



योजना
Planning

दिल्ली विकास प्राधिकरण

अनुभाग/१

मिसिल संख्या FI(43) 84-MP

दिप्पणी

पत्र-उपयहार

विषय

Draft Minutes of Tech. Committee Meeting
held on 23.10.88.

जायरी सं०	तिथि	किस को भेजी	हस्ताक्षर	जायरी सं०	तिथि	किस को भेजी	हस्ताक्षर

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संख्या F-2368

दिनांक 24/10

24/10/89

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आयुक्त (राजता) कार्यालय
आवक सं० PR/226
दिनांक 31-10

21/10-89

26/10/88

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of Technical Committee meeting held on 23.10.89 at 10.30 A.M. in the conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. K.S. Bains, Vice-Chairman (Chairman)
2. Sh. J.C. Ghambir, Commr.(Plg.)
3. Sh. T.S. Punni, C.A.(H)
4. Sh. Santosh Auluck, Addl. C.A.(H)
5. Sh. Karmakar, Addl. C.A.(H)
6. Sh. S.C. Gupta, Director(DC&P)
7. Sh. R.G. Gupta, Director(SP&R)
8. Sh. Chander Ballab, Jt. Director(Plg.)
9. Sh. A.K. Jain, J.D. (PPK)
10. Sh. C.P. Rastogi, Jt. Director(WC&SA)
11. Sh. P.N. Dongre, Jt. Director(TYA)
12. Sh. Vijay Risbud, Jt. Director(Narela)
13. Sh. H.S. Sikka, Jt. Director(ZP)
14. Sh. D.K. Saluja, Dy. Director(T)PPW
15. Sh. Chakarwarty, Dy. Director(T)PPW
16. Sh. S.P. Bansal, Dy. Director(PPW)
17. Sh. H.P. Saxena, Assistant Director(MP)
18. Mrs. Alpna Shivam, Dy. Director (Design)
19. Sh. Anil Barai, Dy. Director(MP) (Convenor)

Police Department:

20. Sh. A.S. Chema, A.C.P(Traffic)

D.T.C.

21. Sh. K.C. Tiwari
P.W.D.(D.A.)
22. Sh. O.P. Goel, C.E.
23. Sh. Ramesh Chander, E.E. For item no.222
24. Sh. B.N. Sinha, S.E.
25. Sh. H.E. Luthra, For Item no.216
26. Sh. A.K. Tiwagi, E.E. For Item no.217
27. Sh. H.K. Srivastava, S.E.

LAND & DEVELOPMENT OFFICE:

28. Sh. A.D. Gupta, Bdg. officer.

MINISTRY OF SURFACE TRANSPORT:

29. Sh. M.K. Bhalla, S.E.(T&T) For Item No.219, 220&221

M.O.S & T:

30. Sh. P. Banarji, C.E.(T&T) For Item No.221

N.D.M.C.

31. Sh. S.S.K. Bhagat, C.E.
32. Sh. C.M. Paruthi, S.E.(R)
33. Sh. V.K. Menia, E.E.(R)

M.C.D.

34. Sh. B.B. Nanda, C.E.(I) For Item no.219, 220&221.

Item No. 216

Sub: Installation of Lord Shiva and Dev. of Public Park on Gurgaon Road, NH8 beyond the existing urban area limit M/s. Jaysree Charitable Trust F.3(21)/89-MP

The matter was discussed in the meeting of the Tech. Committee wherein it was pointed out that there is a proposal to develop a strip of land along the NH 8, after making a comprehensive scheme on the basis of which the land is acquired. It was observed that the site under reference forms part of that strip of land which was also pointed out in the meeting of the Tech. Committee that on the site under reference the work for execution of the work including the installation of Statue is in progress. It was felt that MCD be informed to take appropriate action as the land under reference is not the Dev. Area of the Authority. Tech. Committee also felt that in view of the fact that a scheme is being formulated as a comprehensive scheme and the land is to be acquired, it would not be feasible to issue a no objection for the purpose of the proposed scheme.

Item No. 217

Sub: Review of Railway proposals in Delhi area relating to operational & non operational works. PA/30/PPW/89/395

The Tech. Committee after detailed discussion observed that it is necessary to identify the items which can be considered under operation/operational work keeping in view the overall development envisaged in the Delhi Master Plan. Therefore, a reference be made to the Ministry of Urban Development to sort out the issues pertaining to operational and non operational works.

Item No. 218

Sub: Comprehensive redevelopment scheme at Janpath F.16(89)/81-MP

The scheme was explained in detail and after detailed discussions, Tech. Committee constituted a Sub Committee with members (Planning), DDA; Sh. D. San- yal; Shri Cheema, ACT (Traffic); Mr. Bahgat from NDMC as Members. They should go into the details and of the schemes with the provisions of parking, traffic and transportation etc., and submit its report within 15 days and the same will be put up to the next meeting of the Tech. Committee.

Item No.219

Sub: Improvement scheme for outer Ring Road and GK II Road intersection (Near Savitri Cinema)

~~F.85(19)/89-MP~~ *F5(40)/89-MP*

✓ Postponed

Item No.220

Sub: Flyover proposal of outer ring road and Marshal Tito Marg intersection.

F.5(19)/89/MP

✓ Postponed

Item No.221

Sub: Construction of grade separator near Ram Manohar Lohia Hospital
F.5(23)/89/MP

✓ The ~~pr~~proposal was discussed in the meeting of the Tech. Committee, it was felt that in view of the fact that there is a proposal to close ^{part} ~~part~~ of the Talkatora Road, it may not be feasible at this stage to finalise the proposal of under pass as proposed, however, the Tech. Committee desired that instead of the existing rotary a signalised intersection be designed to improve and to de-congest the traffic at this intersection.

Item No.222

Sub: Composite alignment plan of Alipur Road near IP College to Azadpur crossing.
F.5(3)/88/MP/Pt.I

✓ The proposed composite alignment plan was discussed in detail and it was approved subject to (1) the road right of way of Alipur Road be maintained as 45 mts and (2) proper size of bus ways at proper locations may be worked out in consultation of Mr. Tiwari, Transport Planner, DTC and be shown on the plan.

223

Sub: Approval of land uses on the acquired land in Rohini Project.

F.20(16)/89-MP

Refer
The proposal of various land uses of the Rohini Project for the land already acquired were discussed in detail. After detailed discussions it was decided that component shown as industrial use may be combined with commercial ^{land} ~~category~~ and may be used for commercial, work centres and for service and repair units. Thus the percentage of land uses after rationalisation, keeping the land for recreational use ~~be reserved~~ as 15%, public and semi-public to 9%, commercial to 5%, *and*

with these modifications it was recommended that the proposal be processed for change of land use.

Item No.224

Sub: Dev. ~~MR~~ controls for DIT campus at Papankala
F.2(4)/PPK/DDA/88/Pt.

The development control norms for the development of DIT complex as suggested were approved subject to that site measuring about 2 acres within the complex be earmarked for bus terminal.

Item No.225

Sub: Building plans of plots in block D-1, D-2, D-3
E&W Mayapuri Ph-II

Postponed.

Item No.226

Sub: Provision of electric sub station for virat
coop. group housing society ltd.
F.29(62)/87/Insttl.

The Tech. Committee discussed the proposal and observed that the site for electric sub station should be identified in one of the buildings constructed on stilt portion.

