

योजना
Planning

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F1 (21)/91-MP

दिप्पनी

पत्र-आवहार

विषय

Draft Minutes of Tech. Committee Meeting
Kaldon 25.3.91

आवरो सं०	तिथि	किस को भेजी	हस्ताक्षर	आवरो सं०	तिथि	किस को भेजी	हस्ताक्षर
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आवरो सं०

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49
21-3
40
T-4

FV-97
22-4
D+DC20
24-4

F-545

24-4-91

DD(MP)
24/4

F-415

26-3-91

184-EP
1/4/91

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Minutes of Tech. committee meeting held on 25.3.91 at 9.30 A.M.
in the Conference Room of Vikas Minar, 5th floor, DDA, IP Estate,
New Delhi.

1. Mr. Cecil Noronha, Vice Chairman (in the chair)
2. Mr. W.D. Dandaga, EM
3. Mr. J.C. Gambhir, Commr. (Plg.)
4. Mr. Santosh Auluck CA
5. Mr. B.L. Khurena, CE (Elect)
6. Mr. S.C. Gupta, Dir. (DC&P)
7. Mr. R.G. Gupta, Dir. (TYA)
8. Mr. P.C. Jain, Dir. (AP&B)
9. Mr. U.S. Jolly, Dir. (IM)
10. Mr. MN Khullar, Addl. CA
11. Mr. Prakash Narain, JD (T)
12. Mr. Chander Ballabh, JD (AP)
13. Mr. A.K. Jain, JD (ZP)
14. Mr. N.K. Aggarwal, JD (WC&SA)
15. Mr. K.K. Santhopadhyay JD (R)
16. Mr. P.N. Dongre JD (TYA)
17. Mr. Vijay Risbud, JD (Narela)
18. Mr. Ashok Kumar, J D (Dwarka)
19. Mr. Pradeep Behari, Dy. Dir. (Design)
20. Mr. S.P. Bansal, Dy. Dir. (NCR&UE)
21. Mr. D.K. Saluja, Dy. Dir. (T)
22. Mr. Pathak, Dy. Dir. (M)
23. Mr. Amit Das, Dy. Dir. (AP&B)
24. Mr. Anil Barai, Dy. Dir. (MP) (Convenor)

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25. Mr. A.S. Cheema, ACP

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26. Mr. L.D. Ganotra, E.O.

CPWD

27. Mr. P. Krishnan, Chief Engineer

MCD

28. Mr. B.B. Nanda, CE
29. Mr. A.P. Sethi, Addl. TP
30. Mr. OP Gupta, SE (Plg.)
31. Mr. J.L. Dhinagam EE (Plg.)

- 32. Mr. K. Saxena
- 32. Mr. K. S. Saxena
- 33. Mr. D. D. Mathur, Advisor (Slum Deptt)

DESU

- 34. Mr. S. C. Chattopadhyay, XEN (Plg. I)
- 35. Mr. S. S. Chaudhary, C. (Plg.) II

SPECIAL INVITEES:

DTDC

- 36. Mr. P. B. Vijay, CE
- 37. Mr. M. S. Sridhar

For item no. 16

-- do --

Item No: 1

- Sub: Policy for rehabilitation of structure affected in the alignment plan of roads.

Deferred

Item No.2

Sub: Pedestrian subway opposite Surwala Sis Ganj on Chandni Chowk Road.

ii. Pedestrian subway opposite C.I. Delhi Railway Station on B.P. Road.

iii. Proposal of additional sub-bays for D.C. Buses on the western side of S.I. Mukherjee Marg opposite old Delhi Railway station.

iv. Proposal of additional bus-bays on the western side of Dr.H.C.Sain Marg.

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Item No.3:

Sub: Construction of a Memorial of Acharya Sh.Arma Vallabh Jain Samark, Sikshan Nidhi at G.T.Karnal Road, Delhi.

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Item No.4:

Sub: Closure of cremation ground in the midst of Vasant Kunj Residential area and Development of a proper cremation and burial ground at Kishan Garh change of land use.

Deferred

Item No.5:

Sub: Regularisation of 5 plots falling between Shanker Garden Colony (free hold) and Bodella Residential Scheme (Vikas Puri)

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Item No.6:

Sub: Relaxation in height and FAR of new CTO building at Janpath.

F.16(7)20-MP.

After a detailed discussion the Technical Committee decided that in the first instance a block model showing various buildings in the vicinity of the proposed project ^{be} prepared by the architect taking into consideration the building bulk which could be achieved with 100 FAR and 150 FAR on the plot. Thereafter this be again discussed in the meeting of the Technical Committee.

Item No.7:

Sub: Modification to the approved layout plan for site allotted to Indian Air Lines/Air India petrol pump,

police post at Baba Kharak Singh Marg.

After a detailed discussion the Technical Committee opined that the site earmarked for the petrol pump be located next to Indian Air Lines/Air India plot and the site for the parking lot be re-adjusted accordingly. Subject to this modification the Committee approved the layout plan.

Item No.8:

Sub: Construction of a scientist's hostel at Sector 10
R.K.Puram, New Delhi.

The representative of MCD requested that part of the land earmarked for service personnel housing should be allotted for housing the MCD staff required to maintain the services in the ^{entire} R.K.Puram area. Technical Committee decided that in the first instance, the MCD should submit their detailed requirements by way of such quarters covering sweepers, sewerages, gardens as well as the maintenance Crews of Water supply & Sewerage Disposal undertaking and DESU respectively. It was also decided that CPWD may ^{also} try and identify ^{any other pkt. which could be} for housing of service personnel. The matter may be put up before the Technical Committee again along with the above information.

Item No,9:

Sub:- Road cross sections of Dwarka Project.

Various road cross sections for Dwarka Project were discussed in detail and the same were approved by Technical Committee for 60 mtr. r/w & 45 mtr. r/w subject to suitable provision being made for installation of additional streetlights along the foot-paths. Technical committee also discussed the cross sections for 30 mtr. r/w, 20 mtr. r/w & 12 mtr. r/w and approved the same subject to the trees being planted in a suitable manner, within the parking lane. Further, Technical Committee recommended that proper ^{also} slopes be provided where the approach roads or parking areas link up with the main road.

Item No.10:

Sub: Request for seeking NOC for laying gas pipe lines from
IP Estate to Bahadurgarh.

Technical Committee desired that a comprehensive plan for the prepared gas distribution system for Delhi be drawn up by GAIL and submitted so that its feasibility could be examined in the light of MPD-2001 provisions. The present proposal was therefore deferred for further consideration in the context of the said comprehensive gas distribution plan.

Item No.11:

Sub: Allotment of land for godown sites to

- i) M/s. Bharat Petroleum Corpn. Ltd. in Rohini.
- ii) M/s. Indian Oil Corpn. in Rohini.

The typical lay out plan for a service centre as prepared by Project Planner (Rohini) was examined. After a detailed discussion, the Technical Committee considered the proposed layout plan with reference to the site earlier approved by it for location of service centre and decided that the godown plots shown in the layout plan be approved subject to the following conditions:

- a) No chowkidar hut to be permitted beyond the boundaries of each plot.
- b) The plots to be suitably adjusted keeping in view the alignment of the road.

Technical Committee however decided to defer the approval of the typical service centre plan to its next meeting.

Item No.12:

Sub: Guidelines for sanction of bldg. plans in the Mahrauli heritage zone.

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Architect and a DTDC representative and be put up again before the committee for a final decision on the proposal.

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Sub: Extension of existing 2 nos. 23KV O/H feeders between Okhla 22KV S/Stn. and Nehru Place 33KV S/Stn. from Kalkaji Temple crossing to proposed 33KV S/Stn. at East of Kailash.

Technical committee noted that in its earlier meetings, the underground route alignment of 33KV line had already been approved, and that there was no justification now for modifying the same.

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Deferred.

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Sub: Development of TV Tower Complex, Pitampura.

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F.16(7)90-MP.

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Deferred.

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0.30 A.M. in the Conference Room of Vikas Minar, 5th floor,
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33. Mr. D.D. Mathur Advisor (Slum Deptt)

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F.16(7)90-MP

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After ^a detailed discussion the Technical Committee opined that the site ~~shown~~ ^{earmarked} for petrol pump be located ^{next} to Indian Airlines/Air India plot and the ^{site for the} parking lot ~~will be~~ ^{be} re-adjusted. ^{accordingly} Technical Committee ^{Subject to} with this modification ^{the Committee} approved the layout plan.

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The representative of MCD requested that part of the land earmarked for 'service personnel housing' should be allotted ^{for housing the} to MCD for their staff engaged to serve R.K. Puram area ^{required to maintain the services in the} which ~~including sweepers, scavengers, gardeners and others.~~ ^{and}

Technical Committee decided that in the first instance, the MCD should submit ^{their} detailed requirements ^{by way of such quarters,} of the number of ~~plots~~ ^{covering sweepers, scavengers, gardeners & wells the} which are needed by them to house their ~~the service personnel~~ ^{personnel} staff to serve this area including the staff of ^{maintenance crews of} Disposal Water Supply & Sewerage Undertaking and DESU. ^{respectively} It was also decided that CPWD may ^{try and identify} also ~~workout~~ ^{be utilised for housing of} if, there is any other pocket(s) which could be ~~considered for earmarking for~~ ^{may} service personnel housing. The matter ~~is again~~ ^{again along} to be put up before the Technical Committee with above information.

Item No.9 :

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Various road cross sections for Dwarka Project were discussed in detail and the same were approved by Technical Committee for 60 mtr. r/w & 45 mtr. r/w subject to making ^{subtle} provision ^{being made for installation of additional street} of additional lights along the foot paths. Technical Committee also discussed cross sections for 30 mtr. r/w, 20 mtr. r/w & 12 mtr. r/w and approved ^{the same subject} the same to the ^{appropriately within the parking lane.} (H) plantation (trees) ^{along with the footpath.} Further, Technical Committee recommended that proper slopes be provided where the approach ^{if} ~~service~~ roads or parking areas ^{link up with} ~~is to be approached~~ from the main road.

Item No.10 :

Sub : Request for seeking NOC for laying gas pipe-lines from IP Estate to Bahadurgarh.

Technical Committee ^{desired} observed that an overall proposal ^{a comprehensive plan} for the proposed ^{for pipes be drawn up by GAIL} of gas distribution system has not been made available by the Gas Authority of India and therefore, comprehensive view on the subject can not be taken. It was decided that in the first instance, ^{and} comprehensive gas distribution proposal be submitted so that its feasibility could be examined in the light of MPD-2001 ^{provisions} proposals. ^{The present proposal was therefore deferred for consideration in the context of the said comprehensive gas distribution plan.} (H)

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- i) M/s. Bharat Petroleum Corpn. Ltd. in Rohini.
- ii) M/s. Indian Oil Corpn. in Rohini.

The typical layout plan for ^a service centre prepared by Project Planner (Rohini) was ^{examined} explained. After ^a detailed discussion, Technical Committee ^{approved} examined the proposed layout plan in the ^{with reference to} context of the site earlier approved by it for a Service Centre and decided that ^{the} gas godown ^{the plots} shown in the layout

Plan

be approved subject to ^{the} conditions :

a) ~~no chowkidar hut to be permitted beyond the plot.~~
~~adjustment of the location of chowkidar hut; and~~

b) ~~the plot to be suitably~~
~~sites be adjusted keeping in view the alignment of the~~
~~road.~~

Technical Committee ^{however decided to defer the approval} ~~deferred the consideration of the~~
typical Service Centre plan ^{to} ~~for~~ its next meeting.

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Sub : Allotment and distribution of sites for schools

Deferred.

Item No.16 :

Sub : Conceptual plan for ^{an} Ethnic village type
Restaurant in Qutab Picnic huts ^{area}

~~In the course of the discussion~~ ^{At the outset}
~~During the discussion~~ Commr.(Plg.) ^{opened} explained that the site,
the proposals may have serious repercussions and is of
the opinion that this area, being part of identified con-
servation area, should not be utilised for ^{such} this purposes
Technical Committee, therefore, decided that ~~in the first~~
~~instance~~, the site be ^{suspected} ~~visited~~ by Commr.(Plg.), Commr.
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✓ Architect and ^a DTDC representative and be put up again.

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Technical Committee noted that in its earlier meetings,

✓ the underground route alignment of 33KV line ^{had} ~~was~~ ^{been} already approved, and that ^{was no justification now for modifying} there is no reason of not following that route alignment ^{the same}.

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Agenda for the meeting of Technical Committee to be held on 25.3.91 at 9.30 A.M. in the conference room of Vikas Minar at 5th Floor, Delhi Development Authority, I.P. Estate, N. Delhi.

Remaining items of the earlier Technical Committee meeting held on 18.3.91 will be discussed (as per the list enclosed with previous items nos. and new items nos.). All are requested to bring with them the agenda of the earlier Tech. Committee meeting held on 18.3.91 which has already been circulated, since no spare copies are available. The agenda for new items i.e. from 13 to 17 is enclosed.

All are requested to make it convenient to attend the meeting as per schedule.

Previous Item No.	New Item No.	Subject	Page No.
1.	1.	Policy for rehabilitation of structure affected in the alignment plan of roads. PA/DD/TT-1/PPW/90/114 To be presented by JD(T)	
5.	2.	Pedestrian subway opposite Gurdwara Sis ganj on chandni chowk Road. ii) Pedestrian Subway opposite Old Delhi. Railway station on S.P. Mukherjee Marg. iii) Proposal of additional bus bays for D.C. buses on the western side of S.P. Mukherjee Marg opposite Old Delhi Railway station. iv) Proposal of additional Busbays on the western side of Dr. H.C. Sain Marg. F.5(23)84-MP F.5(42)/75-MP To be presented by J.D.(T)	
6.	3.	Construction of a Memorial of Acharya Sh. Atam Vallabh Jain Samark, Sikshan Nidhi at G.T. Karnal Road, Delhi. F.3(115)/76-MP To be presented by DD(NCR&UE)	
8.	4.	Closure of cremation ground in the Midst of Vasant Kunj Residential area and Development of a proper cremation and burial ground at Kishan Garh-change of land use. St. Dir. (Plg.) Dy. No. 52 dt. 22.1.91 To be presented by JD(AD)-I	
10.	5.	Regularisation of 5 plots falling between Shanker Garden Colony (free hold) and Bodella Residential Scheme (Vikas Puri) F.50(8)/69-Bldg. pt. To be presented by DD(MD)	

11. Relaxation in height and FAR of new CTO building at Janpath.
F.16(7) 90-MP
To be presented by JD. (2P)
Modification to the approved layout plan for the site allotted to Indan Air Lines/Air India petrol pump, Police Post in Babakharakasingh Marg.
F.16(48) 83-MP
To be presented by JD(ZP)
Construction of scientist hostel at Sector 10, R.K. Puram, N. Delhi.
F.20(24)/86-MP
Road cross section of Dwarika Project.
F.5(7) 91-MP
Request for seeking NOC for laying gaspipe lines from I.P. Estate to Bahadurgarh.
DD/PP/UE/90/F124/F.7(20) 88-MP
Allotment of land for gas godown sites to:
1) M/s. Bharat Petroleum Corpn. Ltd. in Rohini
11) M/s. Indian Oil Corpn. in Rohini
F.13(8) 90/CRC/DDA/
F.13(86) 90/BRC/DDA
12. Guide lines for sanction of Bldg. plans in the Mehrauli heritage zone.
BA/DD(P19.) Mont./B-17/96
13. Policy for land use of Delhi Improvement (1940) schemes in relation to MPD-2001
F.3(79)/87-MP To be presented by Mr. (AF&B)
14. Traffic problems on the approach road of B-1 Block, Janakpuri in continuity of outer Ring Road.
F.5(8) 91/MP To be presented by JD(T)
15. Allotment and distribution of sites for schools
F. Misc./80/JD(P) 11
To be presented by JD(AF)-I
16. Conceptual plan for Ethnic Village Type Restaurant in Ghatb Kh picnic Huts.
F. Land Scapc/HUPW/91
To be presented by CA
17. Extension of Existing 2 N.s. 23 KV O/H feeders between Okhla 220 KV s/stn. and Nehru place 33 KV s/stn. from Kalkaji Temple crossing to proposed 33 KV s/stn. at East of Kailash.
F.6(7) 87-MP
To be presented by JD(T)

Item No. 2

Sub:- Policy for rehabilitation of structures affected in the alignment plans of roads.

