

URGENT

DRAFT MINUTES OF
TECHNICAL COMMITTEE
HELD ON

दिल्ली विकास प्राधिकरण

अनुमान Master Plan

मिनित्र संख्या F.1 (75) / 91-MP

सद-समयसार

विषय

Draft- minutes of the Technical
Committee meeting held on 17-12-91

सदस्य सं० विषय
कार्यालय सचिव की | जने की

सदस्य सं० तिथि
कार्यालय सचिव की | जने की

9-1-92

F-1401

30-12-91

Comm. 186/1
30/12

DELHI DEVELOPMENT AUTHORITY

(MASTER PLAN SECTION)

Draft Minutes of Technical Committee Meeting held on 47.12.91 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th Floor, Delhi Development Authority.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Mr. C. Neronha, Vice-Chairman, (In the chair)
2. Mr. H. D. Sharma, E.M.
3. Mr. J. C. Ghambir, Commr. (plg.)
4. Mr. B. L. Khurana, C.E. (Elect)
5. Mr. S. C. Gupta, Director (DC&P)
6. Mr. R. G. Gupta, Dir. (TYA)
7. Mr. P. C. Jain, Dir. (AP&B)
8. Mr. U. S. Jolly, Dir. (IM)
9. Mr. K. K. Bandupadhyay, J.D. (Rohini)
10. Mr. P. N. Dengre, J.D. (TYA)
11. Mr. N. K. Aggarwal, J.D. (WC&SA)
12. Mr. V. N. Sharma, J.D. (D&J)
13. Mr. Prakash Narain, J.D. (T)
14. Mr. Vijay Risbud, J.D. (Narela)
15. Mr. C. P. Rastogi, J.D. (CCG)
16. Mr. A. K. Gupta, J.D. (B)
17. Mr. M. N. Khullar, Addl. C.A.
18. Mr. Pradeep Behari, Sr. Arch. (W)
19. Mr. Jhingan, Sr. Arch. (Landscape)
20. Mr. J. S. Sody, Dy. Dir. (AP)
21. Mr. Surinder Srivastav, Dy. Dir. (ZP)
22. Mr. S. P. Bansal, Dy. Dir. (NCR&UE)
23. Mr. D. K. Saluja, Dy. Dir. (T)
24. Mr. Amit Dass, Dy. Dir. (AP)
25. Mr. Anil Barai, Dy. Dir. (MP) (Convenor)

L & D.O.

26. Mr. T. S. Bassali, Asstt. Engineer
TOWN & COUNTRY PLG. ORGANISATION.
27. Mr. B. C. Dataa, Associate T.P.

POLICE DEPARTMENT

28. Mr. Mansoor Ali Sayed, D.C.P./HQ-III
29. Mr. Ram Narain, A.C.P. (Licensing).
30. Mr. U. K. Chowdhry, A.C.P. (Traffic).

M.C.D.

31. Mr. A. P. Sethi, A.T.P.
32. Mr. O. P. Gupta, A.E. (plg.)
- D.E.S.U.
33. Mr. S. C. Chattopadhyay, Ex. Engr. (plg. I)
34. Mr. D. K. Suri, Ex. Engineer. (plg.)
35. Mr. S. P. Chopra, S.E. (plg.) I
36. Mr. B. R. Swahany, A.C.E. (plg. & SLDC)

SPECIAL INVITIES:

(DELHI ADMN.)

37. Smt. Shailaja Chandra, Health Secry. For item No. 196/91
- N.C.R.P.B.
38. Mr. R. P. Rastogi, Regional Planner, For item No. 200 & 212.

Item No. 196/91

Sub: Proposal for a 100 bedded hospital at Maidan Garhi, New Delhi-
Change of land use of an area measuring about 20 acres 'green
belt' to 'public & semi-public facilities.

F20(11)/95-MP

Secretary (Health), Delhi Admn. stated that in 1967, Delhi Admn. had taken a decision to establish four directional hospitals for catering to the needs of Delhi's rural population. The ^{hospital} site under reference, which was ^{intended} ~~one of the hospital sites selected~~ to serve South Delhi's rural population, was also required to meet the over-spill of Safdarjang Hospital. The representative of NCR Planning Board was of the opinion that it would be better if such hospitals were located in neighbouring areas of the NCR to service both Delhi's rural population and the people from the adjoining ^{districts} ~~directions~~. However, ^{he allowed that} there were ^{no} specific locations proposed for such hospitals in the NCR Plan. The Technical Committee noted that:

1. The site under reference formed part of the ridge as identified in MPD-2001. However, it was yet to be declared as a 'reserve forest' by the Ministry of Environment under the Forest Protection Act.
2. While that part of the ridge fell within the urban extension area, it had not yet been declared as ^a 'development area' of the DDA.
3. The hospital was proposed to be established to serve South Delhi's rural population which today constituted a large part of the ^{patients attending} ~~spill-over~~ of Safdarjung Hospital.
4. NCR Plan had no specific proposals for location of social infrastructure (e.g. hospitals) to take care of such needs of the region's population.
5. The land in question was in the possession of Health Deptt. of Delhi Admn.
6. The hospital site forming part of the area identified in MPD-2001 as a regional park, a change of land use would have to be processed as in the case of the adjacent Indira Gandhi Open University area.
7. The coverage and FAR provided in MPD-2001 for ^a 100-bedded hospital as per norms would allow for a total development of about 1.0 hect. (2.56 acres). The rest of the site would thus have to be maintained as green.

Keeping in view the above points, the Technical Committee recommended change of land use of 1.0 hect (2.56 acres) from 'regional park' to 'public & semi-public facilities'.

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m 'regional park' to 'public and semi-public

facilities (hospital)' out of the total area of the site with the rest of the site to be retained as 'green'. Before further action is taken in this regard, Health Deptt. of Delhi Admn. may be requested to furnish a plan showing (i) 1.0 ha. area for which the change in the land use is to be processed and (ii) the required approach to the proposed hospital complex.

Item No. 202/91.

Sub: Delineation of Bungalow Zone.

F.1(71)/91-JD(CCG)

The provisions of MPD-2001 regarding Bungalow Zone and the proposed boundaries of Bungalow Zone, as delineated in various meetings of the Ministry, were discussed at length. The nomenclature viz. Bungalow Zone or Lutyen's New Delhi, did not find favour with the members of the Technical Committee bearing in mind that (a) the traditional tree-studded bungalow was only one of the important features of the said zone and (b) some important parts of Lutyen's Delhi i.e. Connaught Place, were not included therein. After much deliberation, it was decided that a more appropriate name for the area should be "New Delhi Garden City Zone"(NDGCZ).

It was also observed that from west to east, Lutyen's Delhi was designed to occupy the land situated between two major natural features i.e. the ridge and the river. Keeping this concept as well as the existing garden city characteristics in view, it was felt that the proposed boundary should extend beyond the Mathura Road right upto the western bank of the River Yamuna on the eastern flank, where most of the land was designated as green in MPD-2001. This was also thought to be a natural boundary towards the east just as the ridge was sought to be included as a natural boundary on the western side.

It was also felt that another logical extension of this concept would be to include the Chanakyapuri area within the proposed garden city zone. However, development norms for the built up pockets like Yashwant Place, Govt. guest houses and Sunder Nagar and other residential colonies could continue to be based on the respective sanctioned schemes.

The Committee, therefore, decided to recommend that the proposed zonal boundary should run from Dhaula Kuan through the ridge area and along Link Road, Baba Khark Singh Marg, Ashoka Road (leaving out the Zone D-1 area), Tolstoy Marg, the railway line, Ring Road, Lodi Road, Aurbindo Marg and the railway line again right up to Dhaula Kuan (as shown on the plan).

Technical Committee accordingly recommended that the entire area within the above boundaries should be termed as "New Delhi Garden City Zone". The development norms for this area be worked out in consultation with the Ministry of Urban Development.

Item No. 197/91:

Sub: Regarding provision of letter boxes in multistoreyed buildings.

F.1(26)/83-MP-Pt.

Deferred.