Item No.227

LAI D ON TABEE

Sub: Standard plan of shops at Sarojini Nagar Market
F.16(49)/83/MP

Commr. (Plg.) and Director (DC&P) has already inspected the site, however, as VC could not inspect the site that day, he would like to have report and if necessary would like to visit.

Item No.228

Sub: Constn. of pedestrian cum-cyclist subway near
Hazrat Nizamuddin Railway Station.
F.5(39)/89/MP

The proposal was explained, Tech. Committee approved the proposed pedestrian-cum-cyclist subway near Hazrat Nizamuddin Railway Station.

The meeting ended with a vote of thanks to the Chair.

Signature

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of the Technical Committee to be held on Monday, the 23rd October, 1989 at 10.30 A.M. in the Conference Room of Delhi Development Authority 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

<u>S.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page no.</u>
1.	216	Installation of Lord Shiva and Development of public park on Gurgaon Road, NH-8, beyond the existing urban area limit M/s. Jayshree Charitable Trust. F.3(21)/89-MP. (postponed)	1 to 2
2.	217	Review of Railway proposals in Delhi area relating to operational to non operational works. PA/JD/PPW/89/395 (postponed)	3 to 4
3.	218	Comprehensive redevelopment scheme at Janpath Lane. F.16(89)/81-MP. (postponed)	5 to 10
4.	219	Improvement scheme for outer Ring Road and G.K-II Road intersection (near Savitri Cinema). F.85(19)/89-MP. (postponed)	11
5.	220.	Flyover proposal of outer Ring Road and Marshal Tito Marg intersection. F.5(19)/89-MP. (postponed)	12 to 14
6.	221.	Construction of grade seperator near Ram Manohar Lohia Hospital. F.5(23)/89-MP (postponed)	15 to 18
7.	222.	Composit alignment plan of Alipur Road near I.P. College to Azadpur crossing. F.5(3)/88-MP PT-I	19 to 21
8.	223	Approval of land uses in the acquired land in Rohini project. F.20(16)/89-MP.	22 to 23
9.	224	Allotment of land to D.I-T at Papankala complex - norms for development controls. F.2(4)/PPK/DDA/88/Pt.	24 to 25
10.	225	Norms for small Industrial units , F-Block Mayapuri. F.1(18)/80-MP.	26 to 27
11.	226	Provision of electric sub station for Virat Co-operative Group Housing Society Limited. F.29(62)/87-Instl.	28

Item No. 957

Sub:- Installation of Lord Shiva Statue and Development of public park by M/s. Jayshree Charitable Trust on Gurgaon Road, NH-8 beyond the existing Urban area limit.

F.3(21)/89-MP.

M/s. Jayshree Charitable Trust has approached the Lt. Governor, Delhi for permission to erect a statue of Lord Shiva and develop about 5 acres of land around this statue as a public park with facilities like Naturopathy Treatment Centre, Meditation Centre, Yoga Centre and free medical service etc. Since the area belongs to Municipal Corporation of Delhi they have submitted their proposal to the Town Planning Department of MCD who have required a clearance from Delhi Development Authority with regards to change of land use. The height of the Shiva statue is proposed as 60.0' from the ground level.

2. The area under reference is Agricultural Green Belt as per MPD-1962 and Rural Use Zone as per PDP-2001. The proposed location under reference is very close to the existing urban limit and is adjoining the major entry/route to Delhi. It is abutting the Airport Boundaries also. As such following clearances will be required.

- i. No objection Certificate/clearance from Statue Committee constituted by the Ministry of Urban Development has been taken, and annexed at-A.
- ii. Clearance from Delhi Urban Art Commission being one of the likely major urban design project facing the NH-8 to Delhi.
- iii. The height etc. proposed is also required clearance from the Airport Authority.

It has further being opined that urban development in Delhi, presently is carried out on the basis of large

scale, acquisition of land, development and disposal of land policy only by the Government Agency. Moreover, the conversion of Agricultural land for such activities should be restricted.

3. In view of the above, the case is put up before the Technical Committee for its consideration.

Appendix 'A' to Item No. 216
No. 2013/89-W A1
Government of India
Ministry of Urban Development
(WORKS DIVISION)

New Delhi dated 29th May 1989.

To,

Shri S.K. Chopra,
Architect,
Flat No.9, Shanker Market,
Connaught Circus,
New Delhi - 110001.

Subject:- Installation of statue of Lord Shiva
at Delhi - Gurgaon Road, New Delhi.
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Sir,

I am directed to refer to your letter No. SMPP/
89/336 dated the 15th May, 1989 on the subject
mentioned above. As per the guidelines on the
subject, no permission is required from this
Ministry for installation of statues on private
lands.

Yours faithfully,

-sd-

(S. RANGANATHAN)
Deputy Secretary to the Govt. of
India.

Sub:-Review of Railway proposals in Delhi Area relating to operational & non-operational works.

PA/JD/PPW/89/395

The Chief Engineer construction, Northern Railways vide D.No. 291-W/122/W-II dated 17th April, 1989 has forwarded the following two circulars regarding operational /non operational const. issued by the Ministry of Works and Housing.

1. Circular No.H-11001/1/73/DIVB/Vol. II dated 5.3.77
2. Circular No.K-10618/25/84/W IIIB dated 16.4.84.

As per the circular mentioned at Sl. No.1 above the definition of the operational construction is as under:

Operational construction means any construction whether temporary or permanent which is necessary for the operation, maintenance, development or execution of any of the following services namely:

- i. Railways
- ii. National Highways
- iii. National waterways
- iv. Major ports
- v. Airways and aerodromes
- vi. Post and telegraphs, telephones, wireless, broadcasting and other like forms of communications.
- vii. Regional grid for electricity.
- viii. Any other service which the state Govt. may, if it is of opinion that the operation, maintenance, development for execution of such service is essential to the life of the community by notification declare to be a service for the purpose of this clause.

Explanation- For the removal of doubts it is hereby declared that the construction of:

- (i) New residential buildings (other than gate lodges, quarters for limited essential operational staff and the roads and drains in railway colonies, hospitals, clubs institutions and schools in the case of railways and.

(ii) A new buildings, new structure or new installation or any extension there of, in the case of any other services, shall not be deemed to be constructed within the meaning of the clause.

The circular dated 16th April, 1984 further clarify that 'In order to ensure that the building plans conform to the National Building Code and also environmental impact of such operational construction is properly assessed, it is necessary that a certificate is recorded by the Architect/Town Planner employed by the Departments to the effect that the plans conform to the National Building Code and also would not have any adverse environmental impact. Our observations on the above definitions are as under:

1. The operational construction shall only mean the immediate improvements required at a very short notice for the operation, maintenance of the existing system. Under this heading no addition/ major alternations which affects the capacity of the existing system/yard/station shall be included.

This is essential because the expansion of the activities of transport network have the repercussions on the sub-undings road network and other infrastructure of the city and these needs to be examined very carefully by the authorities concerned with the plan development of the city.

2. The plans prepared by the agencies for the modernisation/minor improvements of the existing system without increasing the capacity should also be submitted to the competent authority with justifications for information.

3. These plans should also conform to the unified building bye-laws applicable in the city, zoning regulations and the Master Plan provisions of the city.

