarding transportation of Fly Ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India. File No. [unclear] (1987/88).

F3(26)/87-MP.

1. The subject matter was discussed in the Technical Committee meeting held on 18.2.87 wherein the following decision was taken:

"The proposal for transportation of fly ash from Badarpur Thermal Power Plant to the Cement Corporation Grinding Unit was explained in detail by the officers of the CCI who were present in the meeting. They produced the clearance obtained from the L.G., Delhi Dy. Commissioner of Police (Traffic) Delhi and from the Public Works Department, Delhi Admn., wherein the CCI has been issued a 'No objection' for transportation of fly ash subject to that the same is transported under close containers without any slippage and without any major diversion or any traffic problem. The Technical Committee felt that the number of trucks which will be crossing Mathura Road may likely to create the bottleneck at the crossing points. However, the proposal was agreed in principle subject to (a) the crossing point at Mathura Road is to be examined whether the same is controlled by a light signal system (b) the approach to the site passing through DDA land has to be got cleared separately as per the DDA plan. (c) a proper road approach plan to the site is followed as to be given by Dir. (CP) and (d) the payment is made for the land which will be required for an approach road. Further the Technical Committee was also of the view that subsequently with the available feed-back, if it is felt that the present arrangement is not satisfactory from traffic and pollution point of view, the CCI will have to work out the alternative system of transportation of fly ash to their site."

2. Keeping in view the decision taken in the Technical Committee meeting a proposed approach road (24.0 mtr.) wide is marked on the copy of the plan laid on the table.

3. The area in the approach road and park (Traffic Island) works out to 1.6 hec. and 1.8 hect. total (3.4 hec.) respectively.

4. The item is placed before the Technical Committee for its consideration and approval of proposed road (24 mt. wide).

26/4/87



Item No.10.

Sub: Proposed site for Sainik Arangah at New Delhi Railway Station for Defence Personnel in service transients.  
File No.F. 5(37)/87/M.P.

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1. Lt. Col. M.J. Krishnan of Quarter Master General Branch, Army Headquarters vide his letter No. B/96058/Q Mov A dated 14-5-87 addressed to Hon'ble L.G. has forwarded a proposal for Sainik Arangah at the second entry to New Delhi Railway station for Defence Personnel in service transient. In the brief note for discussion sent along with the letter, it is stated that there is an inescapable requirement for an Arangah at New Delhi Railway Station for the defence personnel in order to ensure that service transients do not come in contact with anti national and undesirable elements. It is further stated that the need has become more urgent as during the recent movement of the Army when some civil agents tried to contact service transients to information regarding movement of units. The other main points brought out in the brief note for discussion are as follows:-

- a) A sanik Arangah at New Delhi Railway Station was raised in 1974 in tentage pending construction of a building. The then Hon'ble Minister for Railways had accepted this to be located near Yatri Niwas (recently constructed). The work could not commence immediately due to paucity of funds at that time.



b) A Govt. sanction for Rs. 116.65 lakhs with a provision of Rs. 50 lakhs as 'go ahead' has already been issued and an amount of Rs. 50 lakhs has been advanced to Railways to start construction of the building. A joint inspection of the possible site near the Yatri Niwas at Gate No. 26 (Ajmeri Gate side) was carried out by Defence and Railways officials and the most suitable probable site for Sainik Arangah as mutually decided, was near the newly constructed building of Yatri Niwas. This was followed by a meeting between the Addl. Director General of Movements, Army Headquarters and General Manager Northern Railways.

c) The General Manager, Northern Railway has stated that Railways have no objection in allotting an area appx. 900 sq.m. in the general area stated earlier provided the Delhi Admn. clears it.

2. The proposal has been examined in the City Planning Wing of DDA. The location of the Sainik Arangah building as proposed by the Quarter Master General Branch, is falling right at the entry point to the area reserved for slow moving vehicle. A separate entry/exit for slow moving vehicle through an under bridge is proposed below the Desh Bandhu Gupta Road, the location of the building will affect the circulation/planning of the area and may attract conflicting movements of pedestrians and vehicular traffic. Service vehicles to the building will also have conflicting movements.