File No. PA/DD/TT.I/PPW/90/114

1. Primary road network for a city is proposed at the Master Plan level considering the over all circulation after assessing the transportation needs. Once the primary road network has been finalised detailed plan of these roads are required to be prepared to fix up the exact alignment and road r/w as per the Master Plan proposals. These plans are essentially required for freezing the road R/W, detailing of the road cross sections and designing of junctions/intersections.

2. Delhi has about 800kmt. of 30mts & above R/W road as part of the primary network at the city level. A large number of alignment plans of these roads have been prepared and approved by the Technical Committee/Authority. The alignment plans of these roads are prepared in the T.T.Planning Unit of Perspective Planning Wing. Some of the important road alignment cases approved by the Technical Committee/Authority are placed at page 2 cor.

3. In Delhi large number of unauthorised structures have come up along many Master Plan Roads. As per the feasibility reports of the approved alignment plans, it has been noticed that large number of properties shall be affected while achieving the R/Ws as proposed in the Master Plans. Keeping in view growth of population and vehicles, it is essential that the road network as envisaged in the Master Plan should be implemented on priority.

4. Past Experience:

It has been noticed that for most of Master Plan Roads, the approved alignment plans with or without the details are available and the implementing agencies have implemented the part of alignments. This apparently was done depending upon the funds available for the purpose. This has resulted in piecemeal development of the network and thus the network is unable to provide the desired results. The Implementing agencies also could not retain the R/Ws free from encroachments. In this process, most of the major roads network when required widening/improvement gets delayed and needs demolition, resettlement of affected eligible persons. This adds up in the cost of project and needs to solve social, economic & political problems.

5. Proposed policy:

Policy guidelines for successful implementation of road alignment proposals are given below:

- i) The road alignment plan for retaining roads in the section of 1,500 on the P.T. survey to be supplied by the local implementing agency be finalised on priority.
- ii) A general feasibility report about the number and type of properties, shops, services, trees etc. of the affected properties, in the proposal shall be prepared by implementing agency in the enclosed format for discussion in Technical Committee Authority. Wherever large number of properties are affected, photographs of the same to be displayed in Technical Committee Authority meeting.
- iii) The approval of the alignment plan from the Technical Committee & Authority shall be obtained by Planning Wing of the DDA.
- iv) 5 sets of the approved plans shall be sent to the local implementing agency and 2 sets to the Lands Deptt. of DDA.
- v) Lands Deptt. of DDA shall open a new file in their section for rehabilitation of the affected eligible structures in this scheme of network improvement.
- vi) A detailed survey shall be done by the Lands Deptt. after the approval of the plan from the Authority to consider the allotment of alternative plots to be eligible affected persons.
- vii) After collecting the required information, the Lands Deptt. of the DDA shall work out the no. & size of plots, built up space and its category i.e. Residential, Commercial space to be allotted to the affected eligible persons.
- viii) On the basis of this information the Planning wing/Project Planners shall prepare the scheme for rehabilitation or identify the residential commercial plots or built up space for alternative allotment of these affected persons.
- ix) The cost of the scheme/floorspace shall be borne by the implementing agency and shall be calculated by the Lands Deptt. of DDA.
- x) As no areas for resettlement of the affected structures may generally be available near to the roads for which the alignment plans are prepared, special pockets of 50 to 100 hect. each for such purposes may be earmarked in Dwarka, Rohini, Naraina and Trans Yamuna Area.
- xi) To avoid further encroachments of the road r/ways after clearance operations, the r/ways may be handed over to the local road implementing agency and responsibility may be fixed on them for any new encroachments.
5. The matter is placed before the committee for consideration.

II-5

- Sub: i) Pedestrian Subway opposite Gurudwara Sisganj on Chandni Chowk Road.
- ii) Pedestrian subway near Old Delhi Railway Station on S.P. Mukherjee Marg.
- iii) Proposal of additional Busbays for DTC Buses on the western side of S.P. Mukherjee Marg opposite Old Delhi Railway Station.
- iv) Proposal of additional Busbays on the Western side of Dr. H.C. Sen Marg.

File No: P5(23)84 MP

No: P5(42)75 MP

Drg.No. CA-18

PPV(TT)I

1. Location

The proposed subways are located on S.P. Mukherjee Marg in front of Old Delhi Railway Station and on Chandni Chowk Road opposite Gurudwara Sisganj.

2. Back Ground

In a meeting held under Chief Secretary (DA) on 15.9.87 the parking problems of DTC Buses in front of Old Delhi Railway Station were discussed and it was desired that a site for DTC terminal be proposed in this area. Requests had been received from MCD for providing subway in front of Gurudwara Sisganj on Chandni Chowk Road and on S.P. Mukherjee Marg opposite Old Delhi Railway Station.

3. Problems

S.P. Mukherjee Marg: This is an important artery for the movement of local & regional traffic. As per the CRRI Study the traffic volume on this road in 1984 was 69,000 which was estimated to increase to 1.2 to 2.31 lakhs in 1991, 1.5 to 3.5 lakhs in 2001 and 1.8 to 5.3 lakhs in 2001. Since this road provides access to Delhi main Railway Station and CBD (Chandni Chowk) of the capital, the road remains over crowded throughout the day, carrying mixed traffic. The R/W of this road as per zonal plan is 36mts. Available R/W varies from 30mts. to 36mts. An eight lane divided C/W with a central verge of 1 mt. is in existence.

/encroachments &

Due to nonavailability of recessed busbays the buses are parked on the C/W leaving only 7 mts. C/W for circulation. As there are service roads the traffic from Old Delhi Rly. Station merges directly with the main traffic resulting frequent traffic bottlenecks and some times accidents. The footpath on both the sides are encroached leaving hardly any space for pedestrian movement. The pedestrians are thus forced to use the main carriageway. As per the pedestrian volume count between 10.00AM to 12.00 Noon and 5.00P.M. to 7.00P.M. done by MCD an average of 17943 persons are crossing this road. Survey data is placed as Anx.II

Dr.H.C. Sen Marg: This road connects S.P. Mukherjee Marg & Chandni Chowk Road and is used by mixed traffic. As per the Zonal Plan R/W of this road is 45mts. but hardly 30mts. R/W is available at present. There is a six lane divided C/W with a central verge of 1 mt. The footpath on both the sides are encroached, some bus routes which start & terminates on this road are parked on the main carriageway after taking a 'U' turn. This results in traffic congestion on this road.

Chandni Chowk Road: As per the Zonal Plan, R/W of this road is 33mts. but available R/W is 20-24mts. The road forms an integral part of the CBD of the capital. The road is used by large volume of pedestrian, slow and light/fast vehicles. As per the MCD pedestrian count study, an average of 18500

pedestrians cross this road daily between 10.00 to 12.00PM & 5.00PM to 7.00PM. The Cris-cross movement of the pedestrians not only poses hindrance to the smooth flow of traffic but also results in accidents.

4. Salient features of the Proposals.

For a smooth traffic flow & safe pedestrian movement following proposals have been worked out for S.P. Mukherjee Marg, Dr.H.C.Sen Marg and Chandni Chowk Road.

A. Pedestrian Subways:

One subway each on S.P. Mukherjee Marg opposite Old Delhi Railway Station and the other on Chandni Chowk Road near Gurudwara Sisganj have been proposed taking into account the existing pedestrian volume. Details of the proposals are as follows.

Sl.No.	Details of the Subway	Near Gurudwara Sisganj on Chandni Chowk Road & Dr.H.C. Sen Marg.	Near Old Delhi Rly. on S.P. Mukherjee Marg.
i)	Width	9mt.	10mt.
ii)	Width of subway	3.6 mt.	4.0mt.
iii)	Clear height of the subway.	2.40mt.	2.40mt.
iv)	No.of shops proposed	Eight shops 2mts.x2mts.	Twelve shops 2mts.x2mts.
v)	Width of the stair	3.60mt.	3.60mts.
vi)	Height of the subway above the road level.	Nil-Existing road level to be maintained.	Nil Exist- ing road level be retained.
vii)	Total depth below the road level including beams, slab & raft.	3.50mt.	3.50mt.

B. Busbays for Parking of DTC Buses.

Consequent to the inspection made by Chief Secretary alongwith officials of DDA,MCD, Traffic Police & DTC when the site adjoining Bench Bar & Club was considered for parking of DTC houses, an inspection was made by Dir.(PPW) DDA on 6/x/88 in which the following observations were made:

- Status of land is not clear since there is an existing building of club and the area is perhaps being used by them.
- If all the routes are concentrated at one place same will create congestion at this particular point which will affect the road efficiency.

Accordingly, it was felt that as per site conditions it would be possible to provide a linear bay exclusively for parking of DTC buses.

As per zonal plan, the R/W of S.P. Mukherjee Marg is 36mt. Earlier, the alignment plan of S.P. Mukherjee marg in the name of Queen's road was prepared by TCPO with a R/W of 120ft. and approved by authority vide resolution No. 589 dated 5.9.64. Two linear busbays measuring 232 mt. x 7.5mt. and 75mt x 7.5mt are proposed along the club ground on the western side to have an unobstructed flow of vehicles.

Dr.H.C.Sen Marg: Alignment Plan of this road was prepared by TCPO with a R/W of 150ft. and was approved by the Authority vide Resolution No. 174 dt. 21/10/78.

Two linear busbays each of about 100mt. length and 11mt. width on the left side of the road abutting the existing Gandhi Ground along Hardings Library are proposed, taking into consideration the entry/exit of the underground parking complex under construction.

C. Other proposals.

S.P. Mukherjee Marg

Western side

- i) A seven lane carriageway has been proposed on S.P. Mukherjee Marg with a central verge of 1 mt. width i.e. three lanes of 11mt. width on the east and four lanes of 14mt. width on the west of the central verge.
- ii) Along the railway station side a service road of 5mt. width has been proposed to segregate the slow traffic from the fast moving traffic.
- iii) 3mt. footpath along the club ground side and 1.5mt. footpath along the railway station side have been proposed.
- iv) 3 gaps in central verge are also proposed, keeping in view the entry and exit points of the railway station.
- v) Two signalised intersection one on the junction of Dr.H.C.Sen Marg and the other at the junction of Church Mission Road have been retained.

Dr.H.C.Sen Marg:

are proposed

- i) A six lane carriageway with a central verge of 1mt. & 4.5/3.5mts. footpaths on eastern/western sides respectively. Wider footpath on western side has been taken as the busbays are located along this side.
- ii) No gap in verge is proposed on this road and all vehicles shall take a right/'U' turn from Fountain Chowk.

5. Comments of DTC on the proposal have been received vide their letter dtd. 17.10.90 placed as Annexure-V, same are as follows:

Comments of DTC

Observations of DBA

- | | |
|--|--|
| a) 40 busbays/bus shelters are needed as per the survey conducted by DTC on Dr.H.C.Sen Marg & S.P. Mukherjee Marg. | Parking facility for 40 buses has been provided in the busbays proposed in the plan. |
| b) A site of 4 Acres is required by them for development of an off | This shall attract lot of congestion at one particular place may |

- b) street terminal with crew passenger and operational facilities & utilities. reduce the road efficiency.
- c) MCD is developing an underground parking complex at Gandhi Ground for private vehicles, entry/exit of the same be integrated with the proposals. Refer P.C. Decision dtd. 31/7/90 placed as Annexure VI.
- d) Width of the divider between the C/W's & busbay may be reduced to 1 mt. The width of the busbay be kept as 7.5mt. with proper slopes of 1.6 to 1:2 for the approaches. This has been complied with.

6. Feasibility Study:

Ex. Engineer MCD vide letter No.D/433/EE/(P)II/AE (P)S/D(206) dt.14.6.90 has submitted the feasibility study of the proposals and decision of LOSC meeting dt.22.5.90. Decision of the LOSC are as follow:

"The subject cited proposal of the Engineering Department were approved after detailed discussions. It was also decided that ADC(L&E) shall take over the land affected in the additional busbays".

Affected properties: As per the list submitted by MCD a total of 103 shops in the nature of khokha/Tinshed are affected. Details of affected properties are placed at Annexure-IV.

7. The case is placed before the Technical Committee for consideration of:

- i) Subway on S.P.Mukherjee Marg opposite Old Delhi Rly.Stn.
- ii) Subway on Chandni Chowk Road & Dr.H.C.Sen Marg.
- iii) Proposed improvements on Dr.H.C.Sen Marg integrating the busbays.
- iv) Proposed improvements on S.P.Mukherjee Marg integrating the busbays.
- v) MCD shall take up the rehabilitation of eligible affected structures/properties/services with concerned agencies.
- vi) MCD shall take steps to achieve & protect the R/W's of S.P.Mukherjee Marg, Sr.H.C.Sen Marg & Chandni Chowk road as per the plan or as per Master plan, whichever is higher.

Annexure-I

Traffic census of Pedestrian Counting for sub-way on
S.P. Mukherjee Marg infront of Old Delhi Rly. Station
of three points from 22.3.89 to 25.3.89

2.8.89 MCD Tax Ter- Near Police Boat 2P-House Tax Hld. (D.P.L.) minal office box (Mahadev Man- (Delhi Public Library dir)							
Time	From Rly Stn. Up	To Rly Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	Remarks
AM 10-11	1515	865	835	370	1085	580	Up. From Rly. Stn. Down to Rly. Stn.
AM 11-12	1190	850	700	345	490	705	
PM 5-6	995	1205	200	645	400	900	
PM 6-7	820	835	465	680	450	1020	
Total	4520	3755	2210	2040	2425	3205	
23.8.89							
AM 10-11	1520	875	390	870	1070	590	
AM 11-12	1195	860	305	715	590	715	
PM 5-6	990	1215	400	575	1180	460	
PM 6-7	825	845	380	670	470	1010	
Total	4530	3795	1635	2830	3310	2775	
25.8.89							
AM 10-11	1020	815	720	390	1090	725	
AM 11-12	715	725	430	310	740	710	
PM 5-6	945	1160	405	760	425	1030	
PM 6-7	785	825	325	335	430	985	
Total	3465	3525	1880	1795	2685	3450	
Grand Total	12515	11075	5725	6665	8420	9430	= 10943

Note : No effected properties at site.