Item No. 179/91:

Sub: Approach Road from existing 24m R/W upto meeting point with sewerage treatment plant at Wazirpur Ph.II

Deferred.

Sub : Proposed for a 100 bedded hospital at Maidan Garhi New Delhi - Change of land use of an area measuring about 20 acres 'green belt' to 'public & semi-public facilities.

F20(11)95-MP

Secretary (Health), Delhi Admn. stated that in 1967, Delhi Administration ^{had taken} ~~took~~ a decision ^{for} ~~for~~ establishing four ~~directional~~ hospitals, catering to the needs of Delhi's rural population. The site under reference ^{which} ~~is~~ ^{selected} ~~was~~ one of the hospital sites to serve South Delhi's rural population ^{was also required to meet the} ~~and the~~ over-spill of Safdarjang Hospital. The representative of NCR Planning Board was of the opinion that it would be better if such hospitals ^{were} ~~are~~ located in the ^{neighbouring areas of the} ~~NCR~~, ^{both} ~~to~~ service Delhi's rural population as well as ^{and the people} ~~the~~ population from the fringe. However, ^{adjoining states districts} ~~he~~ ^{allowed that} ~~there is no comprehensive proposal of~~ ^{were} ~~specific locations~~ ^{proposed for} ~~locating~~ such hospitals in the NCR Plan. The Technical Committee noted that:

- i. The site under reference ^{formed} ~~is~~ part of the ridge, as identified in MPD-2001. However, it ^{was} ~~is~~ yet to be declared as a ^{reserve} ~~protected~~ forest' under the Forest Protection Act.
- ii. ^{while that} ~~that~~ part of the ridge ^{fell} ~~is~~ within the urban extension area, ^{yet} ~~but~~ it had not been declared as 'development area' of the DDA.
- iii. ^{the} ~~that this~~ hospital ^{was} ~~is~~ proposed to be established to serve ^{South} ~~Delhi's~~ rural population, ^{which today constituted a} ~~and also to take~~ ^{large part} ~~care of~~ ^{the} ~~spill-over~~ of Safdarjang Hospital.

contd...

- iv. ~~that~~ NCR Plan had no specific proposals for location of social infrastructure ^(e.g. hospitals), to take care of such ^{needs of the} hospitals ~~for~~ region's population.
- v. ~~that~~ ^{in question may be} the land ~~is~~ under the possession of Health Department of Delhi Admn.
- vi. ~~that~~ ^{the of the hospital being site forming part of the} the location ~~being in the ridge (regional park)~~ ^{as a regional park, a} area identified in MPD-2001, ^{would have} change of land use ~~will be~~ required to be processed ^{or in the case of the adjacent} similar to that of Indira Gandhi Open University area.
- vii. ~~that~~ ^{the} coverage and FAR provided in MPD-2001 for 100 bedded hospital as per norms ^{would allow for a total development} is about 1.0 hect. ⁷ (2.56 acres). ^{site would thus have} The rest of the area ~~needs~~ to be maintained as ~~ridge (green)~~.

Keeping in view the above points, the Technical Committee recommended change of land use of an area measuring 1.0 hect. (2.56 acres) from 'regional park' to 'public and semi-public facilities (hospital)' out of

the total ^{area of the} site ^{with the} and rest of the ^{site} area to be ^{retained} maintained as 'green'. ^{Before further action is taken in this regard, Health Dept. of} ^{may be requested to furnish} ^{Sketch or plan showing} (i) 1.0 ha area for which we change in the land use is to be processed ^{or about} and (ii) ^{the required approach} ^{access} to the proposed hospital.

Item No.202: complex. The

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F.1(71)91-JD(CCG)

The provisions of MPD-2001 regarding Bungalow Zone and the proposed boundaries of Bungalow Zone, as ^{delineated} discussed in various meetings in the Ministry, were discussed at length. The nomenclature ^{of it} 'Bungalow Zone' or 'Lutyen's New Delhi' did not find ^{favour with} much acceptance from the members of the Technical Committee ~~and the general opinion was that~~ bearing in mind that (a) the ~~Bungalow~~ traditional tree-studded bungalow was only one of the ^{important} features of the said zone; & (b) ~~there were several~~ ^{some} important parts of Lutyen's Delhi, i.e. Connaught Place, were not included therein.

After ~~much~~ ^{deliberation}, it was decided that a more appropriate name for the area should be ^{Garden} known as 'New Delhi Green City Zone' (NDGCZ).

It was also observed that from west to east, two major natural features i.e. Lutyen's Delhi was established between ridge and the

the river, and hence NDGCZ boundary should not be restricted to extend beyond the upto Mathura Road towards east. Logically it should extend

right upto the river, wherein most of the land is green was designated as green in

as per MPD-2001. This was also thought proper with a view towards the east just as the ridge was sought to be as the ridge area also form part of NDGCZ.

ii. Chanakyaपुरी Area should also be included in the boundary of the zone for maintaining the green character.

However, development norms for pockets like Yashwant Place, Govt. guest houses, Sunder Nagar and other residential

colonies should be based on the sanctioned schemes. There-

fore NDGCZ boundary should run from Dhaula Kuan including

the ridge area, Link Road, Baba Kharak Singh Marg, Ashoka Road (leaving Zone D-1 area), Tolstoy Marg, Railway Line,

Ring Road, Mathura Road, Lodi Road, Aurbindo Marg and the railway line upto Dhaula Kuan

Technical Committee noted that the area identified within the above boundaries should be zoned as 'New Delhi

Green City Zone'. Development norms for this area be

worked out in consultation with the Ministry of Urban Development.

Item No. 197/91:

Sub : Regarding provision of letter Boxes in multi-storied buildings.

F1(26)83-MP-Pt.

Deferred.

Item No. 179/91 :

Sub : Approach Road from existing 24m R/W upto meeting point with sewerage treatment plant at Wazirpur Ph.II.

Deferred.

① designed to occupy the land. Keeping this concept, as well as the garden city characteristic, in view it was felt that

through

Garden

the

Item No.200/91:

Sub : Development of a Traffic Training part at the site which was proposed for development of park cum bazar in the vicinity of purana quilla opposite Pragati Maidan.

F3(29)90-MP

Deferred

Item No.207/91:

Sub : Allotment of DDA site office building of WD-X Rajouri Garden, New Delhi for use of Community Hall/Barat Ghar to the resident of Block AG-8.

FE.14(98)91

Deferred

Item No.208/91 :

Sub : Laying of 2 nos. 3x300 sqm XLPE U/G cable from 33 KV s/stn. at Timarpur to proposed 33 KV s/stn. at Hudson Line along with 2 nos. 6x2.4 sqm pilot wire cable.

F6(7)91-MP

The proposals ^{were discussed and} ~~after discussion were~~ approved.

Item No.209/91

Sub : Integrated multi modal Rapid Transit System for Delhi the proposed legislation for its construction, separation and maintenance.

Deferred.

Item No.210/91:

Sub : Grant of 'NOC' for the resitment of filling-cum-service station with the storage of petroleum class 'A', 'B' (20 K each) from IGI Airport Terminal II Road, New Delhi.

Deferred

Item No.211/91:

Sub : Grant of NOC for storage of Petroleum Class 'A' & 'B' products in Union Territory of Delhi.

Deferred.

Item No.212/91

Sub : Evaluation of selected public passenger transport routes" a case study in Delhi research project report prepared by Central Road Research Institute, New Delhi.

Deferred.

Item No.135/91:

Sub : Electrification of Sub District Centre at Hari Nagar and Community Centre at Block 'J', Rajouri Garden.

The ^{plan} proposal was discussed in detail and it was observed that the ^{proposal included in the creation of} route alignment ^{with a} having towers of 3m x 3 mtr. base ^{and} proposed on ^a 80 ft. wide road. It was felt that the ^{said} proposed tower lines may not be feasible. Further, ^{pointed out also} The Sr.Landscape Architect ^{was} stated that the proposed ~~electric~~ sub-station site ^{is} full of well-grown up trees. The Technical Committee, therefore, decided that Addl.Chief Architect, Sr.Landscape Architect, Chief Engineer(Electrical), Jt.Dir.(AP) with a representative of DESU may inspect the site and submit a report ^{on} ^{feasibility of} about the electric sub-station site and the proposed route alignment ^{along} ^{suitable} ^{alternative proposals} ^{if need be}

Item No.213/91:

Sub : Change of land use of 3.26 hect. of land from 'commercial (Community Shopping Centre)' to 'public & semi public use'.