3. Alternative proposals for accommodating this use are suggested below:-

i) Northern Railways who have recently constructed the rail Yatri Niwas building outside the second entry to the New Delhi Railway Station may be requested to allot one or two floors exclusively for sainik Arangah. This proposal may not involve any change in the layout of the entire area.

ii) A site could be suitably detailed out in the 'Tourist Transit Centre' complex near Mint Bridge. Single storeyed quarters



are existing presently at this location. A site of 900 sq.mt. could be integrated while detailing out the 'Tourist Transit centre Complex. The Planning of this complex has to be done as a separate exercise as it will involve planning/designing and detailing the micro level.

4. The case is put up to the Technical Committee for its consideration of the above said alternatives.



Item No. 11.

Sub: Norms for sanction of building plans in Mangolpuri Industrial Area Phase II  
File No. PA/D.D.I/87  
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Mangolpuri Industrial Area, Phase II was developed predominantly for resettlement of traders affected by Zakhira fly over proposal. The layout of this area was approved by V.C. exc pt for block 'E'. There are about 919 plots of different sizes in block A, B, BA, BC & C and 149 plots in block 'D' reserved for the resettlement of fodder traders. The details of coverage, FAR height and setbacks suggested in different plots are as follows

Size	Plot area	Max.Perm. cov. area on g.f.	Max.Perm. no. of floors.	FAR	Height from centre line of road	SETBACKS.	
						Front	Rear
1.2.5x4	10 sq.mt.	100%	One	100	4 mt.	Nil	Nil
2.4x5	20 sq.mt.	100%	One	100	4 mt.	Nil	Nil
3.4x10	40 sq.mt.	100%	One	100	4 mt.	Nil	Nil
4.6x10	60 sq.mt.	75%	One	75	4 mt.	Nil	Nil
5.8x10	80 sq.mt.	75%	One	75	4 mt.	2.5 mt.	Nil
6.9.6 x 12.5	120 sq.mt.	60%	One	60	4 mt.	3 mt.	Nil
7.10x20	200 sq.mt.	50%	Two	60	8 mt.	3 mt.	3 mt.
8.10x25	250 sq.mt.	50%	Two	60	8 mt.	4.5 mt	3 mt.
9.10 x30	300 sq.mt.	50%	Two	60	8 mt.	4.5 mt	3.0mt.
10.16x25	600 sq.mt.	50%	Two	60	8 mt.	6.0mt.	3.0 mt.
11.15x40	600 sq.mt.	50%	Two	60	8 mt.	6.0mt.	4.5 mt.

2. 1.25 mt. wide side setback upto half the depth of the plot may be provided in the corner plots varying between 60 to 600 sq.mt. The 301 sq.mt. and above plots will be semi -



detached with a side setback of 3 mt.

3. Basement upto the extent of ground floor covered area may be permitted on plots ranging between 120 and 600 sq.mt., however, area of the same will be counted in FAR. As per MPD 62, FAR of 60 is permitted with 50% maximum ground coverage and 25% of the ground coverage at mazenine floor. Basement is not counted in the FAR. The total built up space works out to 122.50% . As per the Screening Board's decision on draft PDP 2001 proposal, FAR of 125 is recommended but the basement is counted in the FAR. Therefore, FAR proposal for this scheme is within the proposed limits MPD 62 and PDP 2001. Uses to be permitted.

4. All light and service industries permissible in the master plan except food, cold storage, acids, chemicals, rubber, paints, varnishes petroleum product and pollutant industries. The uses mentioned above will not be permitted in blocks 'D' and 'E' which are exclusively meant for fodder and marble traders respectively.

5. The case is put up to the Technical Committee for consideration.



Item No. 12

Subject: Petrol Pumps-standards (size and coverage) for petrol filling - cum-service stations.

T. 3(1)(2)-M.P.

F13.(5.2)187/CR/F16(15)185-MP

Sh. Y.K. Sharma, Divisional Manager, Bharat Petroleum Corporation Ltd. informed the Vice-Chairman, D.D.A. vide his letter No. D.R.M. PPS dated 23-3-87 that the Ministry of Petroleum and Natural Gas have authorised the nature to develop on a experimental basis a few special petrol pumps only for two and three wheelers in metropolitan cities including Delhi. He has mentioned in his letter that in Delhi the Bharat Petroleum Corporation has been asked to develop seven such petrol pumps. The land requirement for each of these is minimum 15 mt. (width) x 18.5mt. (depth). The Jt. Secretary (L&B) alongwith letter dated 15th April 1987 has also forwarded a copy of the letter from Bharat Petroleum Corporation addressed to Hon. Lt. Governor containing similar information. The advantages of such petrol pumps have been given as effective utilisation of land resources, non-availability of standard size of petrol pumps, time savings and avoiding over-crowdings.