2. Open land with B/W of Bench and Bar Cube.

3. As per the Sewer Man of MCD at site. There is a under
Ground Nallaha (Grant Sewer Line) on the S.P. Mukherjee Marg.

Traffic census of pedestrian Counting for Sub-way
on Chandni Chowk Marg in front of Gurudwara Sis
Ganj. From 28.8.89 to 30.8.89

Dated : 28.8.89

Time	Sunsheri (Near Masjid)	Fountain to Gurudwara (Near Sis Ganj)			Remarks	
		Gurudwara	to Station	Lal Quila	Fatehpuri	
AM 10-11	425	835	865	910	670	Upto Gurudwara
AM 11-12	905	395	1205	880	1160	Downs to Rly.
PM 5-6	1125	1370	1200	930	555	Station.
PM 6-7	1110	1410	1310	1045	705	1230
Total	4075	3600	4550	3770	3330	3950

29.8.89

AM 10-11	1080	450	1050	825	890	665
AM 11-12	1015	465	1165	850	1135	1175
PM 5-6	715	880	790	520	350	535
PM 6-7	1115	1395	1295	1035	715	1220
Total	3925	3140	4300	3230	3140	3596

30.8.89

AM 9-10	560	610	305	300	405	500
AM 10-11	450	380	230	280	400	450
AM 11-12	350	260	200	230	350	400
PM 5-6	330	310	460	340	370	430
PM 6-7	265	340	360	270	350	410
Total	1935	1900	1555	1420	1375	2190

Grand Total	9955	8640	10405	8420	8345	9736 = 18500
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Note : No affected properties at site as per the Survey Plan.

Sd/-
(R.K. Sharma)
Surveyor

Sd/-
A.E. (Plg.)

Item No. 118/90

- Sub:- i) Pedestrian Sub-ways opposite Gurudawara Sis Ganj below Chandni Chowk Road and opposite Old Delhi Rly. Station on S.P. Mukerjee Marg.
- ii) Proposal of additional bus-bays for DTC buses on S.P. Mukerjee Marg and Dr. M.C. Sen Marg.
- ...

The Ex. Engineer (P) II has forwarded the above mentioned proposal through C.S.I., MCD for consideration in the LOEC. The note of the Engineering Dept. is reproduced below :-

With wide letter No.F.5(23)84-MP, dated 4.8.89 has sent two copies of the draft circulation plan of the area bounded by S.P. Mukerjee Marg and Chandni Chowk Road indicating the proposal of additional bus-bays along S.P. Mukerjee Marg/ Dr. M.C. Sen Marg and subways opposite Old Delhi Railway Station and Gurudawara Sis Ganj for comments of MCD regarding its feasibility from the implementation point of view.

The proposed details of pedestrian sub-ways opposite Gurudawara Sis Ganj and Old Delhi Railway Station are as under :-

S.No.	Details of Subway	Opp. Gurudawara Sis Ganj	Opp. Old Delhi Rly. Station
i)	Width of the sub-way	9.00 M	10.00 M
ii)	Width of the sub-way area connecting the Northern & Southern sides of the foot-paths near fountain.	3.60M	-
iii)	Clear height of the sub-way.	2.40M	2.40 M
iv)	No. of shops proposed	Either shops of 222M are proposed in the sub-way below Chandni Chowk Rd. on either side	12 shops of 2x2 are proposed in the subway below S.P. Mukerjee Marg on either sides.
v)	Width of the Steps.	3.60 M	3.60 M
vi)	Height of the sub-way above the road level	Nil-the existing road level is not to be depressed.	Nil the existing Road level is not to be depressed.
vii)	Total depth below the level including beams, slab and rafters.	3.50 M	3.50 M

As desired by D.D., the traffic survey of pedestrians crossing the Chandni Chowk Road near Gurudawara Sis Ganj and S.P. Mukerjee Marg opposite Old Delhi Railway Station, between 10.00 AM to 12.00 Noon and from 5.00 PM to 7.30 PM was conducted for 3 days and it was observed that during this period on average of 18500 and 17943 persons, respectively, are crossing these roads necessitating the provisions of sub-ways at these locations. The table showing the traffic survey of the pedestrians crossing the Chandni Chowk Road opp. Gurudawara Sis Ganj and S.P. Mukerjee Marg opp. Old Delhi Railway Station are attached as annexure 'A' and 'B'

No land/property is affected in the pedestrian subway opposite Old Delhi Railway Station are mentioned in Annexure 'B' which includes open land with B/W of Bench and Bar Club. There is also a sewer line of S.P. Mukerjee Marg.

A huge no. of DTC buses are starting and terminating at S.P. Mukerjee Marg and Dr. H.C. Sen Marg, necessitating the provision of additional bus-bays. The land/properties affected in the additional bus-bays have been marked in red and red hatching respectively on the plan enclosed. The list of land/properties affected in the additional bus-bays is attached as annexure 'C'. It is essential to acquire the affected land/properties for making the provision of additional bus-bays.

In view of the above the case is placed before L.O.S.C. for consideration in order to convey the same to DDA, for further necessary action please.

.....

Item No. 118/90 The Decision of L.O.S.C. dated 22.5.90.

- Sub:-i) Pedestrian sub-way opposite Gurudwara Sis Ganj below Chandani Chowk Road and opposite Old Delhi Rly. Station of S.P. Mukerjee Marg.
- ii) Proposal of additional bus-bays for D.T.C. buses on S.P. Mukerjee Marg and Dr. H.V. Sen Marg.

The case was discussed in detail.

The subject cited proposed of the Engineering Department were approved after detailed discussions. It was also decided that AEC(L&E) shall take over the land affected in the additional bus-bays.

Sd/-
Head Clerk,
Town Planner's Office
M.C.D.

Annexure - V
List of affected land and properties affected the alignment plan of
Circumstation Plan of the Area Bounded by S.F. Mukerjee Marg, H.C. Sen
Marg Chaurani Chowk and Church Mission Road.

(Affected in the Bay Bays)

Dr. No. 642 dated 21.2.82.

S.No.	Commercial Bldg.			Residential Bldg.			Others	Total Remarks
	Paoca	Sani	Knokha	Paoca	Sani	Knokha		
	S.S. D.S.	S.S. D.S.	Tin Shed	S.S. D.S.	S.S. D.S.	Tin Shed		
A.	-	1	-	-	-	-		
		(One NCD stor. room)						
1.							1. MCL store B/wall with open land.	
1.							1. MCL T.T. office B/wall with open land	
6.							6. DTC Bus stop shed	74
1.							1. Young Men Tmnt. Club/B-wall with open land	
1.							1. Union Club B/wall with open land	
1.							1. National club B/wall with open land	
2.							2. Urinals	
B.	1	-	-	-	-	-		
		(NCD for Recovery Bldg. corner)						
1.							1. NCD tax Recovery Bldg. W.wall with open land	
1.							1. Urinal	
1.							1. Bench and Bar Club B/wall with open land	8
1.							1. DTC shed	4 Truss
C.	-	-	-	-	-	-		
			1 (tall)					
1.							1. MCL Play Ground B/wall with open land	5
1.							1. Urinal	2 Truss
2.							2. D.T.C. Shed	
D.	-	-	-	-	-	-		
			99 (shops)					
1.							1. Police post B/wall with open land	106
1.							1. Gandhi Ground B/wall with open land	
2.							2. (Const. of underground parking)	
3.							3. Urinals	
3.							3. DTC Bus stops shed	
Total	1	-	1	-	-	-	28	133

Item No.9 : T.C. Meeting Dtd. 16.7.90

Sub : Underground Parking at Ganchi Ground Sheshjahanabad
F.3(67)89-MP

DECISION

It was noted that this matter was examined by the Technical Committee in its meeting held on 31.7.89 and it was decided that MCD should re-examine the proposal in its totality with respect to the provision for entry and exit to the proposed parking lot and its effect on the overall circulation pattern of this complex. In the light of this decision, the Technical Committee noted that the concept drawings showing the entry and exit received from the MCD, will not be feasible due to major right-turning movements and large number of DTC buses operating from the main roads in this area and because of large number of slow moving traffic and different kinds of activities, large number of hawkers/shops of informal nature functioning within right of way and all around. Keeping in view these facts, it was noted/observed that in the absence of a proper circulation plan, it would not be desirable to develop the site for an underground parking at this location. The representative of DTC felt that there should be proper location for having a bus terminal in this area with proper facilities to passengers. The Technical Committee desired to study the plan which is to be prepared by DTC for this purpose. The Technical Committee also desired that the MCD should take up the planning and implementation of the underground parking sites shown in FDP.2001, specially at the location earmarked in the vicinity of Red Fort.

Item No. 6

Sub:- Reg. construction of a Memorial of Acharya Shri
Atam Vallabh Jain Samark Sikshan Nidhi at G.T.
Karnal Road, Delhi
F.3(115)/76-MP/

Sh Atam Vallabh Jain Samark Sikshan Nidhi has constructed a memorial of Acharya Shri Atam Vallabh Jain which has permitted by the UDA vide resolution no. 122 dt. 29.12.76 and resolution no. 63 dt. 4.3.77. In all total built up area permitted was 20,572 sq.ft. on original plot of land owned by this trust measuring 6.226 acres.

2. The trust has also purchase an additional land to the extent of 13.702 acres in continuation of the earlier piece of land located at G.T. Karnal Road in Alipur Block. On this additional land the trust has suggested a number of buildings to be constructed for institutional purposes such as schools, research centre and other institutions for promoting educations and learning in all its branches. The total floor area propose is 180470 sq.ft. on ground first and second floor and 28021 sq.ft. in the basement. The total ground coverage propose is 15% and the total FAR is 30.2 which does not include the basement.

3. The proposal for the permission for construction on the additional land was earlier examined by the Authority in the year 1987 vide resolution no. 15 dt. 12.1.87 and it was not agreed to have the construction on the additional land. The land under consideration falls in the Urban Extension 2001 Delhi within the comprehensive proposal Narela Project. The case has also been examined by the Project Planner Narela and he has opined that we may wait till the proposals are approved by the Competent Authority in respect of Narela Project, as the area of the trust is a part of comprehensive proposal of Narela Project, therefore the proposal does not find any favour in view of above.

4. The case is submitted for the consideration of the Technical Committee.

Item No. 8

-16-

Sub:- Closure of 'Cremation ground in the Midst of Vasant Kunj Residential Area and Development of a proper cremation and burial ground at Kishan Garh' - Change of land use.

File No. Jt. Dir. (Plg.) - I/Dy. No. 52 dated 22.1.91.
Reference may please be made to the News Item

appeared in the Times of India dated 10.7.90 pointing out the non shifting of existing cremation ground from pocket 6 & 8 Sector-B Vasant Kunj which is being developed as residential sector by DDA.

2. Prior to the recommendations of the Delhi Master plan for South West Delhi to centralise the cremation sites shifting the existing one to the South of Vasant Vihar in Zone F-12. Earlier independent cremation ground have been functioning in all the villages in this vicinity i.e. Village Vasant, Munirka, Kishan Garh, Masoodpur etc. Some how these continue to function even today and the site earmarked in MPD-1962 is yet to be developed by MCD. Incidentally the existing cremation ground in Vasant Village, Munirka, Kishan Garh Village are located in the Master Plan green and are not required for immediate development.

3. HUPW had prepared the General Development Plan/Sector plan for Vasant Kunj comprising of Sectors 'A', 'B', 'C' & 'D'. The existing cremation ground of Masoodpur village falls in Sector-B which is predominantly to be developed as a residential sector. The plan does not indicate any proposal for its shifting and utilising it for residential use. In PDP-2001 also no cremation/ground site has been indicated in South Delhi. On a reference from HUPW/Lands Section the case was examined and stand conveyed to C.A./DLM. According to this the existing cremation ground occupying an area of about one acre in village Kishan Garh, located in the Master Plan green area to the North of Village Kishan Garh is proposed to be retained by changing the land use as per the provisions laid down in PDP-2001. The existing cremation ground at village Masoodpur is proposed to be shifted to the site at Kishan Garh referred to above, which is suitable to accommodate both these requirements. The land is already in the possession of MCD but the development works have not been carried out at site, though a boundary wall with proper gate are existing alongwith an approach road.

...2/-

4. The matter was placed for the consideration of the Technical Committee for the following two issues :-

- i) Immediate shifting of existing cremation ground from Sector-B pocket 6&8, Vasant Kunj.
- ii) Regularisation/change of land use for existing cremation ground Kishan Garh measuring 1.05 acres from Master Plan green to public and public facilities (cremation ground).

5. The case of the two existing cremation ground viz. the one located in the midst of the Vasant Kunj residential area and the other in the 'green area' serving Kishan Garh Village and adjoining areas was discussed in detail keeping in view the overall environmental factors and the need for adequate provision of these and related facilities to meet the future requirements of South Delhi. The following decisions were taken :-

- i) The MCD should immediately issue notification for closure of the cremation ground falling in Vasant Kunj residential area.
- ii) The area of the other cremation ground located in the 'green area' in Kishan Garh should be increased by about 1.5 acres, so as to provide for an electric crematorium and a burial ground in due course.
- iii) The area planning wing should prepare a layout plan in accordance with the decision as at point (ii) above and send the same to MCD for further action.

6. Health Officer, MCD was accordingly informed and a reminder has already been issued. The Lands Section has been requested to follow up the matter with MCD for urgent implementation. A Plan has also been prepared in conformity with the decision of the Technical Committee increasing the size by 1.5 acres to make it 1 HA or 2.5 acres.

7. The Engineering Department was requested to examine the feasibility of a suitable road connection and the report from E.E., SWZ has been super imposed on the plan placed opposite.

. The case is submitted for information of the Technical Committee.

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Item No.: 10.

Sub:- Regularisation of 5 plots falling between Shanker Garden colony (Free hold) and Bodella Residential scheme (Vikas Puri) F50(8) 69-Bldg. Pt.

The above subject matter was considered under Technical committee meeting held on 16.7.90 wherein following decision was taken:

"The Technical Committee noted that these 5 plots were not the part of the original approved layout plan of Shanker Garden, nor these were forming part of the plan approved by the Municipal Corporation of Delhi. It was further noted that while formulating the Vikas Puri residential scheme only these lands were taken into consideration which did not form part of the approved scheme of Shanker Garden. In Vikas Puri Residential Scheme the land use was shown for a park and therefore the same should be followed. Technical Committee, further desired that in case there is some land which still remains un-acquired and is to be developed as a park, necessary action should be taken by the Lands Section for their acquisition."