In general all the plans prepared by the concerned authority for the expansion of the railway stations and other related infrastructures should be submitted to the agencies concerned with planned development of the city for its consideration and approval as per the provision of the Master Plan, zoning plans and area schemes etc.

4. The item is placed before the Technical Committee for its consideration.

Sub: - Comprehensive Redevelopment Scheme at Janpath Lane.

File No. 81-11P

The erstwhile New Delhi Redevelopment Advisory Committee (NDRAC), earmarked Janpath Lane Area (as Redevelopment Area) recommending that a comprehensive Redevelopment Scheme will be formulated as part of the approval zonal plan of enlarged zone D-1 (Metropolitan City Centre of Delhi).

2. Accordingly, a Redevelopment Scheme was formulated in the office of the Authority which was approved by the Authority vide resolution no. 50 dated 1.2.83 for inviting public objections/suggestions. The salient features of the scheme were as under:-

1. Stepped up development on modular basis had been proposed keeping in view the recommendations so far made by Archaeological survey of Delhi as well as the practical aspect of implementation of this scheme considering the types of land holding.
- ii. A set back of 30.5 mtrs. (100') was kept towards the eastern side of Jantar Mantar so that proposed buildings are apart from historical monuments of Jantar Mantar.
- iii. In the proposed scheme building blocks of 7 to 18 storeys were proposed in the form of stepped up development.
- iv. Ground coverage and FAR were kept within the prescribed limit i.e. 25% and 250 respectively.
- v. Surface parking was proposed within the scheme area.
3. The Scheme envisaged 5 envelopees (P-1 to P-5). 4 envelopees i.e. P-1 to P-4 were part of leased plots by the L&DO to different parties. Plot No. P-5 was owned by the Govt. of India plot no. P-1 was sub-divided by L&DO into 9 parts having different lessees. The scheme envisaged that all the 9 lessees of plot no. P-1 shall combine together to construct one building and the floor space so constructed would be proportionately divided among themselves in proportion to the size of their holdings.

4. In response to the public notification dated 14.5.83 for inviting public objections/suggestions for the said scheme, 11 objections/suggestions were received.

One of the lessees of the smaller plots forming part of the plot P-1 filed a suit no. 1445/83 in the High Court against the proposed scheme. The main point of dispute was unequal distribution of FAR to different parties.

5. Screening Board heard the objections/ suggestions for the said scheme and recommended in its meeting held on 24.4.84 that since the redevelopment scheme is sub-judiced the individual objections/suggestions be considered after the stay order of Court is vacated. During the proceedings court desired that a affidavit be filed stating that in the development scheme all the lessees will have maximum 250 FAR on the net area of their holdings forming part of redevelopment scheme. The Court vide order dt. 21.8.86 desired that DDA may proceed with the scheme by carving out of the resultant plot and to submit plan to the court within three months.

6. During this period extensive modifications in Delhi Master Plan for PDP-2001 were published on 6.4.85 for inviting objections/suggestions. According to the extensive modifications the maximum FAR for this area was prescribed as 150. Also on 16.10.85 the Govt. of India, Ministry of Urban Development imposed a ban on the constn. of highrise buildings/development in New Delhi & South Delhi Area. Therefore, the scheme could not be finalised.

7. Ministry of Urban Development vide letter K-13011/19/85-DDIIA dt. 18.7.86 removed the restriction on constn. of highrise buildings in zone D-I and subsequently issue the

revised guidelines for constn. of highrise buildings. According to these guidelines coverage and FAR were specified as 25% of the plot area and 250 respectively. However, with this stipulation that the parking requirement will have to be fulfilled and provided for in the basement(s), may be extended upto envelop line.

8. In order to discuss the progress, the formulation of the scheme keeping in view the Court's order and the revised guidelines issued by the Govt. of India, a meeting was held in the Ministry of Urban Development on 19.9.88 to sort out the different issues and it was decided that a small planning committee comprising of Engineer Officer/ L&DO, Chief Architect, NDMC, Director(DC&P), DDA, Sh. Jasbir Sachdev may assist in the formulation of the scheme.

Accordingly, the draft modified scheme was formulated having the following features.

- i. 60' set back has been kept from the boundary wall of Jantar Mantar.
- ii. Parking has been provided in the basement.
- iii. Blocks have been proposed with 250 FAR on the basis of resultant plots having maximum coverage of 25%.
- iv. The height of the building blocks have been proposed varying between 8 storied to 12 storied. The area requirement for widening of roads have been taken from the proportionate of the land holdings. (Scheme laid on table).

9. The modified scheme was sent to NDMC, Chief Fire Officer, Delhi Fire Service Archaeological survey of India DCP(Traffic) , and Ministry of Urban Development L&DO for their comments. NDMC, L&DO and CFO has not raised any major issue. TCPO on behalf of Ministry of Urban Development has suggested that the following provisions also be included in the draft report.

1. Elevation of proposed building blocks to conform to architectural controls to be specified by competent authority.
2. A single agency is prescribed for management and maintenance of common provision like parking, open space and corridors.

Suggestion no.1 above of TCPO and suggestion of NDMC & CFO will be taken into consideration at the time of preparation of detailed design.

Suggestion no.2 above of TCPO, is a policy matter and it would be decided by the land owning agency i.e. L&DO and building sanctioning Authority i.e. NDMC appropriate time. As regards the comments of the Archeological survey of India is concerned they have indicated that 60' set back from the eastern boundary wall is inadequate. In this connection, it is mentioned that the scheme envisaged, the envelop of the blocks as far as possible on the holdings and therefore, set back could not be provided more than 60 ft. Also they have suggested that the height of the blocks should be adhered according to the restrictions imposed in their letter dt.21.9.88. This has also been examined and it is observed that height of the two blocks near the Eastern boundary is more than the specified height of 60ft, which is due to the restriction to the ground coverage of 25%. It is also observed that in the adjacent plot of DLF a max. height of 116.8 ft. has been sanctioned for the buildings located in the same line.

Regarding this scheme the DCP(T) has observed that although the parking proposed in the basements is adequate, the dispersal of traffic via Indian Oil building and Tolstoy Marg is impossible as these areas are already over-congested and the proposal is impractical from the Traffic

point of view. They have therefore, objected to the proposal itself as the CBD is already overburdened with traffic problems created due to such development projects.

The meantime the High Court on 18th May, 1989, after hearing the arguments observed that in view of the affidavit dt. 12.5.89. (Annexure) the suit is liable to be disposed of. The court clarified that the DDA would prepare the entire controlled drawings at one point of time. The court further recorded consent of all the parties to the aforesaid affidavit and the case was disposed of .

10. In order to examine and sort out the issues raised by Archeological survey of India and DCP(T), meetings was called on 1.8.89, inviting the representative of the above mentioned organisation. Representative of Archeological Survey of India did not attend the meeting as he conveyed his inability to attend the meeting and suggested vide letter dt. 31.7.89 to consider points already communicated by them while finalising the scheme. The case was discussed with DCP(T) on the traffic point of view whose reaction to the scheme was as under:

1. The number of car space provided in the scheme ie. 1089 is debateable.
2. The entry and exist point are not sufficient to catre to the volume of traffic generaged from the scheme.
3. The existing R/W of the parliament street and Janpath are not sufficient to take the load of traffic generated by the scheme and therefore, require traffic studies before the scheme is implemented.