2. The standard size of a petrol pumps was decided vide authority's resolution No. 28 dated 20-4-76 (annexure-I). The sizes are:

- a) Minimum size 100' X 55' - filling station.
- b) Minimum size 120' X 100' - filling-cum-service station.
- c) Maximum size 120' X 150' - filling-cum-service station.

In the filling-cum-service station, ground coverage was permitted to the extent, 2700 sq. ft. for a size of 120' X 100' and 5000 sq. ft. for 120' X 150' plot. In the latter case, mazanine/first floor was also permitted to the extent of 25% of the ground coverage. (refer Annexure-I). The conditions for location of such petrol pumps were also identified as given in Annexure-I. But this does not provide requirement of minimum road width on which the petrol pump should face.



3. As per Delhi Master Plan 1962, the petrol pumps were permitted in Community Centres and District Centres. Petrol filling stations were also permissible in residential use zone on roads of 100 ft. right of way and above.

4. In the PDP, the sizes of the petrol pumps have been proposed as follows:-

- a) Minimum 100' x 56' (30m x 17 m) - filling station only.
- b) Minimum 120' x 100' (36m x 30m) - filling-cum-service station
- c) 150' x 110' (45m x 33m.) - filling-cum-service station.

5. This also restrict location of petrol pumps on roads less than 30mt. (refer Annexure ~~II~~ <sup>BI</sup>). The Bharat Petroleum Corporation has now requested a size of 15 m x 18.5 m to serve two and three wheeler scooters only. In a discussion with Dy. Divisional Manager, it was pointed out by him that the Company had advertised in paper and invited applications from the persons holding the plots of the size of petrol pumps (i.e. 15m x 18.5m) under their ownership and are desirous to utilise them for providing petrol pumps for two and three wheeler scooters. It was also pointed out that distribution of 7 petrol pumps in Delhi shall be as follows:-

- i) 3 petrol pumps in Trans-Yamuna area.
- ii) 2 petrol pumps in West Delhi.
- iii) 1 petrol pump in South Delhi and
- iv) 1 petrol pump in North Delhi.

6. As per DDA's policy, the land is allotted for petrol pumps by DDA to the Companies who then hand it over to their dealers. As such inviting applications from the private parties for utilisation of their plot for petrol pumps is in contravention with DDA's policy. However, these small size petrol pumps can easily be accommodated in the commercial complexes designed by DDA, in the areas identified by Bharat Petroleum Corporation. It may also be considered that since the size of petrol pump is very small,



it may be located by carving out plots along the major vehicular traffic routes after leaving clear right of way. Such type of petrol pumps can be seen in Connaught Place on radial Roads which have been identified as objectionable due to their location in the right of way but they are very effective except for this objection.

7. On the basis of applications invited by the Bharat Petroleum Corporation and the tentative locations which the Corporation wanted to consider for locating their petrol pumps, the sites could be identified three petrol pumps as required in the east near Loni Road and Geeta Colony, two petrol pumps in the west on Najafgarh Road near Uttam Nagar, one in south Delhi near Saket district centre and one in north west near Rohini.

8. Thus, the 7 petrol pumps which are to be located in Union Territory of Delhi can be put as follows:-

- a) In commercial centres near Loni Road and Geeta Colony in the east.
- b) Around Najafgarh Road near Uttam Nagar in the west as a part of Pappankala project.
- c) Near Saket district centre in south.
- d) In Rohini, in the north west.

9. Accordingly, the matter was referred to the Chief Architect who observed that the new concept in addition to regular petrol pumps is to be approved first before any exercise could be done further. He also observed that he is not in favour of such proposal.

10. It may therefore be considered that the-

- i) Smaller petrol pumps of 15m x 18.5m for two and three wheeler scooters may be accepted as a policy.
- ii) These may be located in the community centres/district centres and along the roads with 30m right of way.