2. Sh. C.B Mehta, one of the plot owners vide his letter dt. 23.8.90 addressed to VC/DDA has stated:

- i. That in the services design chart of Shanker Garden colony as approved by MCD these plots were included.
- ii. The services as approved by MCD in the year 1959 vide its resolution no. 9 dt. 23.6.59 were laid down by the coloniser while in the set-back cum demarcation plan released by DDA in the year 1971. These plots were shown as park.
- iii. As per the decision of the Technical Committee that the land use in Vikas Puri Residential Scheme was shown as park which has already been developed and their plots were shown park in the approved by DDA while releasing the Building activity in the year 1971 and has further stated that the acquisition of these fully developed plots in terms of services as approved by MCD at this stage can not be adjusted in the Vikas Puri Residential Scheme.

3. The case was discussed in the Technical Committee meeting held on 15.10.90 for reconsideration and it was opined that this item be again put in the Technical Committee after Commr. (Lands) has reported on the status of land in respect of 15 plots regularised by the DDA in 1971 as well as 5 plots under consideration. It was further decided that meanwhile MCD may also conform whether these plots form part of the approved layout plan and whether the services have

.... 2/-

been made available for all these plots on the basis of the approved service plan.

4. Accordingly the report from MCD and Commr. (Lands) have been received which is as follows:

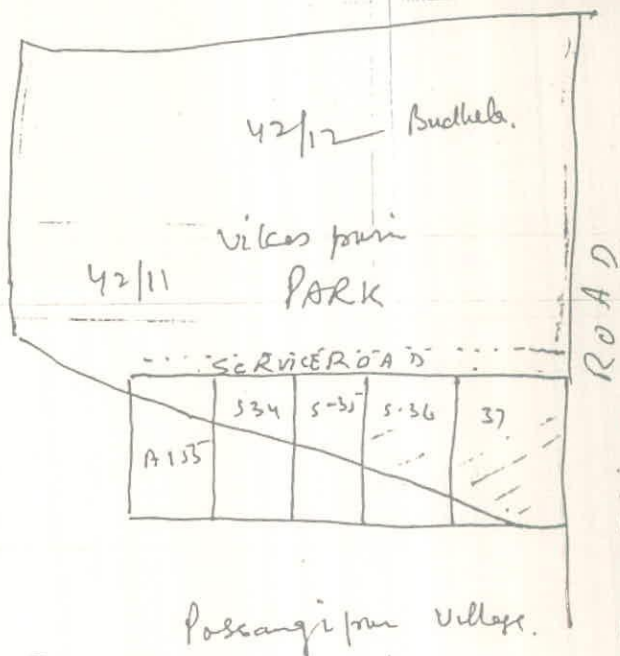
a. Views of MCD: This case was discussed in the layout Scrutiny committee of MCD vide item No. 359/90 dt. 4.12.90 and it was decided that DDA be asked to transfer all the record files and layout plan to MCD for which a reference was made by Ex. Engg. (Bldg.). The applicant has also directed to submit all necessary documents to MCD (Town Planning Department)

b. Views of Lands Section, DDA: As per record of Village Bodella the status of 5 plots as well as 15 plots remains the same, the detailed report of Lands Section is at annexure I.

5. The owners of the plot have submitted the representation to Director (DC&P) with reference to the reply received by them from the Town Planner MCD, requesting that the revised layout plans and building plans were submitted to DDA before this colony was transfer to MCD and as per the policy of DDA any plans received before the denotification of the area which are to be dealt by the DDA and therefore they have requested that this case for regularisation may be dealt by DDA and final advice/decision to be sent to MCD. A copy of plan prep. by Land Section indicating acquired land of DDA acquired land but possession not taken over is at Annexure II.

The case is now placed before the Technical Committee for consideration.

Annexure-II for Item No. 50



How
24/2/11

agreed land of DDN
agreed land possession
taken over

Item No. 11

SUB: Relaxation in height and FAR of new CTO building at Janpath. F16(7)/90-MP/

Chief Architect Telecommunications Consultants India Ltd. (A Govt. of India Enterprise) have forwarded plans for construction of new CTO Bldg. adjacent to the existing CTO bldg. at Janpath. These plans have been forwarded by the Chief Architect, NDMC for getting the development controls along with the parking norms. The proposal is having a height of 66.35 mt with 240 FAR and 24.74% ground coverage. It has been observed that as per MPD-2001 the land use of the land under reference is public and semi public.

2. The MPD-2001 provides 25% ground coverage, 100 FAR and 26.0 mt height for public and semi-public buildings, with parking norms as the rate of 2 ECS per 100 sq. mt. of floor area. The development controls were conveyed to the Chief Architect NDMC. Chief Architect Telecommunications Consultants, India Ltd. has represented for relaxation of FAR and height, and submitted that new CTO building is planned to cater to the minimum requirements for the Central telegraph office and its allied services run by the Government of India and as such may not be treated as an Institutional Building. He has further stated that it is mainly a Technical building having predominantly technical and allied office requirements except two lower floors where commercial/general business relating to the telegraph services would be carried out. This is going to be a nerve centre for all the telegraph services and would be linked to the cable network in the nearby existing Kidwai Bhawan/ Eastern Court. Therefore, he has requested that as these requirements proposed to be provided in the building cannot be shifted elsewhere this may be allowed, further if total requirements are not met in this new building, then the whole purpose of construction of a new building will be defeated. This building is going to house predominantly technical requirements, therefore occupancy as at various floors would be limited and would not generate such load on the Municipal and public utility services and therefore requirement of 2.4 FAR is justified. Further they have stated that the building being of technical nature, floor to floor height requirement will be more than the normal office floor ht. and as such relaxation in the total height upto 66.35 mt. be allowed.

3. An alternative conceptual proposal for 150 FAR with 47 mt. height has also submitted by the consultants keeping in

view that as per MPD-2001, for the Govt. buildings. 150 FAR is applicable total requirement for the 22000 sq. mt. an are about 14000 sq. mt. lands be available.

4. The representation of the Chief Architect, Telecommunications consultants India Ltd. has been examined & it is observed that as per MPD-2001 regulations, FAR of 100 and max. height of 26, mt. are permissible and in case this project is considered Govt. building as Governmental land use, maximum 150 FAR may be applicable, and keeping in view the ht. requirements for technical reasons the same be considered for relaxation with in 150 FAR and parking norms applicable for office use and for technical area as earlier decided by the technical committee in cases of telephone exchange buildings.

Item No. 12

Sub: Modification to the approved layout plan for the sites allotted to Indian Airlines/Air India, Petrol Pump, Police Post in Baba Kharak Singh Marg.
F.16(48)83-MP

A layout plan of the above received from the CP&D was approved by the Technical Committee in its meeting held on 27.3.89. The layout plan incorporated the area of about 4 acres for Air India/Indian Airlines, Police Post 0.5 acres, 0.275 acres for a Petrol Pump and 1.46 under car parking. In connection with the handing over of the site to Indian Airlines/Air India a meeting was taken by the Secretary, Min. of Urban Development on 20.11.90. As follow up of this meeting, a site inspection was conducted on 23.1.91. After the site inspection, it was decided that the approved layout plan may be slightly modified to facilitate the early shifting of the petrol pump and handing over of the land to the IOC/Air India. In pursuance, the L&DO has forwarded a copy of the modified layout plan for approval of the Technical Committee.

In the modified layout plan the proposed location of petrol pump and police post have been interchanged from the parking area. The layout plan as modified by the CP&D has retained the same areas for the plots except parking for which the area has been indicated as 1.56 acres in place of 1.46 acres as per the approved layout plan. This is due to inclusion of 30ft. wide road within the parking area.

The modified layout plan was discussed in the TC meeting held on 18.2.91 and it was noted that earlier also this matter had been examined in the TC and the layout plan providing in a police post petrol pump and 4 acre plot for the proposed India Air Lines/Air India for city terminal office was approved. The propose adjustment in the said lay out plan which had been made by the Ministry were discussed. The representative of the petrol Department was of the opinion that the plot earmarked is for police post measuring 0.5 acres could not be sufficient. He has stated that there was actually a police station not a police post functioning on the site at present and that more land would be required in order to relocate it within the site covered by the lay out plan. The TC decided to defer the further consideration of the item pending verification of the actual land on the part of the Police Department with Ministry of Urban Development with this

In view, also, the representative of the Police Department was asked to check whether there was infact a fulfladged police station functioning there and report back to the committee. Accordingly the reference was made to the Ministry for their views in the matter. Subsequently a meeting was held in the Ministry of Urban Dev.. on 27.2.91 wherein DCP(Ho) was also present to consider utilisation of land on Daba Kharak Singh Marg, New Delhi. After detailed discussion it was decided that it is not possible to increase the land already allotted to Police which is 0.5 acres. DDA representative was requested to consider the modified layout plan for allotment of land to Indian Air lines, petrol pump and Police post.

The modified layout plan is placed before the Technical committee for consideration.

Item No. 13

Sub: Construction of Scientist Hostel at Sector-10
R.K. Puram, New Delhi. F.20(24)/86-MP.

Joint Director (H&S), Ministry of Urban Development vide d.o. No. J-13012/20-85-LD(D) IV dated 24.10.85 has desired that the hostel accommodation for Scientists and others in the area earmarked for Service Personnel in Sector-10 R.K. Puram, be examined as there appears to be no justification for utilisation of these areas for Service Personnel. Subsequently the Ministry has sent further proposals to utilise about 12 acres of land in this pocket for construction of General Pool Housing by CPWD.

2. The matter was examined with reference to the land use in the Zonal Plan, MPD-62 and MPD-2001. In the draft Zonal Plan for Zone F-5, the land in question falls in the area earmarked for Service Personnel, in accordance with the approved layout plan of total R.K. Puram area. The DDA time to time have been insisting to justify the provision of Service Personnel area considering the total layout plan of R.K. Puram in lieu of the provisions of the approved layout plan to utilise entire Sector-10 for this purpose. It is pointed out here that though the Ministry have been making piecemeal allotments in this area including Defence Personnel Housing, at no time this plan was modified and approved. In MPD-2001 however, the land is shown for residential use with 400 P.P.H. density.

3. According to the draft zonal plan/approved layout plan an area of about 27 acres land covering Sector-10 R.K. Puram was earmarked for Service Personnel Housing in keeping the recommendations of MPD-62 where to accommodate 5% of the total population for this purpose. The quantum of land rightly worked out to 2% of the total area. About 17 acres of this land has either been utilised or allotted and the remaining unutilised/vacant land

is approximately about 10 acres. The existing break up is given below:-

i)	Defence Personnel CHBS/Som Vihar	= 8.8 acres
ii)	i) Scientists Hostel	= 1.0 "
	ii) Vacant land proposed to be utilised for Type-V housing, one more scientist hostel and type-I quarters.	= * 6.18 "
iii)	NDMC Quarters	= 1.00 "
iv)	DPS Hostel	= 1.00 "
v)	DPS games complex and part of swimming pool.	= 3.05 "
vi)	1) & Vacant land proposed to be used for type-VI housing.	= * 4.02 "
		<hr/> Total 27.00 acres

*Pocket under consideration.

4. A meeting was held in the chamber of J.S. (WA), Ministry of Urban Development on 14.12.90 where the CPWD emphasized that the existing Service Personnel components is sufficient and is staggered in all the sectors of R.K. Puram in the form of Type-I quarters, Servant Quarters & essential staff quarters. J.S. asked CPWD to prepare a comprehensive note and submit it for DDA's consideration with a view to obtained an early No Objection Certificate for the proposed type-V & Type-VI General Pool Housing construction.

5. S.A. CPWD vide his letter dated 26.2.91 has made studies in this regard and after detailed study has submitted the following information:

- i) Total number of Type-I Quarters and sector 1 to 13 including servant quarters is 3026 DU's which worked out to approximately 21.78% of the total population against 5% of the Master Plan standards.
- ii) Total area under Type-I, servant quarters and essential staff quarters will work out to about 61.00 acres against the provision of 27.00 acres made in the layout plan/draft zonal plan.
- iii) There is no proposal to construct this in future.

6. S.A. in his letter referred to above has also requested DDA to confirm the development controls for constructing 292 DU's including Scientist Hostel accommodation, Type-V servant quarters & Type-I servant quarters. Drawing containing this proposal No.TP-3274 is laid on the table. The development controls pointed out by them are as under:-

Permissible ground coverage	= 25%
Permissible FAR	= 175
Permissible density	= 555 PPh. or 50 DU's per acre.

7. Recently in the meeting of the Technical Committee the following categories of Service Personnel Housing were considered and discussed at length.

- i) Service Personnel area in CHBS societies.
- ii) Service Personnel area in group housing societies.
- iii) Service personnel area in approved schemes.

The Government housing colonies however were not discussed as in the instant case.

7. The Technical Committee after discussion recommended that about 50% of such land may be earmarked for allotment to (MCD or other utilities) and agencies like DESU & CPWD for construction of staff quarters keeping in view the need to provide accommodation in site for the employees of the said organisation who would be need to provide necessary service and facilities to residents of the respective pockets. Out of the balance 25% may be offered to the concerned co-operative societies for construction of DU's for there own service personnel and 25% may be utilised by the DDA for construction of flats for registrants of EWS/Janya Scheme.

8. The request of Ministry of Urban Development/CPWD for release of No Objection for the construction in Sector-10 R.K. Puram in the vacant pocket of about 10.2 acres was discussed in the

Technical Committee meeting held on 4.2.91 under item No.9. The Technical Committee desired that this item be brought up again in the form of agenda note, giving details of the land available for S.P. Housing in R.K. Puram (1000 acres) and the number of type-I quarters both already constructed and proposed to be constructed by the CPWD. The Govt. Architect and Senior representatives of CPWD may also be invited to present their case at the meeting.

9. In view of the position explained in para-5 above, more than adequate provision has been made in regard to the number of dwelling units and the area under such uses covered in Service Personnel Housing. There may not be any objection to the scheme submitted by CPWD for the construction of Type-5/6 pool housing and one more scientists hostel. The norms applicable could be as specified in MPL-2001 for a density of 400 persons per Ha.

The matter is placed before the Technical Committee for consideration.

Item No. 14

SUBJECT : ROAD CROSS SECTION OF DWARKA PROJECT

F5(7)/91-MP

The Structure plan of Dwarka Sub-City Stage II has proposed the following categories of road sections with the recommendation for smooth functioning of the flow of traffic in Dwarka Sub-City :

1. REGIONAL BYEPASS (EXPRESSWAY)

The regional bypass will have express standards and as such must have total control with the inter section. The r/w proposed for this road is 90 mtr.

2. ARTERIAL ROADS

The r/w proposed for these roads is 60 mtr. and 45 mtr. These roads will have to be developed in six lanes divided carriage way with service roads on either sides. All the services have been recommended to be laid under the service road. Plantation could be encouraged along the medium strip. These roads will also act as a peripheral roads of the sectors and thus becomes a primary net work of intra-city movements.

3. SUB-ARTERIAL ROADS

The r/w proposed for this road is 30 mtr. and will be developed as 4 lanes undivided carriage way. This road basically carry inter-city public transportation system. To reduce the speed, the alignment of road is designed in a zig-zag manner at place. This is proposed to be a secondary net work system for inter-city movement, and passes through practically all the sectors of Dwarka Sub-City.

4. LOCAL ROADS

The r/w of these roads are proposed as 20 mtr. for cooperative group housing societies and 12 mtr. for plotted development.