DCP(T) was of the view that even if the parking provision is adequate which is debateable due to the type of development envisaged, dispersal of traffic via Indial Oil Corporation Bldg., and via Tolstoy Marg is an impossible task. Both these areas are already over-congested and the proposal is not practical from traffic point of view.

The case was referred to JD(T), LDA on 2.8.89. The case was examined by Traffic, unit of PPW and as per their observations the norms for car parking on the basis of two car for 100 sq.mtrs is as per MPD-2001. The proposed scheme envisaged for one way traffic movement, the entry and exist to the properties appear to be sufficient. It has been desired to hold a separate meeting with DCP(Traffic) under the Chairmanship of Director(DC&P).

11. The scheme was discussed in the meeting of the Technical Committee held on 28th August, 1989 in detail. In this meeting DCP(T) raised certain objections on the circulation pattern and pointed out that Janpath, Tolstoy Marg and the Parliament Street are already congested and by the implementation of this scheme, the traffic would further increase and may become unmanageable. He was of the view that such scheme should be based on an overall comprehensive study of traffic and transportation of the zone. After discussion it was decided that the matter be re-submitted to TC with details of IOC building, floor-space, parking space and other details.
12. As per the information collected, the IOC building (ground + 9 floors) is having a built up space of 1,46,550 sq.ft. (13619.888 sq.mts). The adjacent 2 storey building of cottage emporium is having a built up space of 1,25,620 sq.ft(11674.72 sq.mt). In addition there are existing other buildings falling in the area proposed for redevelopment. The built up space in these buildings is approximately 40% of the proposed FAR for these blocks and are used for different activities such as commercial, offices, guest houses, lodging houses and for the residences. Thus, it would be seen that the total site is not vacant and presently used for various activities. Also the existing parking available on the site has been assessed and it is observed that in the plot of IOC about 250 car space parking is available in the Cottage Emporim Complex. By re-

.../-

Appendix 'B' to Item No. 148
HEADQUARTERS: DELHI FIRE SERVICE: NEW DELHI

No. F.6DFS/PS/89/625

- 31 -
Dated: 13.4.89

To

Sh. S.C. Gupta,
Director(DC&P),
Delhi Development Authority,
Vikas Minar, 5th floor,
I.P. Estate,
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane,
Connaught Place, New Delhi.

....
Sir,

Please refer to your letter No. F.16(89)81-MP/
dated 24.2.89 on the subject cited above. The scheme/
modified proposal for redevelopment of Janpath Lane,
Connaught Place, New Delhi has been examined from fire
safety point of view.

As regards access way to approach the buildings and
open areas all around the complex is concerned the proposal
appears to be satisfactory. However the basement areas is
much more and there is no compartmentation which is not
permissible from fire spread point of view. Therefore
suitable compartmentation be provided by erecting fire
resisting walls of 4 hours rating and in case of any
opening in the wall self closing automatic fire check door
not less than 2 hours fire resistance rating must be provi-
ded coupled with automatic fire detectors system so as to
isolate the basement areas in the event of any out break
of fire.

The report on comprehensive re-development scheme of
Janpath Lane, New Delhi prepared by Sh. Jeet Malhotra,
Chairman of the sub committee and Chief Architect, NDMC
dated 6.5.87 had proposed 6 nos. of under ground static
tanks around the complex for fire fighting purpose.

In view of the above, the redevelopment scheme can be
considered subject to the conditions that individual
buildings plan shall be submitted to the undersigned for
scrutiny and issue of fire safety directives at the time of
sanctioning of individual building.

Yours faithfully,

Sd/-
CHIEF FIRE OFFICER
DELHI FIRE SERVICE

planning and taking the parking in the besement as proposed the parking problem could be met and circulation pattern in this area would ease/improved and will function efficiently.

In the proposed redevelopment scheme there are various heights of the blocks. On the basis of the solar chart study has also been done to examine the possibility of casting shadow over the existing equipments/instruments located in the Jantar Manter area, it is observed that the height of the blocks are such that none of it cast any shadow on these instruments/equipments. These studies after the Technical Committee has gone through may be sent to CBRI, Roorkey for verification.

13. The matter is placed before the Technical Committee for its consideration.

Appendix 'K' to Item No. 1373
No. K-13011/16/83-DDIA/VA B1
Government of India
Ministry of Urban Development
(Delhi Division)

... New Delhi, dated 18th May, 1989.

To

Shri S.C. Gupta,
Director (DCP)
Delhi Development Authority,
Vikas Minar, I.P. Estate,
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane,
New Delhi.

....

Sir,

Kindly refer to your letter No. F.16(89)81-MP dated 24.2.1989. The proposed scheme was referred to the TCPO for their comments. While agreeing to the proposal in principle they have suggested that in addition to ground coverage, FAR, height control as well as guidelines for highrise buildings prescribed by the Ministry, the following provisions be also included in the draft report.

1. Elevations of building blocks to conform to architectural controls to be specified by competent authority.
2. A single agency be prescribed for management and maintenance of common portions like parking, open spaces and corridors.
2. It is understood that the Additional Secretary in this Ministry had spoken to you about this case and you had confirmed that no change of land use is involved. It is felt that L&DO, as owner of the land has to be fully involved in this proposal. It is further understood that DDA has already written to the L&DO in this regard.
3. It is requested that further action in this matter may kindly be expedited. The Ministry of Urban Development has also desired that the DDA should finalise the matter early.

Yours faithfully,

Sd/-
(B.C. SYNGLE)
DESK OFFICER

Appendix 'D' to Item No. 1218
NO. 24/6/89-M
GOVERNMENT OF INDIA
ARCHAEOLOGICAL SURVEY OF INDIA

JANPATH, NEW DELHI, 11th May, 1989.

To

Shri S.C. Gupta,
Director (DCP)
Delhi Development Authority,
Vikas Minar, 5th fl.,
I.P. Estate, New Delhi-22 2.

Sub: Proposal for redevelopment of Janpath Lane,
Connaught Place, New Delhi.

....

Sir,

I am directed to refer to your letter F.16(89) 81-MP dated 24.2.89 on the above subject and to inform you that the draft of modified scheme for the redevelopment of Janpath Lane, Connaught Place, New Delhi enclosed therewith has been examined and the following observations have been made:-

- i) while there is no objection so far as horizontal development is concerned, it is felt that the height restriction as envisaged by the Archaeological Survey of India on the site plan a copy of which was sent to you earlier vide this office letter No. 32/5/79-M Vol.II dt. 21.9.88 is strictly adhered to. The construction of 10 to 12 storeys building adjacent to Jantar Mantar as included in the scheme would not be within the prescribed height limits and would affect the functioning of the Yantras. In order to ensure that the prescribed height restrictions are adhered to, building plans should be approved only after obtaining clearance from Archaeological Survey of India in individual cases as per the instructions of the then Ministry of Health & Family Planning and Works & Housing and Urban Development (Department of Works & Housing and Urban Development) contained in their letter No. 10-1(4) 69-UD dated 27.6.69 addressed to the

....2/-

New Delhi Municipal Committee and Delhi Development Authority a copy of which is enclosed. The intention was to ensure that no highrising building which might affect the monument is allowed to come up. The Hon'ble Minister had also assured the House of the same on 9.9.1981.

- ii) The set back about 18 mtrs. from the eastern boundary wall of the monument is considered inadequate.