20/11/77



11. Subsequently a meeting was held in the chamber of Vice chairman DDA on 23.7.87 in the presence of Sh. Y.K. Sharma Divisional Engineer BPC and Sh. S.C. Gupta Director (DC&B). In the meeting it was explained that the policy for locating such sites in Delhi is :

- a. the site should be on the Govt. land
- b. the sites approved for this purpose are to be allotted only to the Oil Companies.
- c. Oil companies can appoint the dealer according to their policy,
- d. the Authority will charge the licence fee for such sites on the basis of the rates decided by the Govt. of India, Ministry of Urban Development from the Oil Companies,
- e. the construction will be in accordance to the standard plan and
- f. if there is any default or any violation of any of the conditions, the oil companies will be asked to vacate the site.

12. The representative of BPC agreed with the policy in principle and desired that site allotment and handing over should be done quickly as in the present system it takes considerable time.

13. The oil companies representatives also pointed out that the licence fee are very high and for such sites they will not be able to impress upon the dealers that with that much of licence fee and desired that they should be charged on concessional licence fee keeping in view as is being charged on the gas godown sites. Mr. Sharma was requested to submit a proposal indicating the reasons and grounds, why, the licence fees should be reduced.

14. The matter is placed for the consideration of the Technical Committee.



Appendix 'A' to Item No.12

A-I

No.28

A.20.4.76

Subject: Petrol pumps-standards (size and coverage) for petrol filling-cum-service stations.  
F.3(1)62-M.P.

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The Authority vide its resolution No.76 dated 5.2.62 approved the Master Plan for petrol pumps, specifying the locations and different sizes. Accordingly to this resolution of the Authority, there are three sizes of petrol pumps, both for filling station and for filling-cum-service stations, these are as below:-

- a) Minimum size 100' x 55'
- b) Minimum size 120' x 100'
- c) Maximum size 150' x 120'

2. In case of the sites earmarked as filling stations (100' x 55'), repair and servicing are not permitted, whereas in the sites, earmarked for filling, cum-service stations, repair and servicing of the vehicles is permitted. The typical layout plans for the petrol pumps were prepared on the basis of the guide lines.

3. Representations have been received in the office of the Authority, that the size of the filling-cum-service stations (now 120' x 100') should be increased to 120' x 150' i.e. the maximum size specified in the above mentioned resolution of the Authority. Further, the ground coverage and the built up space should be increased to provide proper facilities for repairing, servicing, storage, office and show-rooms at the petrol pump sites.

4. The matter has been examined and it is observed that the Authority's resolution specifies the maximum size of 120' x 150' for a filling-cum-service station, and, therefore, wherever it is technically feasible to increase the size of the petrol pump to this extent, there may not be any objection and this may be allowed.



a) Regarding the increase in the coverage and in the built up space, it is noted that in the norms given in the Appendix, the ground coverage on a filling cum service station site measuring 120' x 100' could be permitted to the extent of 2700 sq. ft. (excluding the canopy area), instead of 1500 sq. ft.

In case of the filling cum service stations of the size of 120' x 150' ground coverage to the extent of 5000 sq. ft. (excluding the canopy area) instead of 3500 sq. ft. could be permitted, subject to the condition that underground fuel tanks are provided below the pump islands in both the cases.

To increase the built up space further, the mezzanine floor to the extent of 25% of the ground coverage achieved could be allowed for the use of office and storage. In case of the petrol pump sites, varying between these two sizes, the proportionate ground coverage may be allowed. The total built up space could be utilized for repairing, servicing, storage, show-rooms and for office purposes. Standard plan to be adopted may be prepared after the approval of the above norms.

The above mentioned suggestions are placed before the Authority for consideration.

#### RESOLUTION

Resolved that the proposal contained in the agenda note be approved and made applicable to all the filling-cum-service stations and mezzanine/first floor be permitted to the extent of 25% of the ground coverage. Basement be permitted as per bye-laws.



### STANDARDS FOR PETROL FILLING CUM SERVICE STATIONS

The petrol Pump Committee had decided that there should be two types of filling cum service stations, namely one with two service bays and the other with three service bays. The minimum plot size for two service bays type was to be 100' (depth) by 120' (width), and for three service bays type the minimum plot size would be 120' (depth) and 150' width).