5. CYCLE TRACK/SERVICE LANE

The r/w proposed for this road is 12 mtr. This road is primarily designed for cycle track and footpath. It will also carry trunk services.

6. The typical road sections, already approved by the Authority and being implemented in other part of Delhi have also been studied for the above mentioned categories of roads in light of the following aspects :

1. The location of the services along with the roads.
2. plantation for better environment
3. possibility of overhead H.T. Lines.

Considering the above and guidelines as per IRC Codes no. 98-1988, IRC 86-1983, suitable road cross sections for all the above mentioned categories of roads have been designed for Dwarka Project except Expressway as it forms part of the overall DMA plan.

A detailed drawing showing the proposal is laid on the table for consideration.

Item No. 15
Sub:- Electification of Dwarka Project.

F1 (67)/90-DWK/PL.

The structure Plan stage-II approved by the DUAC, had the provision of 3 Nos. of 220 KV and 16 Nos. of 66 KV electric sub-station. The route alignment of 220 KV electric power line was proposed along the existing 66 KV power line and proposed 66 KV power line was to be laid underground.

Subsequently, this proposal was sent to DESU for their consideration. The DESU has submitted proposal with modifications. The DESU proposal contains 2 Nos. 220 KV sub-station as one sub-station has been merged with existing 440 KV sub-stations and 11 Nos. 66 KV sub-stations. The location of some of the 66 KV sub-stations and route alignment deviates from the proposal of the plan approved by DUAC. The proposal of the DESU was examined in this office and with minor modifications most of the sites proposed by the DESU had been retained. This has been done to accommodate sub-station at available sites and not to disturb other land uses.

The draft proposal prepared by DDA was discussed with DESU officials on ^{30th} Jan., 1991 and again on 7th Feb., 1991. The sites for 66 KV and 220 KV were finalised and agreed to by the DESU officials. These sites have been indicated on the plan.

In case of route alignment of 66 KV & 220 KV power lines DESU officials pointed out that they need to carry two overhead 220 KV power lines through Dwarka Project, one line to connect proposed sub-stations to Dhaula Kuan sub-station and another line to connect to Rewari Grid. They were also of the opinion that 66 KV lines preferably be overhead and possibility of providing 66 KV power lines underground in some portions may be explored.

Based on these extensive discussions, draft proposal was discussed with Commissioner (Planning) on 19th Feb., 1991. It was transpired that all these proposed overhead power lines should not divide consolidated large green areas and grouping of lines should be avoided as far as possible. Taking into consideration aesthetical aspects of the city design overhead power lines may pass along the roads where provision is made in the road Sections.

Keeping in mind planned nature of the city and aesthetical aspects/laying of 66 KV power lines underground at some places

is enevitable. In the light of the above extensive discussions taken place at various levels following scenario emerges :-

1. As certain areas of Dwarka Project falls under the air funnel and had sensivity to the Airport, overhead power lines may be avoided as far as possible. Therefore, proposed 220 KV power lines required for Phase-II of the Dwarka Project may be routed through rural area beyond Najafgarh Drain.
2. Overhead power lines passing through Dwarka Project may be laid along the road where there is a provision in Road Section for overhead power lines.
3. The places where more than one power line is passing through, 66 KV power line shall be laid under ground.

Based on the above considerations, the proposal for 66 KV & 220 KV sub-station alongwith the route alignment was discussed with DESU officials on 5.3.1991. Now draft proposall for route alignment of 66 KV sub-station/ & 2 Nos of 220 KV sub-station is placed on the table for the approval of the Technical Committee please.

/ and 220 KV H.T. Line with ¹¹ nos. of 66 KV sub-stations

Item No: 16

SUB: REQUEST FOR SEEKING NOC FOR LAYING GAS PIPELINE
FROM I.P.ESTATE TO BAHADURGARH AND SONIPAT.

FILE NO.: 1) DD/PP/UE/90/F.124
2) F.7(20)88/MP

Background

The Gas Authority of India has submitted a proposal for laying a gas pipeline(diameter 8 inches) from the existing terminal at I.P.Estate(DESU) to Bahadurgarh and Sonipat. The route proposed by Gas Authority of India is indicated on the map laid on table. Earlier a similar proposal from Gas Authority of India was examined for laying 18 inches Gas Pipeline from Dadri to I.P. Estate(DESU). The same was discussed in the Technical committee meeting held on 18.10.88 as agenda item No.8. The same was approved by the Technical Committee from planning point of view with a condition that necessary clearance from all the concerned departments would be obtained before taking up the work.

Proposal Under Consideration :

- i) The proposal under consideration has shown in the plan as part of the "Hazira-Bijaipur-Dadri" pipeline project, total of about 1850 km. The request is to take 8 inches gas pipe from existing I.P. Estate terminal to Bahadurgarh and Sonipat for feeding natural gas to Somani factory in Bahadurgarh and Sheetglass factory in Sonipat.
- ii) As per Gas Authority of India the proposed route has been surveyed and it is proposed to bury Gas Pipeline at a depth of about 1.5 mtr. Certain restrictions on use of land 7 mtr. on one side and 3 mtr. on other side making the total of 10 mtr. width along the pipeline route is required. Within this 10 mt. no structure and trees, power lines/cables and excavation of tank, well, reservoir is permitted as per section 9 of Petroleum Pipeline(execution of right of user in land) Act, 1962.

- iii) As per the project execution schedule the laying of Gas Pipeline is to be completed by June, 1991.
- iv) Apart from this it is also stated by the Gas Authority of India that they would need a plot of land measuring 6 x 20 mtr. (120 sq.mt.) for setting up of valve stations in accordance with the code at every 8 km. distance along the pipeline route. The location of such valve station would be finalised after the pipeline route is approved.

OUR OBSERVATIONS :

- i) The Gas Pipeline route proposed by Gas Authority of India has been examined based on the urban extension plan for Delhi. The proposal for joining the pipeline from I.P. Estate to Bahadurgarh has not been found feasible mainly from point of view of proposed urban development programme under consideration of the authority. Regarding Gas Pipeline route to Sonipat we have following observations :
 - a) It is proposed that instead of taking the Pipeline along the G.T. Road which is likely to be widened in near future; the most appropriate route to extend the existing pipeline is along the bund in river bed, as shown in the plan laid on table.
 - b) It is also noted that DESU has drawn up a proposal for setting up a 900 MW Gas based power station in Bawana (North West Delhi) after the approval of the site by the Technical committee during 1990. The site has already been handed over to DESU for taking up the project on urgent basis. In view of this, it would be vital that Gas Pipeline to be taken up to Sonipat may take into account the Gas requirements for this power station thus avoiding the need to lay pipeline from Sonipat to Bawana. The pipeline from Sonipat to Bawana is very near to the existing pipeline from Sonipat to Bahadurgarh. The pipeline from Sonipat to Bahadurgarh is also very near to the existing pipeline from Sonipat to Bahadurgarh. The pipeline from Sonipat to Bahadurgarh is also very near to the existing pipeline from Sonipat to Bahadurgarh.

Technical committee may also be briefed by the representative from DESU about progress of this project for benefit of the members.

Regarding the supply of Gas to industries in Bahadurgarh it is observed that crossing of union territory is advisable. The alternative to this could be worked out either from Sonapat to Bahadurgarh itself or from Bawana power station along the proposed 80 mtr. right of way road in urban extension and then along the railway line.

4. In view of the facts presented above the case is put up for consideration of the Technical committee please.

Sub: Upgradation of Jhuggi Jhopri clusters and informal shelters under the approved plan schemes.
Arch(s)91/D-28

In the meeting of the Technical committee of the DDA, held on 4.3.91 the above mentioned item was discussed out of agenda. Arising out of the discussion at the meeting with regard to proposal for on site upgradation for JJ Clusters, Kanak Durga Camp & Ambedkar Basti RK Puram further information on the following points was desired:

- i. In case these clusters are allowed to be upgraded at the same site the extent to which density of the area would be affected with reference to the Master Plan/Zonal Plan.
- ii. Whether adequate area for institutional/park & open spaces would still be available after the clusters are retained at the same site?
- iii. Whether adequate services are available in the surrounding area which could be extended to these clusters?

The J.J. Clusters, namely Kanak Durga Camp & Ambedkar Basti are located in Sector XII and adjoining to Sector XI, RK Puram which forms part of the Zonal Plan Zone F-5. As per Master Plan 1962 the entire zone F-5 (R.K. Puram) is proposed for residential development with a provision for a District Centre and area designated as District Park and open spaces. The total area of the zones is 1,053 Acres out of which 810 acres is for residential use, 35 acres for district centre and 80 acres for district parks and play grounds.

In the draft zonal plan about 72 acres of area has been reserved for government offices (Area for the government offices was not indicated in the land use plan - 1962). The total population envisaged in the residential area was about 60,000 which would be ground 75 persons per acre. As per Perspective Plan 2001 the density proposed now is 350 persons per hect. or 140 persons per acre. Therefore, it is clear that additional population is proposed to be accommodated in the residential area of this zone. Since the entire RK Puram has been developed by the Ministry of Urban Development CPWD which comprises of housing for the Central Government employees. There has been no scope of increase of density on account of additional floors or coverage to the existing residential units as per happened in other residential area of Delhi. These two clusters if retained at the present site, would benefit to 1600 families with a population of 8000 persons. Therefore, it would be seen that by retaining these clusters and providing on site upgradation facilities the density of the overall zone would remain within the permissible limits.

Sub: Allotment of land for gas godown site to

- i. M/s Bharat Petroleum Corpn. Ltd. in Rohini
F13(8)90/CRC/DDA
- ii. M/s Indian Oil Corpn. in Rohini
F13(36)90/CRC/DDA

The matter was placed before the Technical committee on 21.1.91 under item no. 11 (Appendix 'A') and "Technical committee observed that gas godown sites were to be located in various Service Centre and it was, therefore, decided that the site where two gas godown plots were shown in Rohini Project area should be planned as a service centre, where a max. of three gas godown sites could interalia be provided for. TC also decided that an area should be worked out by identifying the locations of various Service centres to be provided for in the Project in the first instance".

2. Accordingly, an exercise has been done showing the locations of four service centre sites and existing gas godown sites already allotted in this project area (Plan at Appendix 'B') As per the norms prescribed in MPD-2001 one gas godown site is to be provided for 40,000 population having plot size of 20 mt. x 26 mt. inclusive of Chowkidar's hut and to be located in industrial area or service centres. Keeping in view the population of 8.5 lakhs to come in this project area, about 16 to 17 gas godown sites shall be adequate. Already 5 gas godown sites allotted in this project area, therefore, 12 more sites are to be provided in four services centre sites, now proposed and each centre to accommodate three gas godown sites.

3. Detail planning has been done for the service centre site no. 1 falling in sector I of this Rohini Project area and the plan is attached to Appendix 'B'. In this service centre area other facilities including three gas godown sites as indicated below are proposed to be provided:

Total plot area = 63.4 x 149.0	= 9387.0 sqm
Area under 3 Gas godown & Filling Stn.	= 2070.0 sqm
Net area under service centre =	7317.0 sqm
Max. per ground cov. @ 25%	= 1829.25 sq.m
Total covered area proposed	= 1875.0 sqm
Area under parking	= 2734.0 sqm

As far as the question of adequacy of the area for institutional use / district park and open spaces is concerned it may be mentioned that the Kanak Durga Camp is located on a part of the site for Hr. Sec. School as per lay out plan and covers an area approximately 2.6 hec. It may, however be added that in this sector II Hr. Sec. School already exist. Therefore, it would be noted that adequate facilities for schools are available. As far as the site where Ambedkar Basti exists the same is shown for district park and open spaces as per draft Zonal plan of this area. However, as per Perspective Plan 2001 the area under the cluster is residential - only a very small portion would be district park and open spaces.

The total area occupied by the clusters is 2.5 hect Therefore, the area under the district park and open spaces is not likely to be reduced (There may be only marginal reduction in the area of district parks and open spaces - less than one acre)

As far as the availability of services for the surrounding area is concerned the entire RK Puram is well provided for in this regard. It may be added that the standard of services, to be provided under the scheme of one site upgradation, would not be of the same standard as is provided for in the re-settlement colonies or in other low income group housing area. Only water hydrants on community basis of Jan Suvidhas/ toilets on community basis are to be provided. The street lighting already exists in this area (water hydrants and Jan Suvidha also already exist in the clusters) As such on account of on site upgradation there would be only marginal increase in the services in this area.

With the above information the note already sent to you vide dt. 28.2.91 (handed over at the last meeting) may again please be placed before the TC, DBA for consideration please.

Covered area Detail

S.no.	Shop size	No.'s	Covd. Area	Use of shops
1.	2.5M x 5.0M	18	225 sqm	Service & Rep
2.	10.0Mx10.0M	2	200 sqm	Eatable
3.	10.0M x 12.0M	1	120 sqm	-do-
4.	5.0Mx10.0M	11	550 sqm	Bldg. Material
5.	5.0Mx5.0M	12	300 sqm	Service & Rep
6.	5.0Mx10.0M	6	300 sqm	Auto Repair
7.	8.0M x 10.0M	1	80 sqm	ESS

The location of this service centre no. 1 is indicated in the plan of sector I of Rohini Project (Appendix 'D')

4. Out of the three gas godown sites proposed in this service centre plan two sites may be considered for allotment to M/s Bharat Petroleum Corpn. and M/s Indian Oil Corpn. In this service centre besides facilities like workshop and building material shops, electric sub-stn., eatable shops, toilets, one petrol pump (filling) as earlier decided for this area has also been accommodated. The shops measuring 12x2 sqm, 25 sqm and 50 sqm for workshop, building material shops, kiosks and other allied uses, in this service centre will be two storeyed construction with internal staircase/ladder according to the size of plot. Three plots of 100 sqm each at the rear of the service centre with a prescribed use as eatable/bank etc. will also be two storeyed construction with internal staircase. The elevational control with external surface as grit finish of light colour will be enforced. Ground coverage under gas godown sites and petrol pump site will be 25% and FAR achieved will be 50.

5. The proposal of Service Centre no. 1 in sector I of Rohini Project, if approved, by Technical committee the same design will be adopted for other service centre no. 2, 3 and 4.

6. This proposal is submitted for consideration of the Technical committee for allotment of these two sites to the above mentioned oil companies.

Laid on table:

Item No. 11

Sub:- Allotment of land for Gas Godown site to

- i. M/s. Bharat Petroleum Corpn. Ltd. in Rohini
- ii. M/s. Indian Oil Corpn. in Rohini.

F.13(8)90/CRC/DDA

F.13(8)90/CRC/DDA

Request for allotment of gas godown sites in Rohini from BPC and IOC has been received through New Lease Branch DDA.

2. As per the norms prescribed in MPD-2001, one gas godown site is to be provided for 40,000 population having plot size as 20mt. x 26 mt. inclusive of Chowkidar's hut and to be located in industrial area of service centre. Since there is no land use proposal such as industrial area, service centres in Rohini project Area, a proposal was formulated earlier to locate gas godown sites in the suitable buffer spaces near Sector-I, XI, XV & XIV and accordingly temporary sites were approved by Competent Authority in the buffer space adjoining to supplementary drain in Sector-XV. In these four buffer space locations four gas godown sites in each location was also proposed to generate about 16 gas godown sites adequate for about 8 lakhs population @ one gas godown sites for every 40,000 to 50,000 population (proposal laid on the table).