In the light of the observation made above it is requested that the scheme may be suitably modified with a view to restricting the height of the buildings close to the Jantar Mantar to minimum and adequate set back from the eastern boundary from the Jantar Mantar is also provided.

Yours faithfully,

Sd/-

(C.MARGABANDHU)
DIRECTOR(MONUMENTS)

Encl: As above.

- 11 -
Item No. 219

Sub.- Improvement scheme for outer Ring Road
and G.K.II Road intersection (near Savitri
Cinema).

File No. 85(19)89-MP.

The flyover proposal at the Outer Ring Road and
G.K.II road intersection has been receipt from the
Chairman, DTDC vide D.O. letter No. BR/1200/89/DTDC/589
dated 29th Aug., 1989. In which the Chairman forwarded
a new proposal alongwith the traffic volume figures
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2. The total traffic volume as shown in the drawing is about 5500 pcu's in morning peak period. It reveals from the drawings that the straight movement which account only 4764 pcu's during morning peak hours. By construction of the said flyover the surface traffic will be around 1200 pcu's.

From the above figures it is observed that the construction of grade separator on these junction does not warrant the justification for the proposal of flyover.

3. The grade separator at this intersection appears to be a piecemeal planning and without a proper study.

The proposal at this intersection needs to be adequate study. Before conceiving such scheme need proper comprehensive traffic study alongwith similar kind of intersection/junction study.

4. In our view such intersection improvement scheme should be incorporated. A feasibility study of the proposal alongwith the details of the affected structures/properties/services/trees etc. should also be submitted.

5. This kind of intersection/junction improvement scheme should come under the scheme of urban traffic management programme.

The proposal may be placed before the Technical Committee meeting for consideration.

Item No. 220

Sub:-Flyover proposal of Outer Ring Road and Marshal Tito Marg Intersection.

F.5(19)/89-MP.

This case was discussed in the Technical Committee meeting held on 27th June, 89. Chairman DTDC vide letter dated 29.8.89 has submitted a revised proposal in pursuance of the decisions taken in the Technical Committee.

2. The revised proposal has been examined with regard to the decisions taken in the Technical Committee the same are as follows:

Decisions of the Technical Committee

Observations

- i. The location of this grade separator was agreed in principle.
- ii. DTDC shall also examine the possibility of providing an under bridge on Marshal Tito Marg below the intersection, if the future projections and the road geometrics permits.

DTDC has not furnished any specific clarifications for an under bridge on Marshal Tito Marg. However, based on the traffic volumes indicated on the plan, it is seen that the peak hour traffic volume along Marshal Tito Marg is around 5000 pcu's as compared to about 6000pcu's on Outer Ring Road. Marshal Tito Marg is a radial road connecting C.B.D. areas, commercial residential and institutional areas with the colonies of South Delhi upto Mehrauli Badarpur Road. Outer Ring Road is a peripheral road, the assessments on this road as compared traffic volume are marginally higher as on today. However these are likely to increase after it becomes a free way by constructing grade separator on important intersections. As the developments along Marshal Tito Marg/Road no.13 for almost complete, only marginal increase in traffic may be anticipated on this corridor. It may therefore, be desirable to have a flyover at outer ring road.

iii. As per the PDP-2001 along the Nallah, the North West has been detailed upto the South LRT corridor has been envisaged. This flyover may need the clearance from rites. The revised flyover proposal nallah. The starting point of the flyover is about 100 mts. from the edge of the Nallah. Clearance of the grade separate proposal from rites may be taken up separately.

iv. The revised drawings integrating important inter. sections and the road widening etc. upto the first intersection of Master Plan roads on all the 4 diversions shall be resubmitted for consideration of the Technical Committee

The revised flyover proposal has been detailed out upto Nallah on the western side, upto the Savitri Cinema junction in the East and the Chirag Delhi junction in the south. The gap in verge at Chirag Delhi Road intersection should be closed and may be treated only as 'T' junctions. On the Savitri Cinema junction the straight movement on outer ring road is around for nearly 5000 pcu's. The straight movement from Chirag Delhi side to Nehru Place can be taken through exclusive carriageway by providing a verge. With this the total traffic volume at this junction will be around 3000 pcu's only which can be controlled by signalisation.

3. (a) The R/W line of 4 arms on intersection have not been defined.
- (b) The location of bus bays have not been integrated
- (c) The pedestrian crossings are proposed at the intersection through the zebra crossing.
- (d) Right turning traffic from Masjid Moth houses on the Northern side is not provided in the plan
- (e) The slope of 1:30 is recommended (1:35 as per the standard I.R.C. norms.

4. The ground level at the intersection is 99.70 and on the flyover is 107.20, a total height of 7.50 mts. is proposed above the road level. A clear height of 5.50 mts. shall be available leaving 2-50 mts. for the beams and the slab.

5. The feasibility of the proposal with regard to the affected structures, properties, services (underground, over-

head) trees etc. has not been submitted. A letter in this regard has already been written to DTDC.

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

Item No. 21

Sub: Construction of Grade Separator near
Ram Manohar Lohia Hospital.
F.5(23)/89-MP.

Initially the proposal was submitted by NDMC on 8.3.89. This proposal was considered in the Special Committee Meeting held on 8.3.89. The recommendations of the Special Committee meeting are as under:

- i) A complete report giving the volume count peak hour traffic, projections etc. need to be submitted.
- ii) To study this intersection improvement it will be desirable to study the existing circulation system and changes on account of this proposal at least upto the next intersection.
- iii) Feasibility of the proposal has to be also provided to DDA indicating the properties affected, shifting of underground/overhead services, pedestrian counts, proposal of subway if any, affected trees etc.

The NDMC now has submitted the revised proposal vide letter no. EE(RI)D/945 dated 21.7.89. This proposal has been examined and the observations are as under:

2. In respect to the Item No. i & ii the NDMC has forwarded a Technical Report on "Economic Evolution of the proposed improvement Scheme for park street to Baba Kharag Singh Marg Intersection alongwith the plans of improvement schemes prepared by the consultant NATPAC". The present peak hour traffic volume movement pattern at Willingdon Hospital Intersection is as under:

- ii) To study this intersection improvement it will be desirable to study the existing circulation system and changes on account of this proposal at least upto the next intersection. Contd...2
- iii) Feasibility of the proposal has to be also provided to DDA indicating the properties affected, shifting of underground/overhead services, pedestrian counts, proposal of subway if any, affected trees etc.

The NDMC now has submitted the revised proposal vide letter no. EE(RI)D/945 dated 21.7.89. This proposal has been examined and the observations are as under:

2. In respect to the Item No. i & ii the NDMC has forwarded a Technical Report on "Economic Evolution of the proposed

From	To	North Avenue	Willingdon Crescent	Park Street	Baba Kharag Singh Marg	Talkatora Road	Total
North Avenue	*M	-	197	666 (49.2%)	252	128	1243 (14.17%)
	**E	-	292	734 (28.3%)	257	105	1388 (17.59%)
Willingdon Crescent	M	159	-	115	834	487	1595 (18.95%)
	E	43	-	67	743	104	957 (12.13%)
Park Street	M	388	153	41	731	2202 (62.6%)	3515 (14.77%)
	E	163	180	86	468	602	1499 (19.00%)
Baba Kharag Singh Marg	M	434	725	169	71	52	1451 (17.24%)
	E	97	1083	547	69	34	1830 (23.20%)
Talkatora Road	M	96	70	361 (26.7%)	85	-	612 (7.27%)
	E	115	491	1153 (44.5%)	457	-	2216 (28.08%)
Total	M	1077	1145	1352	1973	2869	8416 (100.00%)
	E	418 (5.30%)	2046 (25.93%)	2587 (32.79%)	1994 (25.27%)	845 (10.71%)	7890 (100.00%)

*M - Morning
**E - Evening

3. From the above movement characteristics it reveals that in the morning peak hour the park street carries 3515 pcu's which accounts 62.6% of total discharge volume from park street arm(3515 pcu's) in combination of all flows generating from the

Contd...3

same arm whereas Talkatora Road bears the burden of 2202 pcu's in the same hour. Similarly, in the evening peak hour from park street to Talkatora carries 620 pcu's, whereas Talkatora to park street handle the traffic volume 1153 pcu's which is 44.5% of the total discharge volume from the same arm in combination of total flow of 2216 pcu's.