The proposal was discussed in detail and it was observed that the land under reference ^{already had} is ~~already~~ allotted to Police and Education Departments of Delhi Admn. ^{As such} Therefore, this land ^{was} is not available for development as a 'commercial centre' ^{vide} shown in MPD-2001. It was explained that in the nearby facility centres at Geeta Colony, a site for 'commercial development' had been proposed which ^{would} ~~will~~ ^{be} ~~com~~ ^{for} the commercial land ^{loss of the} shown in MPD-2001 at this s

Technical Committee, after detailed discussion, decided that the site already allotted for Police & Education Departments be used as ^{area} ~~area for facilities~~ ^{that a} and necessary adjustment in the land use ⁱⁿ be made ^{of} the facility centre at Geeta Colony.

Laid on table

Sub : Issue of NOC of property No.7361 (part)
Qutab Road, Ram Nagar, Paharganj - M/s.
Goodwill India Ltd.

F.3(204)61-MP

^{It was noted that a} ~~The~~ representations have been received for ^{issuing of a} ~~issuing of~~ ^{certificate} ~~no objection~~ for the approval of the project on the plot under reference. The Technical Committee was informed that file on the subject ~~had~~ been referred to Slum Deptt. as the plot ^{is} ~~is~~ located in the 'special area'. The Technical Committee also noted that for special areas, urban renewal schemes ^{are} ~~are~~ to be formulated by the Slum Deptt. and then ~~same are to be~~ approved by the DDA. Based on the approved schemes, ^{NOCs} ~~NOC~~ for individual projects ^{were} ~~are~~ to be issued.

Technical Committee desired that the whole matter be brought up in its next meeting. ^{by the Com STS I}

Depended

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to
be held on 17.12.91 at 9.30 A.M. in the Conference
Room of Vikas Minar at 5th Floor, I.P. Estate, N. Delhi.

<u>Sl. No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	196/91	Proposal for a 100 bedded hospital at Maidan-Garhi, New Delhi-change of land use of an area measuring about 20 acres Green Belt to "Public & Semi-public facilities. F.20(11)85-MP/ To be presented by DD(NCR&UE)	1-2
2.	202/91	Delineation of Bungalow Zone -regarding F.1(7)91-JD(CCG) To be presented by JD(CCG).	3-6
3.	197/91	Regarding provision of letter Boxes in multi-storeyed buildings. F.1(26)/83-MP/ <i>pey</i> /p.o To be presented by Dir.(AP&B)	7
4.	179/91	Approach Road from existing 24 m.R/W upto meeting point with sewerage treatment plant at Wazirpur, Ph-II. F.23(9)83-IL. To be presented by JD(AP)	3
5.	200/91	Development of a Traffic Training park at the site which was proposed for development of park cum bazar in the Vicinity of purana Quilla oppsite pragati Maidan. F.3(29)/90-MP/ To be presented by DD(MP)	9
6.	207/91	Allotment of DDA site office building of WD-X, Rajouri Garden, New Delhi for use of Community hall/Barat Ghar to the resident of Block AG-8 area. FE.14(98)91 To be presented by JD(AP)	10
7.	208/91	Laying of 2 Nos. 3x300 sq.mtr. XLPE U/G cable from 33 KV S/stn. at Timarpur to proposed 33 KV S/stn. at Hudson line alongwith 2 Nos. 6x2.4 sq.mtrs. pilot wire cable. F.6(7)/91-MP To be presented by JD(T)	11
8.	209/91	Integrated multi-model Rapid Transit system for Delhi-the proposed legislation for its construction, operation and maintenance. JD(T)/PPW/91/97/Legislative/RITES To be presented by JD(T)	12-
9.	210/91	Grant of 'NOC' for the resitment of filling cum service station with the storage of petroleum class 'A' & 'B' (20 KL each) from I.G.I. Airport Terminal I (old palam Air Port) to IGI Airport Terminal II Road, New Delhi. F.7(2)/91-MP To be presented by JD(WC&SA)	13

10. 211/91 Grant of NOC for storage of Petroleum class 'A' & 'B' products in Union Territory of Delhi. 14-15
F.7(7)/91-MP/
To be presented by JD(WC&SA)
11. 212/91 Evaluation of selected public passenger transport routes-" a case study in Delhi- research project report prepared by central Road research Instt.New Delhi. 16-20
PA/JD(T)/PPW/91/136
To be presented by JD(T)
12. 135/91 Electrification of sub-district centre at Hari Nagar and Community centre at Block 'J' Rajouri Garden. 21-22
PA/jt.Dir.(Plg.II/90/20
To be presented by JD.(AP)
13. 213/91 Regularisation of allotments made by DDA to
i) Police Deptt.Delhi Admn., 23-24
ii) Education Deptt.Delhi Admn.
a) Change of land use of 3.26 hect. from 'Commercial'(Community shopping centre) to public & semi Public use.
b) Approval of the layout plan.
F.8(4)/81-MP/
To be presented by JD.(TYA).
14. 150/91 Preparation of Zonal Plan of Trans-Yamuna Area.
FR.1(30)/91-Dir.(TYA).
To be presented by Dir.(TYA).

Land on Table:

Sub - Issue of Noe of Property no. 7361 (Part-I)
Qutab Road, Ram Nagar, Paharganj -
M/s. Goodwill India Ltd.
F3(204)/61-MP.

Item No.196/91

Sub:- Proposal for a 100 bedded hospital at Maidan Garhi New Delhi. Change of land use of an area measuring about 20 acres from 'Agricultural Green Belt' to 'Public & Semi-Public facilities'. F.20(11)85-MP.

Additional Director(Health Services) had requested for commissioning of 100 bedded hospital at Village Maidan Garhi, N.D. The land measuring 20 acres was sanctioned for the purpose by LG Delhi vide his letter No.F.7(11)74-75 dt.4.1.77 on 12.2.87 A.D.(Health Services) informed that the proposed hospital is being constructed with tube well and pump house. To avoid encroachment over the land, Delhi Admn., had already spend on the construction an amount of Rs.12.3 lakhs approximately.

2. The matter was examined and it was observed that Maidan Garhi is located in Ridge area and it is shown for recreational use in perspective plan for Delhi-2001.

3. The case discussed in various TC meetings held on 12.2.88, 17.6.88 & 2.3.89. The background of the case was explained to the T.C. in its meeting dt.2.3.89, but it was observed that Delhi Admn. is stressing on development of a plot which is not earmarked for hospital, while there are other plots identified for hospital and prone to encroachments if not utilised immediately. T.C. cited that one such plot is available in Janakpuri, which should be taken up for construction by Delhi Admn. in the first instance and thereafter the case of Maidan Garhi should be taken up. The said decision was conveyed to Health Deptt., Delhi Admn.

4. A meeting was held at Raj Niwas on 27.8.91 in which Secy. (Medical) pointed out that recently DDA had taken a view that the plot was located on the ridge and, therefore, it may not be possible to establish a hospital there. She further pointed out that the Indira Gandhi open University and a Veterinary hospital have already been established in the vicinity and besides, all the surrounding area has already been carved if it is reverted to Gaon Sabha or is maintained as green, will be free from encroachment. Besides, there is no hospital in South catering to the requirements of the rural areas. VC, DDA was, therefore, requested to look into the matter and to consider giving the approval for change in the land use.

5. OBSERVATIONS:

Following provisions of MFD-2001 need consideration in this case:

- i. There exist a geographical imbalance in the availability of hospital beds per 1000 population, among different planning divisions in Delhi. The areas in East (E), North west(H) and west Delhi (G) are relatively deficient in comparison to other areas; and hence need attention on priority for provision of health facilities.
- ii. As part of the proposed urban extension-2001 approved by the Authority & submitted to the Ministry of Urban Development there is a proposal to develop about 5121 ha of land in South Delhi, New hospital sites as per Master Plan norms shall be provided as soon as the areas is acquired and taken up for development.
- iii. Location of major health facilities in rural areas are proposed in specific growth centre villages, identified based on the criteria of road linkages, growth rate etc. Village Chawla is one of the nearest growth centre villages proposed, there is located in South West Delhi.