3. Accordingly two sites have been proposed after suitable site inspection and obtaining clearance from Hort. Department in sector-I of Rohini near Avantika. These two sites are located on the Western side of Mangolpuri-Kanjawala road after leaving a setback of 17.5 mt. from the existing R/W in order to ensure widening of this road at this side to the proposed width of 40 mt. and side by side protecting already planted trees along this adjusting R/W of this road. These two sites each having dimension 20mt. x 26 mt. as shown on the plan will be approached by the existing sector road with available width of 23.5 mtr. from Mangolpur Khanjawala road to the existing drain and also have a set back of 5mt. from the existing 11KV high tension line as safety measures.

4. This proposal as laid on the table is submitted for consideration of the Technical Committee for allotment of these two sites to above mentioned two oil companies.

Technical Committee observed that the gas godown sites were to be located in the various service centres and it was therefore, decided that the site where two gas godowns plots were shown in Rohini Project area should be planned as a Service

Centre, where a maximum of 3 gas ~~xxx~~ godowns sites could interalia be provided for.

Technical committee also desired that an overall plan for location of gas godowns in Rohini scheme area should be worked out by indentifying the locations of the various Service Centres to be provided for in the project in the first instance.

AGENDA FOR TECHNICAL COMMITTEE

Item No. 19

Sub: Guidelines for sanction of building plans
in the Mehrauli Heritage Zone.

Background:-

As a policy to transfer all the Urban Villages to the MCD consequent to DDA Resolution No. 32 of 1987, Mehrauli was de-notified from the development area of DDA. Considering the significance of urban heritage and to initiate the action in this direction, Perspective Planning Wing DDA initiated a study on conservation of Mehrauli and its adjoining area in collaboration with Indian National Trust for Cultural Heritage (INTACH). In view of this, declaring Mehrauli Settlement as development area of DDA was approved by DDA on 13-2-1989. This Development Area has been notified by the Land & Building Department, Delhi Administration on 26-7-1989.

Based on the guidelines given by INTACH and City Planning Area Policy of Municipal Corporation of Delhi (Annexure-1), following guidelines for approval of building plans have been prepared:-

1. The building activity is permitted only in Mehrauli Settlement (Lal Dora) as shown in the draft development plan laid on the Table). The pre-dominant land use of Mehrauli Settlement is residential.
2. Control of buildings within the use premises:
 - i) Maximum Ground Coverage and FAR shall be same as for residential plots in the plotted development (Annexure-2). However, in case of plots facing road 4.5 metre and upto 6 mt. roads, only two storey building shall be permitted.
 - ii) Plots facing 4.5 metre or less wide path way, the front setback to be left so as to make the path way 4.5 metre wide.
 - iii) In case of streets identified on the draft development plan road right of way shall be 6.0 mts. Wherever higher right of way is already available, the same would be kept.
 - iv) For main street of Mehrauli Town including commercial spine the ^{R.O.W.}road shall be minimum 9 metres. Where higher R.O.W. is already available, the same would be kept.
 - v) Rear setback shall be minimum 1.5 metre and 3 metre average

provided the rear air plan is maintained by the owner in his own plot.

- vi) While designing care should be taken to retain traditional essential planning elements such as courtyard, balconies, chhajjas, entrance gates, plinths etc. New buildings shall be minimum 2.4 metre from historic structures.
- vii) Additional building control regulations for commercial spine (as identified in the draft development plan) shall be as under :-
 - a) New buildings to have a minimum 1.5 metre setback on the street in the form of raised plinth.
 - b) The canopy must be sloped and supported on wood or metal vertical members not exceeding 12 cm. dia.
 - c) Balcony not to project more than 1.2 mt. from the building line and to be supported on bracket. The roof of the balcony to be supported on wood or metal columns not exceeding 12 cms. and to be aligned with the bay spacing.
 - d) The balustrade not to exceed 75 cm. height.
 - e) The parapet line to be in line with the building line and not to exceed 75 cms. height.
 - f) The original system of bays, 2.4 to 4 mt. wide to be maintained.

3. Sanction of Building Plans:

A Special Group is proposed to be constituted under Section 5-A of Delhi Development Act by the competent authority for screening the sanctions in identified conservation areas. The following members of the Group are suggested:-

Director(Building) DDA	- Chairman
One representative from Commr.(Heritage)	- Member
One representative in the field of Conservation from School of Planning & Arch. New Delhi.	- Member
One representative from Archaeology Survey of India	- Member
One representative from Archaeology Deptt. Delhi Admn-	- Member
Director(Lands Management) DDA	- Member
Joint Director(Building) DDA	- Member Secy.

.....

ii) The cases mentioned below shall be referred to the

Group:-

- a) INTACH Delhi Chapter has identified monuments as A, B and C Grade monuments in its report. All the proposals pertaining to development, restoration, beautification, re-construction etc. shall be referred to the Special Group.
- b) The building plans of all the properties located along 9 mt. R.C.W. main road including commercial street shall be forwarded to Special Group.
- c) All the plots around A, B and C Grade monuments are to be referred to Special Group.
- d) All non-residential uses shall be seen by the Group.
- e) All the plots abutting the Archaeological Park shall be referred to the Special Group.

The matter is placed for consideration of the Technical Committee.

DELHI ADMINISTRATION
(URBAN IMPROVEMENT DEPARTMENT)

5-Sham Nath Marg,
Delhi-110054

No. F.4/9/90-UI/
Dated:

To

1. The Commissioner,
M.C.D., Town Hall,
Delhi.
2. Vice Chairman,
DDA, Vikas Sadan, I.N.A.,
New Delhi.
3. Commissioner(Slum),
DDA, Vikas Bhawan Annex,
New Delhi.

Sub: Issue of NOCs for reconstruction in Slum areas.

Shr.

The question of grant of NOCs for reconstruction in slum areas was considered at a meeting held by the Chief Secretary on 17.5.90 at length. With the approval of L.G., the following decisions have now been taken to simplify the procedure for reconstruction in slum areas:-

1. Proposals for reconstruction in those slum areas which have been de-notified as 'clearance areas' should be received directly by the MCD which may sanction the building plans in accordance with the guidelines approved by the LG on 2nd May, 1989 and issued vide letter P-AI/5980(57)/NOC/88/Part-II/ dated 10th August, 1989 (copy enclosed), and the structure plan for the walled city and (draft) zonal plans of the DDA.

2. MCD should send a formal request to the DDA for de-notifying the development areas in Paharganj, except the small parts of Sarai Khallil and Motia Khan where the DDA's schemes are in existence.

These decisions may be brought to the notice of all concerned.

Yours faithfully,

(Smt. Suman Swarup)
Secretary(U.I.)

No. F.4/9/90-UI/ 617

Dated: 28.5.90

Copy to:-

1. Secretary to L.G., Raj Niwas, Delhi.
2. Private Secretary to Chief Secretary, Delhi Admn. Delhi.
3. Commissioner(Planning), DDA, Vikas Sadan, I.N.A., Delhi.
4. Engineer-in-Chief, MCD, Delhi.

(Smt. Suman Swarup)
Secretary(U.I.)

MUNICIPAL CORPORATION OF DELHI:
(BUILDING DEPARTMENT)

No. F- AI (5969) (57) / No. 186 / Part II

Dated:- 14 August 1984

Subject:- City Area Policy.

The City Area Policy is as follows:-

1) Upto 50 sq.yds. plots no building activity is allowed.

2) Beyond 50 square yards.

i) for road width below 15' front set-back to be left so as make the street 15' wide.

ii) for trafficable road i.e. road width between 15' and 30' the front set-back shall be such so as to make the road width as 30'.

iii) rear set-back shall be 5' minimum and 10' average provided the rear air plane is maintained by builder in his own plot.

3) Where the building on ground floor is existing with certain set-back under proper sanction no set-back will be required on the floors above the ground floor provided the front and rear air-planes are maintained and coverages are according to the building bye-laws.

4) In back to back plots where the building is existing on four sides with open area in the centre, rear air plane is not insisted upon for construction of first floor provided the area of plot is not more than 200 square yards.

Jhuggi policy for permitting temporary construction of one year.

In such areas which compromise of hutmens and jhuggies the existing policy is that we may permit reconstruction to start with for a period of only one year. Following are the points dealing with this policy.

(1) In such area which constitute type basties or areas comprising of Jhuggies e.g. Than Singh Nagar, Old Tizabmil, Bapa Nagar, etc. we may accept requests for reconstruction which may be permitted to start with for a period of only one year. Such permission may be renewed after the expiry of the year on request. The Builder however, will have to give an undertaking that such structures will be removed by him in a notice within a period of three months at his own cost and without any compensation.

(2) Such requests of reconstruction can be entertained only for very small plots where normally Jhuggies or huts are constructed by poor people. The area of such small plots should be upto and less than 50 square yards.

(3) Such requests shall be accompanied with a token fee of Rs.10/- alongwith dimensioned sketches in triplicate which need not be prepared by a licenced architect but must be signed by the owner. Proof of ownership should also be submitted. The sketches should show normally the structure as it exists today or had originally existed and should also show the proposal of reconstruction in red colour which should not exceed or be different from the accommodation previously existing.

Contd. P/2.

(4) - Permission for reconstruction will be on the same foundation and where no foundation exists the alignment of existing jhuggies etc. will be followed. The sizes of room etc. shall not be widened. We may, however, permit raising of roof subject to maximum height prescribed in paragraph below:-

The reconstruction shall not have better specifications than the following:-

- (a) Mud mortar, brick masonry in walls with only cement pointing on both sides.
- (ab) Temporary roof or stone slabs or giles over wooden battens.
- (ac) Height of the structure should not be more than 12 feet including plinth of 1 1/2 feet.
- (ad) Only reconstruction of single storey will be permitted.

Such permissions shall be given only to structures which are in a ruinous condition and have already wholly or partially collapsed.

The above concession will apply/prior permission is taken.

Commissioner has extended the application of the jhuggi policy for permitting temporary construction for one year which is in vogue in certain limited localities at present, extended to all urban villages subject to the condition that the area of the existing building does not exceed 50 sq.yds. and that all other conditions enumerated in the jhuggi policy approved by the Commissioner, are strictly observed.

Repairs Policy.

- (a) Plastering and patch repairs;
- (b) re-roofing or renewal of roof including roof of intermediate floor at the same height or by raising the height of walls of room provided final height is not less than that provided under the building bye-laws;
- (c) flooring and re-flooring;
- (d) opening and renewing windows, ventilators and doors not opening towards others' property and without door leaves opening on public land on the ground floor;
- (e) making alteration to a building with re-erection to the extent of 50 per cent of any external wall abutting on a road or a street and subject to the maximum of two internal walls of a room being re-erected, or making alteration to a framed building without involving the removal of re-erection of more than one-half of the parts in any such walls thereof as aforesaid;

- (f) replacing fallen bricks, stones, pillars, beams, etc.
- (g) construction or reconstruction of sunshades not more than 2 ft. 6 inches in width within one's own land and not overhanging public street;
- (h) construction or reconstruction of parapet walls not exceeding 3 ft. in height and garden walls upto a maximum height of 5 ft. 6 inches on any floor or floors;
- (i) Construction or reconstruction of lofts in shops in built-up commercial areas upto a coverage of 50 per cent, provided its height from floor level is not less than 7 ft. and height between the ceiling and the loft is not more than 3 ft. 6 inches and that the loft is used for storage purposes only.
- (j) construction or reconstruction of sign in front of a shop provided it does not project beyond the boundary line of the plot on which the shop stands.
- (k) reconstruction of portions of buildings damaged by storm, rains, fire, earthquake or any other natural calamity to the same extent and specification as existed prior to the damage, provided the use conforms to the provisions of the Master Plan.
- (l) reconstruction of staircase of the same size and in the same position as previously, and
- (m) construction of uncovered staircase (with open risers) of not more than 2 ft. 6 inches in width in plots upto 100 sq.yds. in area, where no staircase already exists.

NOTE: No sanction shall be necessary for carrying out repairs as defined in this clause.

Assistant Engineer (B) 6/6/67

Signature

Residential Plot-plotted Housing

Maximum ground coverage, F.A.R., number of dwelling and maximum height for different size of residential plot shall be as per the following table.

Sl. No.	Area of the plot (sqm.)	Max. ground coverage (percentage)	FAR	No. of dwelling units	Maximum height in metre
1	2	3	4	5	6
1.	Below 50	75	150	1	8
2.	50 to 100	66	180	2	11
3.	Above 100 to 250	60	160	3	11
4.	Above 250 to 500	50	140	3(4)	11
5.	Above 500 to 1000	40	100	5(7)	11
6.	Above 1000 to 1500	33.33	83	5(7)	11
7.	Above 1500 to 2250	33.33	83	7(10)	11
8.	Above 2250 to 3000	33.33	83	9(13)	11
9.	Above 3000 to 3750	33.33	83	11(16)	11
10.	Above 3750	33.33	83	13(19)	11

- (i) Minimum size of the residential plot shall be 32 sqm. however, in case of Government sponsored economically weaker section schemes, size could be reduced further.

The permissible maximum covered area on ground floor and FAR shall in no case be less than the permissible covered area and FAR for the largest size plot in the lower category.

- (ii) In case of residential plots above 250 sqm facing 24 m and above road, and where already 3 storeys and a barsati was permitted, (as per density calculated in the sanctioned layout); (a) the FAR shall be increased by the maximum ground floor coverage (b) maximum height shall be 14 m and (c) the number of dwelling shall be as given in the brackets.

- (iii) The mazzanine if constructed shall be counted in the FAR.

- (iv) The basement in case of plotted development shall be under the ground floor and maximum to the extent of ground floor coverage subject to the condition that minimum of 2 m distance shall be kept from the adjoining plot.

- (v) For plots above 250 sqm and upto 500 sqm maximum of 3 servant quarters and for plots above 500 sqm maximum of 6 servant quarters shall be permitted.

- (vi) Each servant quarter shall comprise of one habitable room of area not less than 11 sqm floor area, exclusive of cooking verandah, bath room and lavatory. The maximum size of servant quarters shall be 20 sqm.

- (vii) For plots above 250 sqm parking provision shall be provided @ 1.33 car space per 100 sqm of permissible built floor area. The covered parking area shall be included in FAR except when it is provided in the basement.

Item No-13.

Sub: Policy for land use of Delhi Improvement (1940)
Schemes in relation to MPD-2001.

File No.F.3(79)/87-MP

There are number of DIT prepared schemes. Majority of the plots have been leased out on perpetual basis. Number of cases are being referred by the Lands Branch(OSB) and Municipal Corporation of Delhi for clearance of land use from the land use point of view. These are predominantly constructed areas.

2. The item was discussed at length in the Monitoring meeting of the Planning and Architecture Cell held on 24.10.90 under the Chairmanship of Commissioner (Planning) under item No.1.