4. For the quantification of the cost benefit study the consultant in the report envisaged that after commissioning of the proposed subway it is expected that the speed will go upto 40 to 50 kms. per hour instead of 20 kmts. as observed in present day.

5. Observations:

R/W as per Master Plan

As envisaged in proposal

(a)

1. Park Street - 60 mts.	60 mts.
2. Talkatora Rd.- 45 mts.	60 mts.
3. Wilellington - 45 mts. crecent	45 mts.
4. -North Avenue - 65 mts.	65 mts.
5. Baba Kharag - 45 mts. SinghMarg	45 mts.

(b) For increasing R/W of the Talkatora Rd. the boundary wall of the corner plot(nurses hostel) would be affected. In the revised plan due to the geometric improvement in between the arms of Talkatora and Baba Kharag Singh Marg properties of Ram Manohar Lohia Hospital would be affected.

(c) For the geometric improvement of rotary function at grade the following traffic engineering improvement are required.

(i) For diverging and merging flow from and to different arms provision of traffic is-lands should be indicated to the final proposal.

Contd...4

- ii) Other traffic engineering improvement like direction flows/pedestrian crossing markings and other signs and symbols along with the improvement required upto next important intersection on all the five arms need to be integrated with the proposal.
- iii) The provision of pedestrian subways in specific on Talkatora Rd. & other roads if required should be indicated in this proposal.
- (d) Feasibility report with respect to the details of the affected structures/properties/trees/infrastructure are yet to submit by NDMC.

This proposal may be placed in the Technical Committee Meeting for consideration.

Sub:-Composite alignment plan of Alipur Road and Mall Road from Upper Bela Road crossing near I.P. College to Azadpur crossing.

F.5(3)/88-MP Pt-I

The R/W of Alipur Road between Upper Bela Road crossing and Timarpur Road/Road no.46 crossing is 30.48 mt. R/W of Mall Road from Timarpur road/road no.46 crossing upto the Azadpur crossing is 60 mt. road(200 ft.) as per zonal master plan proposal. Alignment plan of Alipur & Mall road was earlier prepared by T-CPO and the same was approved by the authority vide resolution no.583 dated 2.12.63 in file no.F.3(186)/63-MP. In the plan prepared by TCPO only the R/W line had been shown and no cross sectional details at different locations including junction/intersection designs were given. A fresh composite alignment plan integrating the junctions/intersection designs carriageways bus bays, footpaths etc. has since been prepared.

2. The problems and the proposals along this road are as follows:-

Problems

Proposals

1. In this stretch between I.P. College and Khyber Pass there is no central verge. A four lane undivided carriageway is in existence. There is a heavy volume of traffic in both the directions.

There are about 40 fully grown neem trees on both sides in this stretch. Tree to tree widening is proposed with 9 mt width carriageway on either sides of 1 mt. central verge, 30.48 mt. R/W is proposed for Alipur Road. Wherever additional R/W is available, same shall be retained. A strip of land shall have to be acquired from the private properties on the western side for achieving the road R/W.

ii. The existing 'Y' junction of Alipur Road and Rajpur Road opposite Civil Line police Station needs to be improved to avoid right turning from acute angled junction.

The junction design has been integrated with the alignment plan as per the zonal plan proposal in which some buildings of MCD shall have to be demolished as shown on the plan.

iii. Mall Road/Timarpur Road/ The intersection design has road no.46 crossing needs to be been modified to integrate improved to integrate with the the district centre and Govt. land proposed for district cen- Office complex, existing geo- tre and Govt. Offices Complex. metrics have also been improved to allow free flow of traffic.

iv. Six land divided carriageway 11 mt. wide carriageway 6.5 mt. wide service road and inner /outer footpath are provided on either sides of the central verge of 1.20mt on Mall Road . The R /W of Mall Road is taken as 60 mt. wherever extra R/W space is available same shall be maintained. Service road has been proposed wherever required to avoid direct approach on the main carriageways. Some land shall have to be acquired from the private properties between Timarpur Road intersection and Kingsway Camp crossing. A Strip of land from police Lines shall also be acquired for developing the service road.

v. Improvement of the existing skewed Kingsway Camp intersection. The intersection has been redesigned with a straight axis by removing the skew. Slip roads have been provided for left turning.

vi. Junction of the main colony roads of 24 mt. R/W width from D.I Khan and from Model Town (Second stop) are skewed and very dangerous for the cross movement of traffic. Gap in verge with a synor- nised signal is proposed at this location.

vii. Redesigning of the existing 'Y' shape junction of G.T. Road and Mall road near Azadpur village. The junction has been redesigned by proposing a 45 mt R/W road perpendicular to Mall road from G.T. Road as per zonal plan proposal.

viii. Cutting of the fully grown neem trees falling in the carriageways after widening of the road from lane to six lane. Most of the trees falling in the carriageway are very dangerous and pose hazard to the free flow of traffic same are recommended for cutting.

ix. Provision of separate bus bays and bus queue shelter along the road. Recessed bus bays and space for queue shelter has been proposed along this road, location of the same has also been seen by DTC office.

x. Rationalising of gap in verge and ingress/ egress to the existing petrol pumps. There are no. of gaps in verge and same are essentially required for right turning movement from the junction/inter section and from other important junction. The ingress/ egress to the petrol pumps has been given from the service road. The gaps in verge in front of the petrol pump are proposed to be closed.

3. As per PDP-2001 LRT is proposed along this road, since the details of the same i.e. whether it is to be taken on the ground or overhead are not available it has not been shown on the plan. LRT corridor will be integrated in the R/W as and when the details are finalised by the railways/Delhi Admn.

4. The detailed intersection design of Mall Road, Timarpur Road no. 46 has also been integrated in this plan and a combined feasibility has been received from the Ex. Engineer, Divn. I vide letter no. 6356 dated 13.7.69 which is placed as annexure-I

4. The draft flyover proposals at Kingsway Camp crossing and Timarpur road/road no. 46 and Mall Road intersection which are still under process have not been integrated in the plan as the same have not been finalised.

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

- i. Composite alignment plan of the entire stretch integrating the eleven junctions and the intersection of 24 mt. & above R/W roads as proposed therein.
- ii. Resettlement of the affected structures, properties to be taken up by the PWD(DA) with the lands Deptt. of DDA.
- iii. Acquisition of private /Govt. properties falling in the road R/W along this road.