Sub : Delineation of Bungalow Zone - reg.

F.No.: F.1(7)91/JD(CCG)

BACKGROUND

A number of request from Private plot owners and govt. departments in New Delhi have been received directly or through NDMC for giving land use/building construction permission. Desired permissions could not be issued due to one reason or the other. One of the most important impediment in not issuing the building permission is delineation of Lutyen's bungalow zone. Therefore, a need is arisen to demarcate the bungalow zone boundary as per MPD-2001 and to specify the development/redevelopment control norms.

Ministry of Urban Development vide D.O.No.K-13011/17/86-DDIIA dt.8.2.88 issued the guideline for delineation of Bungalow Zone- (Lutyens Delhi-Annexure-I).

2. OBSERVATIONS

MPD-2001 came into operation on 1.8.90 and it recommended:

" Lutyen's New Delhi comprises of large size plots and has a very pleasant environment. In fact, the area is unique in its continuing existing at low density in the heart of the city. While formulating the redevelopment plans, of this area due care should be taken to ensure that its basic character is maintained."

3. MPD-2001 has not indicated the exact boundary of the bungalow zone/area and the same needs to be spelled out clearly. Therefore, the issue is divided into the following categories

- A. Delineation of Bungalow area
- B. Development control norms
 - i) South of Rajpath
 - ii) North of Rajpath
 - iii) Central Vista and others.

...2/-

4. Delineation of Bungalow Zone

The matter was considered by the Technical Committee meeting held on 9.3.91 based upon the D.O. Letter no. R-13044/17, 86-DD/II dt. 8.2.88 of the Ministry as well as the notification issued by LDA in December, 1988 for inviting public objections. A large number of objections were received and considered. Decision of the Technical Committee is given as Annexure -II.

"It was decided, therefore, that the said boundaries should be adopted and notified for purposes of formulating the proposed redevelopment schemes as per MFL-2001."

5. PROPOSAL

In the meantime, MOU called a meeting on 2.4.91 under the chairmanship of Secretary, UD and once again opened the issue of delineation of bungalow zone ab-initio. Main issues considered were delineation of bungalow zone, retaining the tree-studded character with low profile construction, development norms to be followed in North and South of Rajpath and recoveries towards facility fees/conversion charges etc. Steering Committee under the chairmanship of Secretary, UD had its meetings on 14.5.91, 5.6.91, 26.6.91, 12.7.91, 22.7.91 and 13.9.91.

6. Suggestions considered for adding and deleting certain areas are given as under :

i) Hanuman Road plots : This pocket was not included in the boundary of February'88. It is observed that this area is predominantly a plotted development area of small size plots and practically built up and having hardly any bungalow character. Therefore, this pocket could remain outside bungalow zone.

ii) Jantar Mantar Road pocket :

This pocket was also not included in the February'88 boundary of bungalow zone. There are about 9 bungalow plots in this area and in case of, two high rise buildings have come up and one plot for group housing has been sanctioned and

building has come upto 3rd floor besides 3 plots are earmarked for socio-cultural use in MPD-2001. On the remaining plots still the old bungalows are in existence and the area is dominated with trees. Therefore, it was suggested that this pocket be part of bungalow zone.

iii) Hailey Road area

This pocket was also excluded from the bungalow zone as per February '88 guidelines of the Ministry except the plots fronting on Ferozshah Road. There are about 43 bungalows and in about 11 plots new construction in the form of Group Housing has come up and there might be few more cases (about 7 nos.) where sanction by NDMC has been issued. Considering the residential character still available in the remaining area, it was recommended that this entire pocket be included in bungalow zone.

iv) Mandi House and institutional area and Supreme Court area

As per Govt.'s letter of Feb. '88 Mandi House and Supreme Court was not included. However, keeping in view that these pockets are in mid of the bungalow zone and still dominated with trees, it was recommended that these pockets be also form part of bungalow zone.

v) Yashwant Place Pocket

In Feb. '88 letter Yashwant Place pocket was included in the bungalow zone. It was observed that Yashwant Place is more or less fully built up and the land between Yashwant Place and railway line has been recently developed by the MOU and a number of plots has been allotted to various State Govts. and they have gone ahead with building plans etc. Therefore, it was considered that this pocket be excluded i.e. the pocket consisting of Yashwant Place and the area in South upto railway line (Yellow colour).

vi) Ridge

In Feb. '88 Govt.'s letter part of the Ridge upto Upper Ridge road linking Dhaulta Kuan round-about and Panchkuan road round-about was included but part of the Ridge was left over. While considering this matter in detail

it was recommended that total ridge area identified in the MPD-2001 should form part of the bungalow zone and this area should be "No construction/NO Development Zone". It was also considered if the area of the ridge at this location notified in the Forest Act is more than the area identified in MPD-2001 as the Ridge area, then the whole of the notified forest area should be taken as part of the bungalow zone. (Declared forest area is smaller than Ridge area as per MPD-2001).

7. As per minutes of the meeting held on 22.7.91 (Annexure III) and corrigendum issued vide minutes dt.18.9.91 (Annexure IV) by the Ministry, the following would be bungalow zone boundary based on the Feb.'88 guidelines (Red colour):

- i) The whole ridge area between Link Road and Dhoul Bura may form part of the Bungalow zone and that it should remain a "No construction/No Development zone". This will be ensured through Zonal Development plan of the Ridge area. If the forest area in this part is notified has a greater area than the ridge portion, then the notified forest will be included (Blue colour).
- ii) The area on Driley Road scheme which was not included in the 1988 guidelines, will now form part of the Bungalow zone (Blue colour).
- iii) The Supreme Court and Mandi House area will be added to the Bungalow zone (Blue colour).
- iv) Area between Akbar Bhawan (Akbar Hotel) and Railway line be excluded, since land has already been allotted to various State Govts. for putting up State Bhawan and in some cases the State Govts. have gone ahead with the passing of building plans etc. (Yellow colour).

8. Thus, the boundary line decided above is to be processed.

Accordingly, boundary line is now approved by the Ministry of "Bungalow Zone" is demarcated on the map (Red colour).

Decision required:

- 9.i) Whether the boundary line now decided by the Ministry (Red colour) is to be approved (laid on table) for formulation of redev. scheme as per MPD-2001.

or

- ii) Boundary line as earlier approved by the Technical Committee as per guideline given by the Ministry in Feb.'88) in its meeting held on 9.3.91 (laid on table, blue colour).

10. Matter is placed before the Technical Committee for its consideration.

Extracts from Ministry of Urban Development D.O. letter no. A-13011/17/86-DDIIA dt. 8.2.88 with regard to revised guidelines. Salient points are as follows:

- (a) The space to be constructed should be guided by floor coverage and floor area ratio (FAR) norms. These would, in general, influence the height of building leaving at the same time independence to the builders with regard to height. There is, therefore, no need to impose any specific height restrictions. The maximum floor cover should be 25% of the net plot for all zones. This will include the area required for all services except access to the building. The remaining 75% must include the access to the building and the green area around.
- (b) Lutyen's Bungalow area: In order to maintain the present character of Lutyen's Delhi, which is still dominated by green areas and bungalows, there should be a separate set of norms for this Zone area. This area has been clearly demarcated. It will consist of the entire Lutyen's Delhi. Excluding (i) the area lying between Baba Khem Singh Marg on the South, Panchsheel Road on the north and the ridge on the west (ii) the area between Baba Khem Singh Marg, Ashok Road, Ferozshah Road, Barakhamba Road and Connaught Place, (iii) Mandi House and (iv) the institutional area where the Supreme Court is situated. It will, however, include the areas presently out of Lutyen's Delhi which consist of (i) Nehru Park (ii) Yashwant Place (iii) the area between Yashwant Place and the railway line on the South, and (iv) the area lying between Nehru Park-Yashwant Place on the west and the boundary of Lutyen's Delhi on the western edge of Safdarjung Aerodrome and the Race Course. There were the following norms for construction in the Lutyen's Bungalow zone:
- i) The new construction of dwellings on a plot must have the same plinth area as the existing bungalow and must have a height not exceeding the height of the bungalow in place, or if the plot is vacant, the height of the bungalow which is the lowest of those on the adjoining plots.