The decision of the meeting is reproduced below:

"Perspective Development Plan 2001 has been approved by the Govt. of India and has come into force since 1.8.1990. As per the plan, Urban Renewal Scheme is to be prepared for this area. In the meeting it was decided to prepare scheme for this area and No Objection could be issued on the basis of the Urban Renewal Scheme".

3. Most of these DIT schemes are located in the Special Area for which, according to the MPD-2001, Urban Renewal Schemes are to be prepared. Since the preparation of the Urban Renewal Scheme is likely to take considerable time, and, therefore, the building activity in these areas will be at stand still.

4. In view of these facts, it is felt that all the properties which were leased out by erstwhile DIT for specific use as a part of the approved layout plan, the lessee should be entitled to enjoy the use as per terms of the lease agreement. In case, where there is a betterment/upgradation of the utilisation through any plan subsequently prepared and approved, conversion charges from the lessee should be realised, as decided by the Lessor/Authority. In case where a property is being effected in the right of way of the road in Special Area Zone Plan forming part of the Gazette, the lessee may be insisted upon to execute/surrender that portion from the construction of the building. The lessee may be given advantage of the

conttd...

floor area on the basis of the full leased plot. However, he may not be entitled for and compensation in lieu of the surrendered land. Policy regarding maintaining the right of way and coverage to be allowed on the plots attached is placed as ANNEXURE 'A'.

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

MUNICIPAL CORPORATION OF DELHI
BUILDING DEPARTMENT (HQ)
TOWN HALL: DELHI

NO.7/B/HQ/87

dated 9/8/87

OFFICE ORDER

The following policy regarding maintaining the right of way and coverage to be allowed on the plots affected in the road widening (ROW) has been approved in the building plan committee meeting held on 28th July, 1987. It is circulated to all concerned for compliance.

a) Unauthorised regularised colonies;

- i) In ~~xxx~~ unauthorised regularised colonies, the buildings plans will be sanctioned subject to an undertaking submitted by the owner of the plot that he would hand over the land required for roads or other community facilities in accordance with the approved layout plan of the colony in cases where structures are in existence in the right of way of the road. In cases, however, where there are no existing structures on the part of the plot affected in the right of way, the owner should be required to handover the land, free of cost, before the sanction of the building plans is released.
- ii) The coverage would be permitted on the net area of the plot after leaving the area affected in the right of way of the road.

b) Colonies/areas approved prior to 1962

- i) In the colonies and area for which layout plans were approved by a competent authority prior to the enforcement of Master Plan in 1962, the building plans for the plots which are affected in the right of way of roads as shown in the Master Plan/Zonal Plan would be sanctioned after ensuring the right of way of the road and a further setback as per building bye-laws for the resultant plot. The coverage, however, would be permitted on the total area of the approved plot. However, if coverage is not achieved after leaving the right of way of the road and the prescribed setback, no relaxation in setbacks would be permitted.
 - ii) The owner ~~xxxxxxxxxxxx~~ would furnish an undertaking that he would leave the land and handover the same to the Corporation as and when asked for free of cost for the widening of the road.
- c) Old built up areas like Walled City, parts of Civil Lines and Paharganj etc.
- i) On the plots that have a separate identity prior to the formation of the Corporation or approved as such by a competent authority building plans would be sanctioned after ensuring

contd....

the right of way of the roads in accordance with the Master Plan/Zonal Plan or the City Area Policy. The applicant would furnish an undertaking that he would leave the land required for the road widening free of cost as and when asked for by the Corporation.

- ii) The coverage will, however, be permitted on the entire area of the plot. However, if coverage is not achieved after leaving the right of way of the road and the prescribed setback, no relaxation in setbacks would be permitted.
- iii) The setbacks shall be ensured as per City Area Policy and in case of Civil Lines areas as per building bye-laws.

Sd/-
Executive Engineer (Bldg.
HQ

ITEM NO. 14

- 3 -

Sub: Traffic problems on the approach road of B-1 Block,
Janakpuri in continuity of Outer Ring Road.

F5(8)/91-MP

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1. ISSUES

Several representations have been received from Sh. B.R. Shangari, Advocate Delhi High Court, resident of this area regarding traffic problems on the approach road of B-1 Block Janakpuri in the alignment of outer Ring Road. The location plan is placed at Annexure-I. The representations have been forwarded by the Ministry of Urban Development, Additional Chief Planner T.C.P.O. and the D.U.A.C. Representations have also been received in DDA from Residents Association of Janakpuri. These representations have mentioned the following points.

- i) The main approach road of B-1 Block Janakpuri which is between Janakpuri District Centre and the residential area is in the straight alignment of the outer ring road. This alignment attracts the heavy traffic destined to Delhi Cantt. & South Delhi to reach Jail Road. This through traffic causes problems to the residential environment.
- ii) In the representation residents have also alleged due to the movement of heavy vehicles on this road in the damaged the houses along this road have developed several cracks.
- iii) It has also been stated that the noise of vehicles and pollution is very much affecting the health of the residents.
- iv) The residents have also stated that the occupants of houses facing B-1 Marg are living under constant risks as even the slightest negligence on the part of the heavy vehicles driver can cause danger to the life and property.

2. (a) Suggestions by Associations:

- i) Implementation of traffic management plan by effectively making use of Pankha Road or Jail Road thereby avoiding approach road of Janakpuri Residential Colony to be used by heavy traffic from Outer Ring Road.
- ii) Only right turn movement from B-1 approach road on to Najafgarh Road be allowed.
- iii) Complete restriction of direct straight traffic from outer ring road on to B-1 approach road. Traffic from outer ring road to B-1 Marg shall negotiate the Jail Road 'T' junction by taking a 'U' turn.

(b) Suggestions by Sh. Shangari:

- i) 24 hours prohibition on the movement of HTV's and MMV's be imposed.
- ii) Maximum speed limit of 30 Kms/hrs be imposed for all other types of vehicles which is also mandatory as per rules in the built up residential areas and that too on the local access roads of any area.
- iii) Speed breakers be put up in the area to check the high speed of highway traffic coming inside the area.
- iv) The area be declared a 'NO HORN ZONE' and the defaulters be penalised heavily according to the provision of M.V. Act, 1988.
- v) Any other relevant measures which is beneficial in the interest of the residents be also taken.

3. SITE INSPECTION

A joint site inspection by the officers of DDA, MCD, PWD(DA) & Delhi Traffic Police was held on 8.6.1990. During the site inspection, it was noticed that Traffic Police has already banned the movement of heavy vehicles on this road.

At site ACP(Traffic Police) informed that most of the traffic moving on the approach road (B-1 Block Janakpuri) is mainly destined to Janakpuri, or other colonies located across Pankha Road. Officers at site were also of the opinion that there is no such problem as represented by the residents in various representations.

4. MEETING WITH V.C., DDA.

Sh. Shangari, Advocate and the residents of this area meet Vice Chairman on 6.9.90. Vice Chairman vide his note dated 6.9.90 on page 6/7N (File No. AD/PFW/T.1/Misc./90/1337) had suggested the following actions:

- i) 80' wide approach road of B-1 Block Janakpuri (In the layout plan the R/W of this road is shown as 100') be widened to take the heavy traffic from outer ring road while providing the service road on the Janakpuri side.
- ii) Implement the layout plan so as to clearly designate 80' wide road as an internal road and not a major thoroughfare and advise the Police accordingly.

Actions taken - The Traffic Police was requested to ban the heavy vehicle movement in the road.

5. D.U.A.C. VIEWS

The case was also discussed in the Delhi Urban Arts Commission meeting held on 16th November, 1990. The following observations were made:

- i) The problem of the residents of Block-B, Janakpuri was very much genuine since in absence of a proper destination point the traffic coming from Vikas Puri side, on outer ring road passes through the residential streets seriously affecting the environment and posing danger to the life of the residents particularly the children.
- ii) With the development of the district centre which, it was noticed was only partly developed at this stage, the problem would further increase until and unless effective measures are taken.
- iii) The problem needs to be tackled in the phases, firstly as short term reliefs and the long

term measures. As short term reliefs, the possible restrictions in terms of putting up speed breakers, limiting speed etc. need to be done immediately.

- iv) The matter be taken up by Delhi Development Authority and other concerned authorities for resolving it technically. For the purpose, a time bound programme should be made.
- v) The left out stretch of the outer ring road which at present terminates at the Najafgarh Road forming a 'T' junction and on the other hand at the crossing of Rao Tula Ram Marg should be completed.

The DUAC letter dated _____ is placed at Annexure-II.

6. D.D.A. OBSERVATIONS

The case was referred to Chief Architect as an entry/exit to the Janakpuri District Centre has been provided from the approach road of B-1 Block Janakpuri. The observations of Chief Architect are as follows:

"The entry and exits of the District Centre have been indicated in the layout plan of the complex. The entry to the District Centre are a must from this road".

- i) Janakpuri is an integrated residential area where the residential, work centres, facility and utilities have been integrated keeping in view the requirements of the area.
- ii) The 100' R/W (which is actually 80' at site) provides approaches to Janakpuri Residential area and District Centre from Najafgarh Road and outer ring road. A circulation plan of the area was also sent which cannot be implemented as per the observations of Chief Architect since it affects the District Centre circulations.

7. ACTIONS INITIATED

a) Short Term Improvement Measures:

- i) As informed during site inspection the Delhi Traffic Police has enforced restrictions on movement of heavy traffic on this road. However, Traffic Police could be requested to enforcement the restriction strictly. These may include prohibition of HTV's & MMV's (except buses and other essential services) on this road for 24 hours.

- ii) Notification of maximum speed limit of 30 km/hrs for all types of vehicles.
- iii) Provision of speed breaker and height barrers as per policy.
- iv) The area be declared as 'SILENCE ZONE'.

b) Long Term Improvement Measures:

- i) As part of long term measures, provision of a 30/45mt. R/W road is being examined along Najafgarh Drain and Pankha Drain to connect outer ring road (on the periphery of Bodella Housing Scheme) and Pankha Road. The alignment plan in the available R/W of about 17-28 mets. mts. is under preparation. The balance land is presently with Flood Department, Delhi Administration and occupied by Towers. To achieve 45 mt. R/W. This land needs to be transferred by Flood Department to PWD.
- ii) A grade seperator is also envisaged on outer ring road and Najafgarh road intersection. PWD, DTTDC may be advised to take the observations made by the association in view and B-1 road be treated as Resedential Road only.

8. The case is put up to the Technical Committee for consideration of the short and long term measures as suggested under para 7 for communicating to D.U.A.C. and the association etc.

DELHI URBAN ART COMMISSION
Lok Nayak Bhawan (2nd floor)
Prithviraj Lane, New Delhi-110 003.
PHONES: 611948, 619593, 618607, 690821

No. 35(3)/90-DUAC

November 29, 1990

The Vice Chairman,
Delhi Development Authority,
Vikas Sadan, I.N.A.,
New Delhi.

Sub: Use of a local/public/residential access road
as the Ring Road in Janakpuri residential area
near District Centre Janakpuri.

Sir,

The above matter came up for discussion in the Commission's meeting held on November 16, 1990 in view of a reference received from the residents of Block-B, Janakpuri. The Commission made the following observations:

"The matter relating to the problem of the residents of B-Block, Janakpuri due to misuse of residential street for heavy movement of traffic coming from the outer ring road was examined and also discussed with Sh. Shangari, Advocate and other residents in presence of the representative of traffic police.

Sh. Shangari highlighted that the traffic coming from the outer ring road passes through the streets for reaching the station road for onward destination towards Dhaula Kuan crossing, ring road. The representative of the Traffic Police informed that they have already banned the entry of the heavy vehicles in the area from 7.00 A.M. to 9.00 P.M. After long deliberations, the following observations were made:

1. The problem of the residents of Block B, Janak Puri was very much genuine since in absence of a proper destination point the traffic coming from Vikas P-urī side, on outer ring road passes through the residential streets seriously affecting the environment and posing danger to the life of the residents particularly the children.
2. With the development of the district centre which, it was noticed, was only partly developed at this stage, the problem would further increase until and unless effective measures are taken.
3. The problem needs to be tackled in two phases, firstly as short term reliefs and the long term measures. As short term reliefs, the possible restrictions in terms of putting up speed breakers, limiting speed etc. need to be done immediately.
4. The matter be taken up by Delhi Development Authority and other concerned authorities for resolving it technically. For the purpose, a time bound programme should be made.
5. The left out stretch of the outer ring road which at present terminates at the Najafgarh Road forming a 'T' junction and on the other hand at the crossing of Rao Tula Ram Marg should be completed."

In view of above, it is requested that the matter be taken up for resolving it on priority basis and the Commission may please be kept informed about the progress in the matter.

Yours faithfully,

Sd/-
(M.B. SAXENA)
Secretary

Copy to:-

1. Commissioner (Plg.), DDA Vikas Minar, I.P. Estate, New Delhi for immediate necessary action.
2. Sh. B.R. Shangari, Advocate, B-1/509, Janakpuri, New Delhi with the request to follow up the matter.

(M.B. SAXENA)
Secretary

DELHI DEVELOPMENT AUTHORITY
(TRAFFIC & TRANSPORTATION UNIT-I)

Sub: Record note of the minutes of the meeting held under Commissioner (Plg.), DDA on 7.2.91 regarding proposed road along Najafgarh Drain and Pankha Drain to connect Outer Ring Road and Najafgarh R-oad.

PRESENT:

1. Sh. J.C. Gambhir, Commr. (Plg.), DDA.
2. Sh. Prakash Narayan, JD(T), DDA.
3. Sh. D.K. Saluja, Dy.Dir.(T)-I, DDA.
4. Sh. P.K. Behra, A.D.(T), DDA.
5. Sh. S.K. Pandey, SE, Circle-V, PWD (DA).
6. Sh. R.K. Aggarwal, A.E., PWD, Div. XIV.
7. Sh. B.S. Chouhan, SE (Plg.)-II, DESU.
8. Sh. K.C. Gupta,

1. At the outset, the importance of this road link in the context of over-all circulation was explained. It was felt that this road would relieve lot of congestion a-t outer ring road/Najafgarh Road intersection as the south bound traffic would use this stretch after this link is developed. Presently the south bound traffic is using the internal roads of Janakpuri which is causing various hazards on the residential roads.
2. The main constraints in the development of the final cross section along Najafgarh Drain are the existing H.T. Lines pylons at a distance of about 18 meters from the scheme boundary of Bodella Group Housing Society's layout. The other constraint is the drain constructed parallel to the Najafgarh Drain by Flood Deptt., Delhi Administration.

3. After detailed discussions, following actions were suggested:

- i) PWD, Delhi Administration, will send one set of latest Survey Plan to Flood Deptt. (DA) so that they could earmarked the strip of land which could be made available from the drain side as suggested by Sh. Swamy, S.E., Flood Department in the meeting held on 5.9.90.

Action: SE(C-V/FWD (DA)
SE(Flood), D.A.

- ii) Under Phase-I, the road be developed in the available R/W between the Societies boundary & H.T. Pylons as per the decision taken in the Technical Committee meeting held on 11.8.87, the detailed alignment plan be prepared accordingly.