Accordingly standards were worked out for each type of station. These standards are now revised as follows-

1. Two service bays type:

- a) Plot size 100' (depth) by 120' (width).
- b) Ingress and egress-minimum width 35'-0".
- c) Buffer strip-minimum depth 10' maximum width 50'.
- d) Minimum distance between centre lines of the petrol pump island and the front property line should be 29'.
- e) Minimum distance between centre line of the petrol pump island and building line of the service station should be 19'-0".
- f) Service bays must open out on the side instead of front of the property.
- g) Minimum distance between building line on the entrance side of the service bays and the side property line facing the service bays should be 40'.
- h) Minimum distance between rear property line and the service station should be 10'. In case a wash-pump is provided in the rear of the service station, then the minimum distance



between rear property line and the service station should be 20'.

- i) Minimum distance between the side property line on the egress side and the service station building should be 30' in case where underground fuel tanks are provided on that side. If underground tanks are provided below the pump island then 15' distance should be provided.

2. Three service bays type:

- a) Plot size 120' (depth) by 150' (width).
- b) Ingress and egress - minimum width 35'.
- c) Buffer strip-minimum depth 10' Maximum width 80'
- d) Minimum distance between centre line of the petrol pump island and the front property line should be 29'.
- e) Minimum distance between centre line of the petrol pump island and building line of the service station should be 19'-0".
- f) Service bays must open out on the side instead of front of the property.
- g) Minimum distance between the building line on the entrance side of the service bays and the side property line facing the service bays should be 50'-0".
- h) Minimum distance between rear property line and the service station should be 10'-0". In case a wash-ramp is provided in the rear of the service station, then the minimum distance between rear property line and the service station should be 22'-0".
- i) Minimum distance between the side property line on the egress side and the service station building should be 30'-0" in case where underground fuel tanks are provided on that side. If underground tanks are provided below the pump island, then 15'-0" distance should be provided.

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PETROL PUMPS (030)

The following regulations are recommended for locating the petrol pumps cum service stations.

- (i) Minimum distance from the road intersections.
  - a) For minor roads having less than 30 mts. R/W - 50m.
  - b) For major roads having R/W of 30m. or more 100 m.
- ii) The minimum distance of the property line of petrol pump from the centre line of the road should not be less than 15 metres on roads having less than 30m R/W. In case of roads having 30 m. or more R/W the R/W of the road should be protected.
- (iii) Minimum plot size:-
  - (a) Only filling station 30m x 17m.
  - (b) Filling-cum-service station minimum
  - (c) Frontage of the plot should not be the less than 30 m.
  - d) Longer side of the plot should be the frontage.
- (iv) New petrol pump shall not be located on the road R/W less than 30 m.



*Deferred*

Sub: Alignment plan of Road No. 51 in the extension of Ring Road (Adjoining Azadpur Subzi Mandi) upto its junction with road No 50 (National Bypass).

File No. F5(27)85 MP.

1. Road No. 51 is proposed in the extension of Ring Road abutting Azadpur Subzi Mandi upto its junction with Road No. 50 (National Bypass). This road will provide a direct link of Ring Road with road No 50 and allow the regional traffic coming from Azadpur Subzi Mandi, Rohtak and west/south Delhi to go straight on the bypass without interfering with the city traffic on G.T. Road/Mall Road.
2. At present, there is no Major cross link proposed between G.T. Karnal Road and Road No. 50 in the Master Plan of Delhi 62 and PDP 2001 except for 100 ft. wide road in the extension of Pambari Road which will not be capable of taking the heavy vehicular traffic. However, this road No 51 in the extension of Ring Road is incorporated in the zonal Plan of the area. A cross linkage between G.T. Road and Road No. 50 (National Bypass) by a road of atleast 150 to 200 ft. is very essential to relieve congestion on G.T. Road/Mall Road especially near Azadpur.
3. The alignment plan of this road with 210 ft. R/W was earlier prepared in 1979/80 by DDA based on the survey supplied by PWD(DA) and the same was approved by the Technical Committee in its meeting held on 30/10/80. When the alignment of this road was plotted at site by PWD(DA) officials, it was observed that the road would pass through Naniwala Bagh commercial complex

Contd..2..



of MCD as also through a large number of pucca structures of unauthorised-regularised colonies or Kewal Park, Gopal Nagar and Suraj Nagar.