- ii) In the commercial areas, such as Khan Market, Iqbal Place etc. and in institutional areas within the Lutyen's Bungalow Zone, the norms will be the same as those for these respective areas outside the zone,
- iii) The existing regulations for the Central Vista will continue to be applicable.
- iv) The demarcation line of the Lutyen's Bungalow Zone should not run along prominent roads, because, if it does so, there will be bungalows on the side of the road and the high rise buildings on the other side. It has, therefore, been decided that the demarcation of the Lutyen's bungalow zone should run along the first inner/outer road of Jang from the prominent road through which the demarcation line is shown. However, the demarcation can run though the prominent road where there is park, ridge or green area on the other side of the road.

ANNEXURE-II

Extracts from Minutes of Technical Committee meeting held on 9.3.91:

Technical Committee noted that in MPD-2001, a provision has been made for the formulation of a redevelopment scheme for the bungalow zone of Lutyen's Delhi. It was also seen that the boundaries of Lutyen's Bungalow zone had already been published in December 1988 based on Govt.'s letter of 4.2.88 and 23.7.88. It was decided, therefore, that the said boundaries should be adopted and notified for purposes of formulating the proposed redevelopment scheme as per MPD-2001. As far as the areas/pockets which fell within Lutyen's Delhi but were outside the bungalow zone, the committee decided that the proposals for re-development/sanction of building plans should be sanctioned as per the relevant provisions of MPD-2001 read with the existing Zonal Development Plan, NDRAC recommendations and the re-development schemes earlier published by the DDA. Technical Committee also indicated that as desired by Govt. general set of guidelines may be formulated for the re-development of the bungalow zone on a 'priority basis' within a period of 2 months.

Extracts from Record of discussions of the meeting held on 22.7.91 under the chairmanship of Secretary to discuss Lutyen's Bungalow zone.

Delineation of the boundary of Bungalow Zone

The participants considered the delineation of the Lutyen's Bungalow zone, keeping in view the discussions held so far. It was agreed with reference to the area earmarked under Feb, 88 guidelines, the following modifications may be considered:

- i) The whole ridge area between Shankar Road and Chakki Kuan may form the part of the Bungalow Zone and that it should remain a "No Construction No Development" zone. This will be ensured through zonal development plan of the ridge area. If the forest area in this part is notified as a greater area than the ridge portion then the notified forest area will be included.
- ii) The area on Hailey Road and Ferozshah Road, which was not included in the 1988 guidelines, will now form part of the Bungalow zone;
- iii) The Supreme Court and Manak House area will be added to the Bungalow zone.
- iv) Chanakypuri area will be included other than the area between Akbar Bhawan (Akbar Hotel) and Railway line, since land has already been allotted to various State Govts. for putting up State Bhawan and in some cases the State Govts. have gone ahead with the passing of building plans etc.

ANNEXURE IV

Extract from Minutes of the meeting held on 18.9.91 under the chairmanship of Secretary(UL) to discuss the building contents of Lutyen(s Bungalow Zone).

Shri S.C.Gupta, Director(DC&P), EIA pointed out certain inaccuracies in the minutes of the meeting held on 22.7.91 in regard to the delineation of the boundary of Lutyen's Bungalow Zone. It was decided to carry out the following corrigendum to para 2 of the minutes of the meeting held on 22.7.91.

- i) The whole ridge area between Shankar Road and Daula Kuan appearing in first two lines may be substituted by the words 'the whole ridge area between Link Road and Daula Kuan'.
- ii) The words 'Area on Hailey Road and Farooq Shah Road' may be substituted by the words 'the area on Hailey Road scheme'.
- iii) The words 'Chandkyapuri area will be included other than be omitted. The words between Akbar Bhawan (Akbar Hotel) and Railway line' be followed by the words 'be excluded'.

Item No. 197/91

Sub: Regarding provision of letter boxes in multi-storeyed buildings.

F.1(26)/83-MP(Pt.V) P.O

A reference has been received from the Chief Post Master General about the problem faced by the postmen in multi-storeyed buildings which have no letter boxes on the ground floor. He has also pointed out that the colonies developed by DDA and also by the Cooperative Societies are having multi-storeyed structures. Even in the buildings where there are lifts, it is time consuming for the postmen to go from flat to flat. In certain cases the misplacement of mail is received by Post and Telegraph Deptt. where the postmen drop the bulk of mail at the ground floor. He has suggested that the letter boxes as provided in case of Minto Road or Curzon Road Hostels be provided in all multi-storeyed buildings. This could be implemented if such provision is included in the building byelaws and while approving the buildings plans, provision for letter boxes on the ground floor is also shown in the buildings plans.

Vice Chairman, DDA has observed that suggestion could be adopted for all DDA buildings and for other Group Housing Schemes and an amendment to the building byelaws may be necessary.

Accordingly the following provisions for incorporating in the unified building byelaws-1983 is suggested:

'Provision of letter boxes for each occupant in all types of buildings shall be made on the ground floor'.

The above provision of letter boxes for amendment in the unified building byelaws 1983 is submitted for the consideration of the Tech. Committee.

SUB : Approach road from existing 24m R/W
upto meeting points with sewerage
treatment plant at Wazirpur Ph-II.
File no. F.23(9)/83-IL

1. MCD was allotted a piece of land measuring 3.02 Acs. for sewerage treatment plant at Wazir Pur Ph-II which was approved by VC, DDA on 14.3.1990 and provisionally possession was handed over to them on 30.7.90.
2. Ex. Engg. VIII of MCD vide their letter dt. 24.9.90 has stated in his letter that the construction of affluent treatment plant is likely to start in the end of Oct. 1990. This kuchcha road is not suitable for carrying heavy machinery and bldg. material so they have requested for the conversion of kuchcha road into metalled road.
3. The case has been examined in the Area Planning Wing and it was felt that alignment marked A, B & C on the plan will avoid the division of green areas and fencing on the road as proposed.
4. The proposal was examined by the Hort. Deptt. and their observations are that the alignment proposed by Area Plg. Wing is not acceptable to them because this involves number of trees to be cut.(18 nos.) They have suggested a road of 6 mt. in width which does not involve any cutting of trees.
5. The proposal suggested by Dir(AP&B) is shown in 'green' colour on the copy of the plan (laid on the table) and the proposal suggested by Hort. Deptt. is shown 'red' colour.
6. It is further suggested that on both sides of the metalled road fencing to be fixed to protect green areas and also to provide rotating pedestrian entry to the district park.
7. The matter is placed before the Technical Committee as to which proposal is to be accepted.

ILM No. 200

9-

SUB: Development of a traffic training park at the site which was proposed for development of park cum bazar in the vicinity of puran Qilla opp. Pragati Maidan.

F3(27)10-40

Dy. Commr. of Police(T) has requested that the site proposed for development of a park cum Bazar in the vicinity of Purana Qilla opposite Pragati Maidan is recreational and the same is earmarked for district park and open spaces in MPD-2001. The uses permitted as per Master Plan for Delhi-2001 are swimming pool, recreational children traffic park etc.

The proposal for setting up temporary park cum bazar in the vicinity of purana qilla was rejected by the Delhi Development Authority vide its resolution No.44 dt.27.3.91 and accordingly same has been informed to Secy. Tourism, Delhi Admn. The proposal of development of traffic training park at the site was examined and it was informed to the DCP(T) that the location as suggested for the traffic training park is not suitable from the planning point of view. He has again requested that the matter be discussed in the T.C. The land use as per MPD-2001 is district park and in the district park(p2) following uses are allowed.