Action: T.T. Unit, DDA

- iii). In phase-II to develop the final cross section with this land divided C/W, service road and footpaths on either sides, it may be seen as to how many pylons shall need to be shifted and how much land would be made available by the Flood Department. A broad alignment with the final phase be also prepared accordingly for comments of DESU & Flood Department to be discussed in the Technical Committee.

Action: T.T. Unit, DDA
S.E. (Plg.)-II, DESU.
S.E.(Flood), D.A.

- iv) As this road is finally to be developed as the Master Plan link, it was felt that the construction of the same be taken by PWD(DA) and necessary formalities wherever required for taking over land from DDA may be taken-up with the Land Department, DDA.

Item No. 15

Sub:- ALLOTMENT AND DISTRIBUTION OF SITES FOR SCHOOLS.

F. Misc. (80)/JD (P)-I

In MPD-2001, detailed provision has been made for locating Senior Secondary School (Class VI to XII), Primary School (Class I to V) and Nursery School (Preparatory to class) upto the neighbourhood level. A Comparative statement of these provision has been prepared and reproduced below :-

S.No.	Standard	Service population (persons)	Strength (nos.)	Area in Ha.	For "Neighbourhood" (15,000 population)
i	Sr. Sec. School (VI to XII)	7,500	1000	1.6	2 nos.
ii	Primary School (I to V)	5,000	500	0.4	3 nos.
iii	Nursery school (Preparatory to school)	2,500	-	0.08	6 nos.

MIDDLE SCHOOL :

MPD-2001 is silent on the middle school. This was perhaps in view of the discussion with Directorate of Education while finalising the perspective plan. Therefore no norms has been fixed. However the DDA/Plg. Deptt. has been receiving number of requests for allotment of land for middle school which are duly recommended by Directorate of Education, Delhi Admn.

There being no norms fixed for middle school, the matter was discussed in detail in the meeting of the Technical Committee held on 15.10.90 under Item No. 1. The Technical Committee decided that the Primary school sites shown in the approved layout plan which are more than 0.6 Hec. in area, may be considered for allotment to middle school on the recommendation by Delhi Admn., Education Deptt. It was also decided that the development control applicable for Senior Secondary School and Higher Secondary School may be followed for the construction of building for middle school. Parking norms @ 1 equivalent car space per 100 sq.mts. floor area should be adopted.

PROPORTIONATE DISTRIBUTION OF SCHOOL SITES :

- (a) GENERAL : During the one of the meeting it was reported by Land Section/Plg. Deptt. that normally 25% total Sr. Secondary & Primary School sites are allotted/ reserved for

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Item No. 16

Subject: Conceptual plan for Ethnic Village Type
Restaurant in Qutab Picnic Huts.

Land Serp (H.U.P.W.)/91

Delhi Tourism and Transportation Development Corporation Ltd. has requested for approval of a conceptual plan for an Ethnic village type Restaurant in Qutab Picnic Huts for promotion of tourism and to develop tourist facilities. It is mentioned in their letter dated 24.1.91 that DDA in an agreement of 9th June, 1989 made with D.T.T.D.C. for picnic huts at Hauz Khas, picnic huts at Mehrauli and picnic huts at Nehru Place, agreed to hand over these huts to DTTDC on the terms and conditions prescribed in the Agreement. It was also mentioned in the agreement that in addition to picnic huts and restaurant building in Woodland Mehrauli, DDA will also give 5 acres of additional land to DTTDC for development of a restaurant (Ref: Annexure-I)

2. Subsequently in a meeting with Vice-Chairman, DDA on 7.1.91, it was desired that DTTDC should immediately take over the huts, restaurant and land in woodland, Mehrauli so that the place should become properly active and tourists facilities could be created.

3. DTTDC has now submitted a proposal on the land near Qutab Picnic Huts for an Ethnic type restaurant so as not to disturb the environment but to develop it further. It is proposed that no trees will be cut and more trees will be planted so as to make it sound barrier for the highway vehicular sound as well as to reduce the pollution in this calm and quite area. To create this village atmosphere, no

...2/-

concrete or brick/stone is proposed to be used to enhance the environment of this particular area. (Refer letter dt. 23.1.91 at Annexure-II). A project profile of this rural cultural open restaurant is as given in Annexure-III. The restaurant is proposed to be planned on the basis of Vishala Village Inn of Ahmedabad which is a unique example.

4. As per the Master Plan, 2001 picnic huts, parks, shooting range, zoological garden, birds century, botanical garden, local government offices, open air theatres, orchard, plant nursery and forests and residential buildings for watch and ward staff and government offices etc. are permitted in regional park.

5. The case is now put up to the Technical Committee for consideration of the proposal and the plans submitted by DTTDC.

DELHI TOURISM & TRANSPORTATION
DEVELOPMENT CORPORATION LTD.
(A GOVERNMENT UNDERTAKING)



Phone
697250
4623782
618026
618374
694859
622564

ANNEXURE I

18-A, SCO Complex,
Defence Colony,
Post Box No. 3613
New Delhi-110 024

No. PWD/SA/14/88/DTDC/PA File/523

Dated: 24.1.1991

Shri R. Dayal
Director (Horticulture)
Delhi Development Authority
Vikas Sadan
NEW DELHI

Sub: Allotment of land and Picnic Huts at Mehrauli

Sir,

As you are aware that for promotion of tourism and to develop tourist facilities an Agreement was signed with DDA by us on 9th June, 1989 in which Picnic Huts at Hauz Khas Picnic Huts at Mehrauli and Picnic Huts at Nehru Place were given to DTDC on the terms and conditions prescribed in the Agreement. In the Agreement it was also mentioned that in addition to the Picnic Huts and restaurant building in Woodland, Mehrauli, DDA will also give 5 acres of additional land to DTDC for development of a Restaurant. We took over only the Hauz Khas Huts and the restaurant last year.

A meeting was held with the Vice Chairman, DDA in which you were also present, on 7th January 1991. It was directed by Vice Chairman, DDA in the meeting that DTDC should immediately take over the Huts, Restaurant and land in Woodland Mehrauli, within a fortnight and so that the place should become properly active and the tourist facilities should be created.

We got Mr. Surendra Patel, the world famous Designer in this field who has built Suraj Kund Crafts Mela and Vishalla at Ahmedabad. He has prepared the Lay-out Plan, a copy of which has already been given to you. The area required for the

...2/-

2A/9/244
24.1.91

proposed Village Restaurant has also been shown in the Map and with the help of your staff it has been already demarkated in the Garden. We have already submitted the conceptual plan and the proposed restaurant plan to the Chief Architect, DDA yesterday and had a long meeting with him and his officers.

We would request you to now please handover the possession of the area alongwith the Huts and the Restaurant, so that we may initiate the work immediately. We assure you that we are not going to use any brick, cement and will not disturb the ampibians of the area and no pucca construction is being made anywhere. The entire work will be done with bamboo, wood with thatched roof. The possession may please be handed over to Shri N. Banerjee, Manager (Planning & Projects) of this Corporation.

Thanking you,

Yours faithfully

(TARLOCHAN SINGH)
MANAGING DIRECTOR

Copy to:

1. OSD to Vice Chairman, DDA
for the information of V.C.
2. Sh. Auluck, ^{Sent to} Chief Architect - in connection with the proposals
DDA submitted to him already.


(TARLOCHAN SINGH)
MANAGING DIRECTOR

DELHI TOURISM & TRANSPORTATION
DEVELOPMENT CORPORATION LTD.

(A GOVERNMENT UNDERTAKING)

D.O.N. Plg./8571/88/DTDC/
DATED: 23-1-1991.

TARLOCHAN SINGH
MANAGING DIRECTOR



Phone
697250
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ANNEXURE II

18-A, SCO Complex,
Defence Colony,
Post Box No., 3613
New Delhi-110 024

SUB: CONCEPTUAL PLAN OF AN ETHNIC VILLAGE TYPE RESTAURANT
IN QUTUB PICNIC HUTS.

Dear Sh. Aulock,

In reference to the above, I am enclosing herewith a brief note and the conceptual plan of the Ethnic Village Restaurant. It will be clear from the brief and the conceptual plan that in the process of making the above mentioned restaurant, the environment will not be disturbed, but it will be developed further. No trees will be cut and lots of more trees will be planted so as to make it sound barrier so that highway vehicular sound and pollution could not disturb this calm & quiet area.

To create this village atmosphere no concrete brick or stone will be used only bamboo, bally, mud and thatched roof will be used which will enhance the environment of this particular area.

As desired by VC, DDA that the work should start within 2 weeks in the meeting held in the conference room on 7-1-91. I would like to request you to approve the conceptual plan so that the work may start immediately and the tourists as well as the citizens of Delhi may have a place of repute such as "VISHALA VILLAGE INN" of Ahmedabad.

Yours sincerely,


(TARLOCHAN SINGH)

SH. Santosh Aulock,
Chief Architect,
D.D.A.,
Vikas Minar, I.T.O.,
NEW DELHI.

PROJECT PROFILE OF RURAL CULTURAL OPEN RESTAURANT

India is a country of villages and the village architecture is indigenous. In this project, we want to create an environment of Indian village. This will be done by bambo, balli and other original wooden members and grass, thatch roof, country roof type and mud. The major look will be of fruits and vegetables supports of food.

The visitor and the tourist will enter from the Mehrauli Gate which will remind us the entry of any common Northern Indian village. After that a deep parking area is kept. From the parking to the restaurant entry one has to walk from the creeze atleast 50 mts. Then the entry gate will come of the restaurant. The booking will be done at the gate to remind the inner part of an Indian village. A small shrine will be on both this side and then one will go in on G.T.K. Road to the actual area of restaurant. Here on the left there will be a bambo craft museum.

BAMBO CRAFT MUSEUM

As per the design, this museum is constructed with bambo craft and chatai and it will be a style of north-east area of India and inside the museum the excellent pieces of bambo craft, pan grass and grass work etc. from all over of India will be brought and displayed nicely. As per the study, this will be the first museum in India of its kind.

On the right, there will be a souvenirshop which will sell the beautiful handicraft from all over India. Then, one will enter into the restaurant area which will be a lots of tree and in the front an old monument of Mughal period. A special lighting will be given to enhance the architecture of 600 years. The supervisor will be completely in an Indian dress like Turban, Kurta, Dhoti, Topi etc. In the meal huts one has to sit with banded legs on the floor on a chatai and meal will be served in a leaf plate (throw-away plate). The Lassi, Pani, Jalzira etc. (epitiser) and roti (Tandoori, Bazari, Makka), two vegetables, pulses, Namkin, 7-8 types of Salaad, Khichdi, Kadi, Papar, Pickle,

Contd...../-

sweets, and fruits. There will be no wash-basin but a person will be in attendance for washing the hands and drinking water. These all will be in a kaccha thatch roof, open huts so that while sitting the visitors will be able to see the nearby environment and listen to light music like Bhajan, Folk Music and light performance like Kathputli, acrobats and what not.

No direct electricity will be used and for lighting lanterns will be used. The existing constructive store will be used for the purpose of kitchen. Only the toilet block will have to be constructed with permanent structures but the same will be away from the wooded portion I will not disturb the present environment and will be out of side to the visitors. The total sitting capacity will be for 500 persons at a time.

Such restaurant is not only a dream but is already in practice in Gujrat at Ahmedabad from the last 14 years and the name is Vishalla. Looking to the area which was selected by Delhi Tourism is such that putting up these things on that area, no tree will be disturbed on the contrary to make the environment proper, we have to plant lots of other trees which will give a fragrance in the environment.

There is no doubt that if this will be done, it will be an attraction and it will look as if we are going in hundred kms. inner part of India. By experience it is said that the tourists from the other countries and as well as the person staying in an urban area, they will relax here and gain energy for the next day.

~~LAI~~ ON TABLE
T/C Meeting.

DATE: 18.3.91

~~DRAFT~~ AGENDA FOR TECHNICAL COMMITTEE MEETING

Item No. 17

Sub:- Extension of Existing 2 Nos. 33 KV O/H feeders between Okhla 220 KV/33 KV S/Stn. and Nehru Place 33 KV S/Stn. from Kalkaji Temple crossing to proposed 33 KV S/Stn. at East of Kailash.

F6 172/87-7P

DESU vide letter No.XEB(Plg.)I/2/121/256 dated 9th Nov., 1990 has submitted two copies of the drawing No. 13-4342 showing the modified proposal.

In the above said PUC, DESU has indicated the revised route of existing 2 Nos. 33 KV overhead feeder lines between Okhla 220/33 KV S/Stn. to East of Kailash.

This case earlier discussed in the DDA's T/C meeting held on 27.11.89 in which the above said underground 2 nos. of 33 KV route alignment as submitted by DESU vide letter No.XEN (Plg.I)/2/121/256 dated 9th Nov., 1990 was discussed and the same was approved. As the earlier proposal was passing through the green area between the Nehru Place and East of Kailash, thus, DESU was requested to submit the revised proposal for connecting these two S/Stns. bye-passing the green area.

However, the route of the revised alignment has been suggested partly along the existing road with a concept of single poles on either sides of the footpath and partly by the side of the green area along the Nallah.

S.E., DESU vide letter D.O.No.XEN(Plg.U)2/121/336 dt. 20.12.90 have also expressed that earlier an underground cable proposal from Nehru Place 33 KV S/Stn. to East of Kailash 33 KV S/Stn. was approved by T/C DDA in its meeting held on 27.11.89. But in view of the fact that it has taken time to establish 33 KV S/Stn. at East of Kailash location and certain modification has been carried out at Nehru Place 33 KV S/Stn. to meet the immediate demand in the area. Due to this, adequate space is not available at Nehru Place S/Stn. to take out underground feeders for commissioning of East of Kailash 33 KV S/Stn. Hence, DESU mentioned in said P.U.C. that to tide over this situation it has been proposed to extend the existing 2 nos. 33 KV O/H feeders from 220/33 KV Okhla grid Stn. from Kalkaji Temple crossing to the proposed 33 KV Grid S/Stn. at East of Kailash.

/3
--: 2 :-

Based on the above facts the site under reference has been inspected under Senior Architect (Landscape) on 8.3.91. At site it was decided to give access to the proposed S/Stn. at East of Kailash the 2 nos. 33 KV overhead line to be allowed to pass through the green area of Bhai Temple keeping sufficient head room for the existing greens and also decided that the green should not be disturbed for the proposed single poles overhead lines. Similarly, after crossing the green area to facilitate the connection to the proposed 33 KV S/Stn. at East of Kailash the line should be laid in underground in built up area from the park end to proposed sub-station.

So, DESU has requested for the approval of the route alignment by the T/C, DDA. The case is placed before the T/C for consideration on following aspects also.

- (a) The proposed route of 33 KV overhead line shall be done over the footpath single pole.
- (b) No overhead line should be allowed in residential area adjacent to the proposed S/Stn. *The 11th cables shall pass through 60'-0" R/W*
- (c) Junction boxes etc., if any to be provided at the ground level shall be within 1 mt. from plot line. *in the residential area.*
- (d) Sufficient head room have to be maintained for the correction of overhead line through the park. No trees shall be cut.