Appendix 'E' to Item No.222
E1

CONSOLIDATED AFFECTED PROPERTIES DETAIL IN
COMPOSITE ALIGNMENT PLAN OF MALL ROAD, FROM
I.P. COLLEGE TO AZADPUR RECEIVED FROM EX.
ENGINEER PWD, DIVN. I, DELHI ADMN. VIDE
LETTER NO. 20(8)/PWD 1/89/ASW

Dated: 29.5.89

<u>Sl. No.</u>	<u>Name of the property</u>	<u>Area</u>
1.	DESU Substations	90.45
2.	Water Line Syphen	12.50
3.	Private land having shops/Dhabas/ Residential structure.	3344.03
4.	Horticulture Deptt. land.	690-00
5.	Area under shops	616.51
6.	Milk Booth	10.37
7.	Dustbin	87.60
8.	Delhi Armed Police Lines	13592.00
9.	MCD Staff Quarters	5305.51 whole of Lind Road.
10.	Post Office	502.22
11.	PWD Land	1865.39
12.	Land of Central Govt. General Pool Qtrs.	997.50
13.	Masjid Area	7.95
14.	Petrol Pump	256.70
15.	Trees.	893.00
16.	Electric	4 pairs
17.	DESU Substation	
18.	Street Light Poles	9 nos.
19.	Telephone poles	4 nos.

Sub:-Approval of land uses on the acquired land in Rohini Project.

F-20(16)/89-MP

Land falling in the village Poothkalan and Rithala was acquired for the planned development of Delhi and was placed at the disposal of Rohini Project. Out of 1010 hectares of land clear possession of 700 hectares of land was given to the project and a possession of 310 hectares of land was not taken over due to unauthorised village risen colonization/other disputes// Abadies/Harijan plots given under 20-point programme.

This acquired area is a part of the Urban Extension 2001, planned by the Perspective Planning Wing and approved by the Authority in June, 1986. The land use plan for this area has been prepared within the over-all parameters given in the Urban Extension plan but adjusting the land uses wherever required as per the physical requirements of the land. No land use has been indicated for the land which has not been taken over i.e. disputed land. The land use distribution for the balance 700 hectares of land is as follows:-

	HECTARES	PER CENTAGE
1. Gross Residential	395.0	56.43%
2. Commercial	14.0	2.00%
3. Public & Semi Public facilities.	63.0	9.00%
4. Industrial	24.0	3.43%
5. Recreational (This also includes green strips around major roads)	103.0	14.71%
6. Circulation Roads 30 mtrs. & above.	101.0	14.43%
Total:	700.0	100%

Apart layout plan for the acquired land in village Poothkalan was approved by the Screening Committee of the DDA on 12.12.88. This land is proposed to be utilised for resettlement of the squatters from the various sites

where DDA Projects are held up and also for the allotment of plots to the Rohini Registrants. Besides this, alternative allotment of the plots is also proposed in this area. In this area itself, 4746 plots to the various income groups were allotted in the 5th draw. The total area of this approved plan is 195.0 hectares.

3. With the partial approval of the plan as mentioned above, land use for 505.0 hectares of area are to be approved. The module for the residential development in this area is a neighbourhood of 15000 population. The plan for this neighbourhood is also enclosed for the approval of the Technical Committee.

The Technical Committee is requested to approve.

- i. The land use plan for the acquired land.
- ii. Development module for the residential area.
- iii. Numbering of residential sectors.
- iv. Publishing the plan for calling public objections and suggestions.

Sub:- Development controls for DIT campus at Papan-Kala.

F.2(4)/PPK/DDA/88/Pt.

A site measuring 145 acres of land had been allotted to DIT in Papankalan project (Phase-I) near Matiala which is situated along 120 mtrs. expresway. The possession of the site was handed over to the DIT on 7.1.89. In a meeting held on 25.9.89, the project officer of DIT requested for communicating the development controls applicable for the planning and Design of the Campus which has been undertaken by the DIT through a close competition. Keeping in view the guidelines of the Govt. of India and various norms as provided in the Master Plan of Delhi and perspective Development Plan-2001, it was suggested that following development controls may be adopted for the DIT:

i. DISTRIBUTION OF LAND:

Academic 45%
Residential 25%
Sports & Cultural 15%
Parks and land scape 15%

The above distribution is excluding the mandatory green strip of 15 mtrs. along the 120 mtrs, Expressway which is shown in the Development plan and the site plan of the DIT.

ii. MAXIMUM GROUND COVERAGE:

Academic 20%
Residential 33.33%
Sports and cultural 10%

iii. MAXIMUM FAR

Academic 80
Residential 13.3
Sports and Cultural 15

iv. MAXIMUM HEIGHT:

26 metres subject to Civil Aviation/Air Funnel regulations.

v. PARKING:

v. Academic @ 1.00 equivalent car space per 100 sq. mt. of the floor area.

Residential 1.33 ECS per 100 sq. mtrs. floor area.

vi. Except visitors parking (which would be 25% of ECS) rest of the parking be provided within the curtilage of the building or basement.

2. Basement below ground floor and to the maximum extent of ground coverage shall be permitted and if used for parking and services shall not be counted in FAR. For residential development, a gross density of 400 pph. i.e. 80 DUs/hect. and a net density of 150 DUs per hect. may be permitted. The land for the residential facilities @ 9.2 sq. mtrs. per person shall be reserved. Set back and other regulations shall be as per the prevailing building regulations.

3. A meeting was held in the office of Chief Secretary Delhi Administration on 29.9.89 which was attended by the project planner (PPK) along with the Secretary, Technical Education, Delhi Administration, Director, DIT, Chief Engineer, DESU, Chief Engineer (WZ), DDA and others. It was decided to finalise Development Controls for D.I.T. campus.

4. Accordingly Development Controls proposed are mainly based on Delhi Master Plan provision and Delhi College of Engineering (Badli) scheme and are recommended for the planning and design of DIT Campus.

5. The matter is now placed before the Technical Committee for its consideration.

Sub: Building plans on plots in blocks D-1, D-2, D-3, E&W Mayapuri Phase II
F.1(18)/80/M.P.

The shopkeepers, dealing with the old Motor parts at Motia Khan (Pahar Ganj), were allotted alternative plots and shifted at Mayapuri Phase II in the year 1976, the plots are of the following sizes :

- | | |
|--------------|---------------|
| a. 15' x 55' | = 92 sq.yds. |
| b. 15' x 60' | = 100 sq.yds. |
| c. 20' x 60' | = 134 sq.yds. |
| d. 20' x 75' | = 166 sq.yds. |

2. The plots were allotted in the Industrial Area Mayapuri Phase II and therefore the norms as prescribed in the Master plan 1962 for industrial area i.e. 50% ground coverage with 50 FAR and Basements were to be permitted. The minimum set back of 15' in the front and 15' in the rear were to be provided. As per norms, the minimum plot area in such areas is 400 sq.yds, as prescribed in the Master plan.