District park, residential flat(for watch and ward and maintenance staff) play ground, swimming pool, recreational club children traffic park, National memorial Bird Sanctuary, National Garden and Zoological park. The case has been examined and it has been observed that though under the district park, children traffic park is permitted, but the site is in the vicinity of very important monument. Further the area required for traffic training park is not adequately available at the referred site and more over the parking for the visitors will not be able to accommodated at this site. The site is located opposite Pragati Maidan and at the time of Fairs at Pragati Maidan, the area under reference is used for parking.

Therefore in view of above considerations the matter is placed before the TC for decision.

SUB : Allotment of DDA site office building of WD - X Rajouri Garden, New Delhi for use of community hall/ Barat Ghar to the residents of Block-A, G-8 area. File no. FE.14(98)/91.

1. The residents Welfare Association of Block-A, G-8 area has represented to CE(WZ) for the conversion of DDA site office building located in the vicinity to be used for community hall/Barat Ghar. CE(WZ) has also recommended this allotment on the nominal rent or licence fee basis.
2. The matter has been examined in the Planning Wing. As per the decision taken in the Technical Committee, in the first instance, the nursery school sites are to be considered for locating such activities like community room, Barat Ghar, community hall and library within the society area. Two nursery school plots have been proposed but both have been developed as park. It is therefore not clear with whose permission these conversions have taken place because normally the nursery school sites are owned by DDA.
3. The office building of the DDA, which is being recommended for allotment to residents of Block-A, G-8 area, is covering about 990 sq.mts. plot and if it is converting into plots by leaving some setbacks, the plot size would work out about 1500 sq.mts. As per approved layout plan, this is shown for neighbourhood park and therefore will require change in the layout plan. The site being outside the society area it will have to be seen whether the green development on the nursery schools could be taken as compensatory area for this green.
4. The matter is placed before the Technical Committee for its consideration.

Item No. 208/91.

-11-

Subject: Laying of 2 Nos. 3x300 sq.mtr. XLPE U/G cable from 33 KV S/Stn. at Timarpur to proposed 33 KV S/Stn. at Hudson Line alongwith 2 nos. 6x2.5 sq.mtrs. pilot wire cable. F6(7)91-MP.

F6(7)191-MP

1. Ex-Engineer(Plg.)I, DESU has submitted the above proposal to provide feed to the proposed 33 KV S/Stn. at Hudson Lines for meeting the power supply of the area. Both the S/Stn's mentioned above are under construction. Total length of the cable route is 2.10 Kmrs. Entire length of the cable is to be laid underground.

2. The cable route is shown in drg. No.13-4376, details of the same are as follows:

Sl. No.	Route details	Road R/W		C/L cable distance from edge of R/W.	
		Existing R/W as per R/W	As per exist ing R/W	As per prop-osed R/W.	
		MPD 2001.			
i)	Between Timarpur S/Stn. & Junction of road leading to Mukherjee Nagar Sec. 'AA'.	9.80 mtr.	9.14 mtr.	1.0 mtr. (below foot-path).	1.0 mtr.(below footpath).
ii)	Between the above junction to Mall Road -Sec. 'BB'.	24 mtr.	24 mtrs.	1.0 mtr. (below footpaths)	1.0 mtr.below footpaths).
iii)	Mall Road-Sec. 'CC'.	59 mtr.	60 mtrs.	13.90 mtr. (below inner footpath).	14.40 mtr. (below inner footpath).
iv)	Road along Nazafgah Drain-Sec. 'DD'.	30 mtr.	30 mtr.	1.30 mtr. (below footpath).	1.30 mtr. (below footpath).

3. As per the information supplied alongwith letter dated 31.5.91 by Ex-Engineer(Plg.)I, DESU, no building, property, tree is affected in the proposal.

4. DESU shall co-ordinate with local bodies while laying of cables for adjustment with existing/proposed underground/over head services including telephone cables.

5. The case is put up to the Technical Committee for approval of the route as explained under para 2 subject to conditions contained under para 4.

Item No. 209/91

Sub : Integrated multi-modal Rapid Transit System for Delhi-the proposed legislation for its construction, operation and maintenance.

F.No.JD(T)PPW/91/97

1. General Manager(C), RITES vide letter No. RITES/UT/164/91 dated 2nd July, 1991 addressed to Commr.(Plg.), DDA has forwarded a copy of the letter addressed to Chief Secretary, Delhi Administration on the proposed legislation for construction, operation and maintenance of DMRTS. This has been studied in the Transportation Unit of the Planning Wing and was also discussed with Director(DC&P) on 27.9.91 and Commr.(Plg.) on 17.10.91.

The observations are as given below :-

- (i) MRTS corridors to be with the broad framework of Master Plan of DDA in conformity of land uses zoning rules and DDA Act.
- (ii) One of the senior officer, i.e. V.C. or one of his senior from DDA should be the member of MRTS Authority.
- (iii) One of the senior MRTS Officer should also be the member of DDA Technical Committee/Authority.

3. C.L.A.'s observations :-

Director(DC&P), DDA vide noting dated 17.9.91 in file No.JD(T)/PPW/91/97/Legislation MRTS desired that this may also be examined by CLA before putting upto Technical Committee.

Commr.(Plg.) vide noting dated 23.10.91 referred the case to CLA. The CLA vide noting dt. 4.11.91 made the following observations :-

"The suggestion contained in the notedt. 23.10.91 of the Commr.(Plg.) on prepage do not involve any legal issue nor any such issue has been specifically spelled, therefore, it is requested that if any advice on any legal issue is required the same may be clearly brought out.

4. The above observations after the approval of Tech. Committee shall be conveyed to Secy.(T), DDA, Delhi Admn. & RITES for incorporation in the proposed Act.

Item No. 210/91

SUBJECT:-Grant of 'NOC' for the resitement of filling cum service station with the storage of Petroleum class 'A' & 'B' (20KL each) from I.G.I. Airport Terminal I (Old Palam Airport) to IGI Airport Terminal II Road, New Delhi. F7(2)191-112

1. DCP licensing vide his letter No.5543-48/DCP/Lic. dt. 14.3.91 has requested for issue of NOC for
 - (a) resitement of existing filling-cum-service station outside Palam Airport to IGI Airport Terminal II.
 - (b) From Land use point of view.
2. The case was considered in the Internal Planning Committee meeting held on 4.7.91 wherein following decision was taken "we may asked a copy of approved Master Plan from International Airport Authority. If the site as per Master Plan in that case only filling station should be considered and no service station near Airport Terminal is required it was further decided that the existing petrol pump at domestic Airport should also continue.
3. Airport Authority vide its letter dt.9.10.91. has informed that the site under question is as per the approved Master Plan of International Airport Authority of India.
4. Keeping in view the decision of the Internal Planning Committee and the clarification issued by International Airport Authority we may issue NOC for retail outlet with following conditions.
 - a) The existing filling-cum-service station at domestic Airport should continue.
 - b) In the terminal area only filling-station should be operative.
6. The item is placed before the technical committee for its consideration.

Item No. 211/91

SUBJECT:- Grant of NOC for storage of petroleum class 'A' & 'B' products in Union Territory of Delhi. F2(7)191-MP

1. DDA has been receiving request for issue of NOC for storage of A,B,& C class petroleum products from DCP (Licensing) from the land use point of view in Urban area as well as rural areas.
2. Most of the request are for the lands in possession of the applicants located in village abadi area/ unauthorised areas.
3. The case is examined and the comments are as under:
 - i)Defination of petroleum class a,b & c are approved.
 - ii)These products are either required for running a particular type of industry or for sale purpose.
4. The subject matter was considered in a meeting held on 15.5.89 wherein following decision was taken:-
 - i) Wherever, the petroleum products are required for the use in industrial unit located in approved industrial areas, we may issue the NOC subject to clearance from Fire/Explosive Departments as the case may be.
 - ii) Industrial units located in village abadies and unauthorised areas as permitted in MPD-62/PDP-2001 generally do not require the petroleum products to be used as a raw material or subsidiary material in such units. Therefore, in such cases, NOC could not be issued.
 - iii) For marketing the products, these units could be located in approved commercial schemes/warehousing schemes and the NOC could be issued subject to clearance by Delhi Fire Service/Explosive Department as the case may be.
5. Keeping in view the provisions of MPD-2001 the decision taken in the meeting held on 15.5.89 (refer para 4) are in order.
6. The item is placed before the Technical Committee for retification of the decision already taken in the matter.