4. A large number of representations had been received from the local associations against the alignment of this road. Thereafter the alignment was co-related with the Naniwala Bagh Commercial Complex of MCD. Suraj Nagar, Gopal Nagar and Kewal Park Unauthorised regularised colonies prepared by MCD. In the regularised plan prepared by MCD, R/W of this road has been taken as 180 ft. in the stretch abutting the above colonies. This case was further discussed in a meeting under Director(CP) when the concerned officials of PWD (DA) were also present and it was recommended that a joint site inspection of DDA, PWD(DA) and MCD officials be done to modify the alignment so that the minimum no. of structures are affected. Accordingly, a joint inspection of PWD(DA), DDA, MCD officials with the local representatives of the area was done. Based on the site inspection and keeping in view the above Naniwala Bagh Commercial complex, approved regularised plan of the colonies abutting this road, some modifications have been suggested as indicated in the plan laid on the table. Feasibility of the modified alignment has been obtained from PWD (DA) and the affected structures have been shown in yellow colour on the said plan. Necessary quantification of the effected structures/properties.

Contd..3..



will be done after the approval of the modified plan from the Technical Committee.

5. As per the modified proposal, the R/W of the road may vary between 150 ft. to 210 ft. in order to exclude the existing approved 11 KV ESS of Naniwala Bagh Complex on the east from the road R/W and to save the existing Gururdwara in the west from the main carriage-ways of the road. Efforts have been made to see that a six lane divided carriageway with 5 ft. wide central verge and 10 ft. wide footpath on either sides is possible in the existing circumstances by affecting minimum no. of structures. Service Roads will be developed in the R/W as per standard cross section in the available areas.

6. The case is put up to the Technical Committee for consideration of the following.

Approval of the modification in the alignment already approved by the Technical Committee as indicated in the plan, black dotted lines.

(Laid on table)



Sub: Intersection design of Netaji Subhash Marg,  
Kasturba Gandhi Hospital Marg and Ansari Road

File No.F.5(53)/76-MP

A four way aignalised inter-section of the above said roads is in existence today. The peak hour traffic volume as calculated from all roads at this inter-section is about 14000 PCUs per hour. According to the traffic volume data, a grade seperator proposal is required at this inter-section but the same is not feasible due to the existence of few structures namely pedestrian over bridge, built up properties and the Netaji Subhash Memorial Park. However, there is a scope to improve the existing inter-section by providing slip road for left turning, traffic and by improving the road geometrics, without affecting structures.

2. The R/W's of Netaji Subhash Marg (from the inter-section to Red Fort), Ansari Road and Kasturba Gandhi Hospital Marg area 45 mt. 18 mt. and 18.mt. respectively as per zonal plan proposals. Four lane divided carriageway on Netaji Subhash-Marg, two lane carriageway on Kasturba Gandhi Hospital Marg & three lane carriageway on Ansari Road are in existence near this intersection. The available R/W's which are more than the proposed one's around this intersection have been retained. An improvement plan of this inter section based on the survey supplied by MCD has been prepared vide drawing No.DCP-CI-9/P-16.

3. In the proposed improvement plan, traffic islands and realignment of the central verge along Netaji Subhash Marg (Opposite Memorial Park) has been proposed for smooth channelisation of traffic moving in different directions, slip roads have been provided on Subhash Marg/Ansari Road and on Kasturba Gandhi Hospital Marg/Subhash Marg for left hand turning. The road geometrics on the other sides have been improved for smooth turning. A channelsier is also proposed between Patodi Road and the Kasturba Gandhi Hospital Marg to avoid conflicting points of vehicles.

4. As per the feasibility report received from MCD on the improvement plan prepared by DDA, it is seen that three urinals, one taxi stand, one MCD store with office, one dhalao one piaao, some electric poles and four trees are affected in this proposal.