3. On the earlier representations from F Block Mayapuri Phase II, the cases of plot sizes varying from 45 sq.yds. to 200 sq.yds. were examined by the Tech.Committee, in detail and the parking norms were recommended to be followed :

- i) plot size-45 sq.yds.-100% ground coverage with maximum 120 FAR with the condition that the space be provided for manhole within the plot.
- ii) plot size-92 sq.yds. and 100 yds., ground coverage-max. 75% ensuring the minimum 15=0" front setback and FAR 120 maximum
- iii) plot size-134, 165 and 200 sq.yds. front setback minimum 15' ground coverage-max. 60% FAR- maximum 120.
- iv) No basement or mezzanine floor in any of the category and, if part of the basement is to be constructed, be counted as part of the maximum permissible FAR

4. The Associations of Block D-1, D-2, D-3 E&W have submitted a sketch plan for the plot allotted to them i.e. 92 sq.yds., 100 sq.yds., 134 & 165 sq.yds and have requested for that 100% ground coverage

(without basement, mezzanine floor and first floor be allotted to them)

5. Considering the size of plots allotted and nature of work i.e. storage of heavy machinery scraps in bulk items which could not be stored in building, more coverage on ground in excess may be examined. Therefore, the matter has been re-examined with the following details :

Plot sizes	T.C. recommended in its meeting on 11.12.86	Proposal
92 sq.yds	Front set back-15' Ground Coverage - 75% FAR - 120	Front set back - Nil Ground coverage-100% FAR - 100
100 sq.yds	Front set back-15' Ground coverage-75% FAR - 120	Front set back - nil Ground coverage-100% FAR - 100
134 sq.yds.	Front setback-15' gd.coverage-60% FAR-120	Front setback-10' Ground Coverage-rest be covered FAR - 100
165 sq.yds.	Front setback-15' Ground coverage-60% FAR 100	Front setback 10'-0" Ground coverage Rest be covered FAR -100

- i) No basement or mazanine in any case
- ii) Arrangement of manhole is to be provided inside the plot
- iii) Wherever 100% coverage is applicable, arrangement has to be made for proper exist without having hinderance on the public street.

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

Sib:-Provision of electric sub station for Virat Co-operative group Housing Society Limited.
F.29(62)/87-Instl.

A piece of land was allotted to Virat Co-operative Group Housing Society Limited for construction of houses at Rastok Road, New Delhi. The society has requested for allotment of land for Electric sub station out side land allotted to society, there is no provision of electric sub station site in the approved layout plan of the society and no basement has been constructed, where E.S.S. was approved.

2. Matter has been examined and it is observed that the society should provide space for electric sub station within the plot. Since they have not constructed the basement the site for ESS should be provided on the ground floor. The space for electric sub station on ground floor below the stilted portion may be purchased but they want to use this purpose, for arranging social gatherings, marriages functions as well as for creating indoor space for children's activities. Therefore, requested that they may be allowed to construct the electric sub station on the near by DDA land as already done in the case of ten out of 12 Group Housing Societies in this area. As a policy society should provide E.S.S. in there on area.

3. The matter is placed before the Technical Committee as approved by the Vice-Chairman, DDA.

Item No. 216

Sub:-Installation of Lord Shiva and Development of Public park on Gurgaon Road, NH-8, beyond the existing urban area limit M/s. Jayshree Charitable Trust.

F.3(21)/89-MP.

This case was discussed in detail and it was stated that ~~there is a proposal to develop a strip of land~~ ^{it was pointed out} along with NH-8, is to be developed by the DDA in a comprehensive manner. ~~after acquiring the land~~ ^{as in a} scheme is to be prepared. Further, the development ~~is to take place as per the policy of large scale acquisition/disposal.~~ ^{is also located} It was also pointed out that ~~the acquisition work is in progress at site.~~ ^{the work of execution of work} Therefore, ~~it was decided that MCD may be asked to immediately stop the construction at site.~~ ^{to be in progress at site.} It was ~~decided~~ ^{therefore} that, in view of large scale acquisition policy, the permission may not be given. ^{in view of the location of the site.} ~~h.c. rejected the proposal~~

Item No. 217

Sub:-Review of Railway proposals in Delhi area relating to operational to non operational works.

PA/JD/PPW/89/395

This case was discussed in detail and it was decided that a reference be made to Ministry, stating that any railway proposal ~~attractive~~ ^{attracting} more traffic may be referred to DDA for approval by the Railway Authorities ~~irrespective of operational Zone/Non-operational Zone.~~

Item No. 218

Sub:-Comprehensive redevelopment scheme at Janpath Lane.

F.16(89)/81-MP.

The scheme was ~~discussed in detail~~ ^{explained in detail} and it was ~~decided to constitute~~ ^{after detailed discussion} a sub-committee under the Chairmanship of Commissioner(Planning) and Sh. D. Sanyal, Sh. Chema, Assistant Commissioner of Police, Mr. Bhagat from NDMC as a members. They may submit the report within ~~15~~ ¹⁰ days and may be put up in the next Technical Committee, meeting.

Item No. 219

Sub:-Improvement scheme for outer Ring Road and G.K. II Road intersection (Near Savitri Cinema).

F.85(19)/89-MP.

Postponed.

Item No. 220

Sub:-Flyover proposal of outer Ring Road and Marshal
tito Marg intersection.
F.5(19)/89-MP.

Postponed.

Item No. 221

Sub:-Construction of grade separator near Ram Manohar
Lohia Hospital.
F.5(23)/89-MP.

This case was discussed in the Technical Committee
and it was decided that as a immediate measure, rotary
should be replaced by signalised intersection and
necessary improvements be done at the intersection.

Item No. 222

Sub:-Composit alignment plan of Alipur Road near
I.P. College to Azadpur crossing.
F.5(3)/88-MP.Pt-I

The alignment plan was discussed in detail and
approved subject to:-

- i. The R/W of Alipur Road may be maintained as
45 mtrs.
- ii. Size and number of Bus-bays be detailed out by Sh.
D.K. Saluja, Dy. Director, DDA and Sh. Tiwari, Trans-
port Planner(D.T.C.)

Item No. 223

Sub:-Approval of land uses on the acquired land in
Rohini project.
F.20(16)/89-MP.

This case was discussed in detail and it was
decided that commercial land use be kept ~~to~~ 5% and
recreational-15% and public and semi public facilities-
9.43%. Rest of ^{the} percentages of land uses ~~is~~ proposed
in agenda item was also approved. It was also decided to
~~decide~~ ^{decide} more the 700 hect. of land ^{as a development area of} DDA and further
Item No. 224. change of land use to be processed.

Sub:-Development controls for DIT campus at
Papankalan.
F.2(4)/PPK/DDA/88/pt.

The contains in the agenda item ^{were} ~~whether~~ approved
subject to provision of Bus terminal of 2 acres ~~with~~
in the campus.

Item No. 225

Sub:-Building plans on plots in blocks D-1, D.2
D-3, E&W Mayapuri Phase-II.

Postponed.

Item No. 226

Sub:-Provision of electric sub station for virat
co-operative group housing society limited.
F.29(62)/87-Instl.

This case was discussed in detail and it was
decided that the stilt portion available ^{for} ~~for~~ the
society should be used for electric-sub-station.

(LAID ON TABLE)

Item No. 227

Sub:-Standard plan of shops at Sarogini Nagar
Market.
F.16(49)/83-MP.

Vice-Chairman desired to ~~inspect~~ inspect the site
before ~~the~~ taking decision in the matter.

Item No. 228

Sub:-Construction of pedestriains cum-cyclist sub
way near Hazrat Nizamuddin Railway Station.
F.5(39)/89-MP.

The proposal laid on table was approved, for
the construction of sub way.

The meeting ended with a vote of thanks to the
Chair.