Petroleum Act 1934 and Petroleum Rules 1976

Definitions

- i) "Petroleum Class 'A' means petroleum having a flash point below twenty-three degrees Centigrade
- ii) "Petroleum Class 'B' means petroleum having a flashpoint of twenty -three degrees Centigrade and above but below sixty-five degrees Centigrade
- iii) "Petroleum Class 'C' means petroleum having a flashpoint of sixty -five degrees Centigrade and above but below ninety-three degrees centigrade

No licence needed for transport or storage of Class quantities of petroleum class-B or Petroleum Class-C. No licence needed for Import, Transport or storage of small quantities of Petroleum ~~Class~~-A.

Containers exceeding one litre in capacity for petroleum class-A and 5 litres in capacity for Petroleum Class-B or Petroleum Class-C shall be of a type approved by Chief Controller.

Licence necessary for the transport or storage in bulk of Petroleum class A&B.

Item No. 212191

Sub: "Evaluation of selected public passenger transport routes" - a case study in Delhi - a research project report prepared by Central Road Research Institute, New Delhi.

This research project report is an evaluation of two DTC bus routes. It basically covers the operational performance of route no. 502 from Qutub Minar to Old Delhi Railway Station and route no. 228 from Tilak Nagar to ISBT. Route No. 502 pass through colonies of South Delhi and connects Old Delhi Railway Station, whereas route no. 228 connects Tilak Nagar in West Delhi with ISBT. DTC is the only mass transport available in Delhi. In total there are 713 city routes covering more than 10 lakhs km daily. It also operate services of 90 interstate routes with other neighbouring states and Union Territories.

The important conclusions of the study are summarised as below:-

1. Occupancy

The analysis of the performance during various hours of the day viz peak hour, off peak hour and mid day reveal that average boarding time is highest during mid day than the peak hours. Reasons for this is that the occupancy is highest during the day. Occupancy is found to be 110 persons in mid day, 80 persons in peak period and 66 persons during off peak period. Route map of route no. 502 and 228 are shown in the drawing is enclosed.

2. Boarding and alighting time

The average boarding and alighting time of passengers is found to be maximum for mini buses followed by DTC and private buses. It is 2.95 seconds for mini buses, 2.05 seconds for DTC and

1.80 seconds for private buses. Design of buses, level of foot board and width of the gate also affects the boarding/alighting time.

3. Journey time

The component of vehicle running time to trip time is maximum during off peak hours. It is 83 per cent of total journey time during off peak, 75 per cent in peak and 76 per cent in mid day. Reasons for this are higher intersection delay, higher bus passengers service time, higher occupancy found during peak and mid day. Intersection delay is 8 per cent during off peak period and 14 per cent in peak period. Bus frequency is less during mid day and also the proportion of missed trips is more during this period which lead to over occupancy. Journey speeds are found to be lowest during mid day and peak period. Running speeds do not vary much during different hours of the day.

4. Missed trips

The missed trips are found to be more during mid day which adds to over occupancy. Over occupancy in twin leads to service delays, low speed etc.

5. Reasons for delay

The study indicates that reasons for bus stop delay and lower speed are mainly due to over crowding of the buses. Over crowding leads to variety of problems like increased service time namely boarding and alighting time, delay in ticketing and low speed of the buses. It also adds discomfort and passengers waiting to board at in between stops are not able to board the buses as it is already over crowded.

6. Opinion survey

The opinion survey of passengers conducted at bus stops indicates major deficiency like reliability, over crowding of the bus, lack of advance ticketing system, operation, behaviour of the crew, non availability of the seat etc. The survey also indicates that

most of the passengers are willing to pay for premium services like express buses, non stop buses etc. Commuters feel that bus stop locations are convenient. 84 per cent commuters expressed buses are overloaded and uncomfortable. 78 per cent commuters are willing to pay more for premium services.

7. Intersections delay

For both routes journey time and speed are analysed and the results are reproduced as below:

Components of journey time		
Components	Route Number	
	502	228
Total stopped time at bus stops (seconds).	355 (11.2)	322 (11.3)
Free running time (seconds).	2461 (77.6)	2287 (80.6)
Intersection delays (seconds).	356 (11.2)	228 (8.1)
Total journey time (seconds).	3172 (100)	2837 (100)
Travel distance (Kms)	18.5	14.6
Running speed (KMPH)	27.1	23.2
Overall journey speed (KMPH)	21.0	18.5

(Figures in bracket show the per centage of total trip time)

Delay at bus stops for both routes are comparable. It is 11.2% and 11.3% of total journey time. Intersection delay accounts for 11.2% and 8.1% of journey time for route no. 502 and 228 respectively. Higher intersection and congestion delays are generally observed inside city centres and also delays vary during different periods of the day. Higher intersection delay for route no. 502 is also because there are 31 inter-

sections on route no. 502 compared to 12 intersections on route no. 228.

8. Proposals for performance improvement

A series of broad proposals are given in the report. Most of the proposals are such that it concerned with DTC mainly on operation, scheduling, higher frequency, premium service, advance ticketing etc. Few of the proposal are related to the Traffic Police like clearing on street parking on bus routes, regulatory measures for traffic flow and traffic management. The proposal directly related to building and civic agencies are very few. It include provision of bus priority land and general improvement of road geometry.

The following findings of the study relevant to city planning and transportation planning are placed before the Technical Committee for consideration.

(a) Journey speed of DTC bus and private bus is more or less same. But the journey speed of mini bus is slightly higher than the DTC and private buses. Time spent by different buses at bus stops and intersections are more or less the same. Journey speed of buses (about 20 kmph) is quite satisfactory. Only limited stop buses can achieve higher speed in the present circumstances. Lowest speed is observed in central areas of the city mainly due to road geometries and traffic density.

(b) Intersection delay for both bus route ranges from 8.1% to 11.2%. Intersections delay is related to the number of intersections along the bus route. Unless most of the intersections are grade separated, this delay cannot be brought down. Grade separators at few intersections would not reduce the delay significantly.

(c) Except off peak hours buses are over occupied during the rest of the day. For route no. 502 highest occupancy of 110 is observed in mid day. Over occupancy leads to discomfort and increases

unreliability. There is an urgent need to improve the overall capacity of mass transport system.

(d) Maximum passenger boarding/alighting take place at the beginning and end areas of the route. This justifies the possibilities of introducing limited stop routes on selected corridors.

(e) Opinion survey of passengers indicate that 84% passengers feel buses are overloaded and uncomfortable and 78% are in favour of premium services with higher fare. 72% are not satisfied with standing arrangements at bus stops and 65% are not satisfied with ticketing system. 68% are satisfied with the speed of buses.

The study highlights the operational performance of city bus service. The two routes selected for the study may not be sufficient for arriving at specific conclusions for the city as a whole. However, a study of some more routes covering all parts of Delhi would highlight the problems in various parts of Delhi. This will help in formulation of action plans for various parts of Delhi which will be beneficial to the city as a whole.

SUB : Electrification of sub district centre at
Harj Nagar and community centre at Block 'J'
Rajouri Garden.
File No. PA/Jt.Dir.(Plg.)-II/90/20

Executive Engineer(Electrical) Division-II, DDA

had approached Senior Architect(West) for a Sub-Station

site measuring 120 mts. x 90 mts. for the electrification

of schemes of sub-district centre Rajouri Garden in

July, 1990.

2. Sr. Arch.(West) has taken a view that normally 33

KV Grid Station is provided to feed the area along with

Commercial Centres and the provision for the same has not been

made in these commercial centres and has further advised to

contact planning cell for identification of the site.

3. A site measuring 90 x 120 sq.mts. marked red on the

copy of the plan(laid on the table) is reported to be

acceptable to DESU.

4. The site is inspected by the undersigned along with

Commr.(Plg.) and find suitable for the purpose.