5. The case is put up to the Technical Committee for consideration of improvement of intersection design.



80.1.  
Item No. 15

- 32 -

Sub: Ground coverage and FAR in respect of the proposed community facility centre cum Haj House at Turkman Gate - ZDP A-13, File No. FAP/3120(44)/86/Part II

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The President, Delhi State Haj Committee Smt. Tajdar Babbar has been requesting the DDA for allotment of a suitable land/built up space in Central Delhi for a Haj House. The request was examined by Architect/Planning Officer (Slum) DDA and he has stated that there is no suitable land available in Central Delhi. Subsequently a site inspection was made by the L.G. Delhi along with Smt. Tajdar Babbar, V.C. DDA and Commr. ( S & JJR ) on 5th Sep. 1986. The open space available measuring 972.40 sq.mt. adjoining the Turkman Gate on Asaf Ali Road was identified for the proposed community facility centre cum Haj House. This open site is earmarked as tot lot/park as a part of the residential area of about 480 flats of Turkman Gate re-development scheme duly approved by DUAC.

2. The matter was also examined by Development Control Wing and it was stated that the land under reference is a part of residential use zone as per draft zonal plan of A-13 whereas community facility centre is permissible within the residential area as such no change of land use is involved for the site under reference.

3. S & JJR Wing prepared a conceptual scheme for a three storeyed community facility centre cum Haj House with 30% ground coverage and basement facility for approval of DUAC and the commission observed the following:

i. Any proposal for this plot needs a very sensitive approach in relation with Historical Turkman Gate and the existing mosques which are in its immediate vicinity.

ii. The present proposal, as submitted by Slums & JJ Wing, DDA was not considered satisfactory and it was felt that this proposal would not at all be suitable at this location.



iii. Any structure proposed at this strategically located site in the immediate vicinity of the historical monument should have a low profile and if anything, should complement rather than overshadow the monument. The structure should be thought fully related in scale and character to the surrounding buildings. For transit facility of the haj pilgrims an open varandah type, well ventilated structure with courtyard may be more suitable. It has also been desired to submit the revised proposal in the light of above observations within one month's time.

4. The Slum & JJ Wing DDA has prepared few alternatives keeping in view the observations of DUAC and they are as follows:

I. Existing position of commercial plots keeping the plot under reference as open tot lot plot.

i.	Total area of the overall scheme including residential portion	2.70 Hac.
ii.	Area under commercial strip including half of back service lane as shown under chain lines.	0.71 Hac.
iii.	Actual area under ten commercial plots	0.38 Hac.
iv.	Area under roads, open spaces, parks, under commercial strip	0.33 H ac.
v.	Total covered area on all the floors of the ten commercial plots	0.38x4 = 1.52 Hac.
vi.	FAR achieved of the commercial strip only.	214
vii.	Ground coverage achieved for the commercial strip only.	53.52%

II. Proposing open park under reference adjoining Turkman Gate for Haj House on FAR of 400.

i.	Area under commercial strip	0.71 Hac.
ii.	Area under park adjoining Turkman Gate as bounded by chain lines of the commercial strip	624 Sq.mtrs. OR 0.06 Hac. Approx.
iii.	Ground coverage of the Haj House taking as 100% coverage	624 sq.mtrs.
iv.	Taking 400 FAR then total floor area of the Haj House	624x4=2496 sq.mtrs. or 0.24 Hac.
v.	Total floor area including ten commercial plots.	1.52 + 0.24 1.76 Hac.
vi.	Overall FAR achieved for the commercial strip i/c Haj House.	247.88



vii. Overall ground coverage achieved for the commercial strip i/c Haj House 61.97

III. Proposing open park under reference adjoining Turkman Gate for Haj House on FAR of 200.

i.	Area under commercial strip	0.71 Hac.
ii.	Area under park adjoining Turkman Gate as bounded by chain lines of the commercial strip.	624 Sq.mtrs. OR 0.06 Hac.
iii.	Ground coverage of the Haj House taking as 100% coverage.	624 Sq.mtrs.
iv.	Taking 200 FAR then total floor area for the Haj House.	624x2=128 Sq.Mtrs.
v.	Total floor area including the commercial plots.	1.52+0.12 = 1.64 Hac.
vi.	Overall FAR achieved for the commercial strip i/c Haj House	230.98
vii.	Overall ground coverage achieved for the commercial strip including Haj House.	61.97

5. It is observed that by keeping the plot under reference as open tot lot, the FAR achieved for the commercial strip comes to 214 with ground coverage as 53.52% whereas if we opt for 400 FAR and 100% coverage for the proposed plot the FAR achieved for the total commercial strip works out to be 247.88 with ground coverage 61.97%.

6. In the third option if we opt for 200 FAR and 100% coverage for the proposed Haj House on the said plot the total FAR achieved works out to be 230.98 with overall ground coverage remaining as 61.97%.

7. The overall FAR achieved in all the above cases remains within the prescribed norm of 300.

8. As per provision of building bye laws the FAR and coverage for already built up area of walled city are stipulated as 80% on ground floor and 70% on first floor and so on with 150 FAR for two storeyed construction, 200 FAR for three storeyed construction, 250 FAR for four storeyed constn. and so on provided that FAR will not exceed 300.



9. As such the present proposal for Haj House may kindly be allowed with full basement, 80% ground coverage and 400 FAR. The same shall remain within the prescribed limits of 300 FAR as stipulated in bye laws.

10. Matter is placed for the consideration of the Technical Committee.



DELHI DEVELOPMENT AUTHORITY.  
( MASTER PLAN SECTION ).

Draft minutes of the meeting of the Technical Committee held on 11.8.87 at 9.30 A.M. in the Conference Room of Delhi-Development Authority, 5th floor, Vikas Minar, New Delhi.

The following were present:

1. Shri Om Kumar, Vice-Chairman ( Chairman )
2. Shri V.S.Murti, Engineer Member
3. Chaudhary Ranbir Singh, Addl. Commissioner(L)
4. Shri R.G.Gupta, Director (CP)
5. Shri J.C.Gambhir, Director (PPW)
6. Shri S.C.Gupta, Director (DC&B)
7. Shri C.B.Sharma, Director (Hort.)
8. Shri P.N.Dongre, Jt. Director (CP)
9. Shri Y.K.Mahto, Director (Land Management)
10. Shri R.K.Bhandari, C.E. (E.Z.)
11. Shri S.K.Chawla, C.E. (W.Z.)
12. Shri P.S.Bhatnagar, Dy. Dir (Hort), Div-II
13. Shri P.C.Jain, Project Planner (Rohini)
14. Shri Chander Ballabh, Dy. Dir (ZP) -I
15. Shri Sabharwal, Dy. Dir (ZP) -III
16. Shri D.K.Saluja, Dy. Dir (CP)
17. Shri Gernail Singh, Architect/Plg. Officer (Slum)
18. Shri G.P.Rastogi, Dy. Director (M.P.) ( Convenor )

LAND & DEVELOPMENT OFFICE:

19. Shri Lakgur Chand, Asstt. Engineer
20. Shri Randhir Singh, Asstt. Commr. of Police (Traffic) POLICE DEPARTMENT

SPECIAL INVITES: D.E.S.U.

21. Shri B.L.Rastogi, Addl. C.E. (EHV&QC) for item No.6
22. Shri H.K.L.Kaushal, S.E. (Plg.I) for item No.6 & 7.
23. Shri R.K.Bhatia, XEN (EHV) -do-
24. Shri S.C.Jain, S.E. (220 KV) -do-
25. Shri S.P.Aggarwal, S.E. (400 KV) -do-
26. Shri G.G.Sinha, XEN (400 KV) -do-
27. Shri D.K.Suri, XEN (Plg.IV) -do-

MINISTRY OF DEFENCE (Eico.Br.)

28. Shri K.S.Duggal for item No.10.
29. Lt.Col. K.K.Pradhan, URC -do-
30. Lt.Col. D.V.Kataria -do-
31. Lt.Col. Krishnan -do-
32. Lt.Col. Sawrup -do-

DIRECTORATE OF HEALTH SERVICES, DELHI ADMINISTRATION.

33. Shri S.C.Sarkar, Dy. Director

P.W.D., DELHI ADMINISTRATION:

34. Shri B.N.Sinha, Suptdg. Engineer (C-II)

BHARAT PETROLEUM CORPORATION:

35. Shri Y.K.Sharma, Divisional Manager for item No.12.