5. The item was discussed in the Technical Committee

in detail in its meeting held on 26.11.90 under item no.8.

The site proposed by C.A. near Harj Nagar Sub-District

Centre (by mistake written community centre in the minutes)

was approved in principle. The Technical Committee also

desired that before handing over the site a proper

survey be conducted and based on the site proposed, the

actual area be handed over to DESU.

6. The detailed survey of the Master Plan green between

Village Tihar and boundary wall hospital staff quarters have

been conducted. Initially the site was shown towards

Village Tihar. But due to its proximity to gas godown

a mazar and deep pond, DESU did not agree for the site

and desire that the site be located closer to the staff

quarters of the hospital where the land is level and the

trees are only along the main road and the boundary wall.

7. The matter has been further examined and accordingly

a site has been identified leaving 30 m wide buffer green

which takes care of most of the trees along the wall.

The trees along the road however will have to be included

within the site and DESU while finalising their schemes

for 66 kv Sub-Station will be asked to submit detailed

report for the treatment to be given for retention of

trees, fellin and transplantation as per the prevailing

policy in this regard.

contd..2/-

8. The matter was placed before the Technical Committee on 6.8.91 under item no. 135/91 and it was decided that the case relating to the proposed sub-station site, was linked with that of the route alignment of the concerned power distribution system and that as such, an integrated proposed covering both these items should be prepared by DESU for consideration of the Committee.

9. The matter was referred to SE(Elect)-I to obtain the detailed report from DESU. Ex. Engg.(Plg.)-IV vide his letter no. XEN/PL.IV)/174/468 dt. 12.11.1991 has forwarded the route alignment plan connecting proposed 66 kv grid station. The alignment has been incorporated in the proposed location as well as overall layout plan of this area and the same are kept as flag A and B respectively.

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

AGENDA FOR THE TECHNICAL COMMITTEE

Item no 213/91

Sub:- Regularisation of allotments made by DDA to

- i) Police Deptt. Delhi Administration
- ii) Education Deptt. Delhi Administration by
 - a) change of landuse of 3.26 hact. from "Commercial" (Community Shopping Centre) to Public & Semi-public use.
 - b) Approval of the layout plan.

Ref:- 1) Allotment of land for Police Station in Laxmi Nagar.

F25(2)/79/Instl. 124/JD(TYA) dt.29.5.91.

ii) Allotment of land for Govt.H.S.School in Laxmi Nagar.

F16(3)86/Instl. 33/JD(TYA) dt.15.2.91.

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The case is regarding change of landuse of land allotted to Police Deptt. and Education Deptt. of Delhi Admn.

2. Background:-

Police Deptt. was earlier allotted land in Shakar-Pur for Police Post. Later on they requested for Police Station site instead of Police Post site. Therefore, a land was considered in Laxmi Nagar Distt. Centre for Police Station. However, the site could not be allotted due to some difficulties. Finally, a plot measuring 2.64 acres was allotted to Police Deptt. and handed over to them in 1980 by Lands Deptt. Police Deptt. constructed staff housing on this land and requested for more land for Police Station. Therefore, a plot of land measuring 0.8 hact. was allotted to Police Deptt. and 1.2 hact. of land was allotted for Govt.Sr.Secondary School (already functioning in tents) adjacent to the existing Police Staff housing site. However, allotments were made by the Competent Authority subject to approval of change of landuse.

3. Location and change of landuse:-

- The site is located in Laxmi Nagar unauthorised regularised complex bounded by the Laxmi Nagar residential structures in its North, east and south; and Nala/Bund road in its west.

.....2/-

- Change of landuse

i) Landuse as per MPD - 2001

"Commercial"(Community Centre) - 3.26 hact.

ii) Change of landuse as proposed
As proposed

- "Public & Semi-public facility"- 3.26 hact.
- Police Station - 2.04 "
- Hr.Secondary School - 1.22 "

4. Description of the layout plan:-

Area of the layout plan is 4.41 hect. This includes proposed Police Station site 0.8 hect; Existing staff housing 1.06 hact., an additional land learlier proposed for road (0.17 hact); proposed Govt.Sr.Secondary School (1.21 hact.); Master Plan Recreational Green (0.56 hact); 13.5 mtr.proposed road R/w (existing road proposed to be midend); and a park (2668 sq.mt.) The recreation green which is available in a narrow strip, is proposed to be allotted to Police Deptt. (about 1500 sq.mt) and to Govt.Sr.Secondary School(about 3844 sq.mt.). A taxi stand is also proposed as per the request from the Traffic Police Deptt.

AREA STATEMENT:-

i) Total Area of the Scheme	- 4.4198 hact.
ii) Proposed for Police Station (including 1510 sq.mt. M.P.Green for maintainance as green)	- 2.2084 "
iii) Proposed for H.S!S. (including 3834 sq.mt. M.P.green for maintainance as green)	- 1.6014 "
iv) Proposed for Road (13.5 mt. R/W)	- 0.3172 "
v) Proposed for Taxi Stand	- 0.0360 "
vi) Proposed for Park	- 0.2668 "

The proposal has been marked on the copy of the approved layout plan of Laxmi Nagar Complex (Flag-A) and detail layout plan (Flag-B) showing the landuses and existing development etc.

5. Recommendations:-

The proposal is placed before the Technical Committee for:

- i) Approval of change of landuse of 3.26 hact. of land from "Commercial" (Commuhity Centre) to "PUBLIC & Semi-public facilities".
- ii) Approval of the layout plan.

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AGENDA ITEM FOR TECHNICAL COMMITTEE

21.150/91

Sub: Preparation of Zonal Plan of Trans Yamuna Area.

FR 11(30)/91-Div (TYA).

To be presented
by Div. (TYA).

A comprehensive note has been enclosed giving the background of preparation of Zonal Plan, of 15 Zones in Delhi, outlines and details of Section 8 of Delhi Development Act 1957, inadequacies and incompleteness of zonal plans prepared so far, names of divisions and their areas in hect., broad facilities to be shown in the zonal plan, important factors on which zonal plan are based.

Details have also been given of physical dimensions of Trans Yamuna Area, decisions taken so far and details of 23 sectors of planning of trans yamuna area. Names of these 23 sectors have been given under:-

1. Residential Plotted Development.
2. Plotted Co-operative House Building Societies.
3. Resettlement Colonies.
4. Group Housing by Delhi Development Authority.
5. Rehabilitation Colonies.
6. Residential units by other Organisations/Departments than DDA.
7. Large residential complexes in Trans Yamuna Area.
8. Group Housing Co-operative Societies.
9. Unauthorised Regularised Colonies.
10. Unauthorised Colonies.
11. Urban & Rural Villages.
12. Plotted Industrial Schemes.
13. Non-conforming Industrial Units.
14. Institutional Complexes.
15. Service Centres.
16. Facility Centres.

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17. Wholesale Markets.
18. Commercial Complexes.
19. Social Infrastructure.
20. Recreational Complexes.
21. Physical Infrastructure.
 - i) Water.
 - ii) Sewage Disposal.
 - iii) Power.
 - iv) Storm Water Drainage.
 - v) Gas Supply.
 - vi) Passenger Trips.
 - vii) Telephone System.
 - viii) Scavenging & Sanitation.
 - ix) Fire Services.
22. Traffic & Transportation.
23. Projects concerning to Slum Wing, DDA.

The item is placed before the Technical Committee of the DDA giving outlines of system and inputs of preparation of zonal plan of trans yamuna area. All above details will be transferred on the base map of the area after getting the same, from National Remote Sensing Agency, Hyderabad.

PREPARATION OF LARGE AREA (ZONAL) PLANS CASE EXAMPLE OF TRANS-YAMUNA AREA

BACKGROUND;

0.1 Delhi is divided into 15 planning zones and many sub-zones whose plans are prepared under Section-8 of Delhi Development Act, 1957; Details are given in Appendix No. .1 and extracts given as under:-

A. Zonal Plan will show locations and extents of land uses, public and semi-public buildings, utilities and services, roads, housing, recreation, industries, business, markets, schools, hospitals, public and private open spaces, standard of population, density, alignment of buildings, system of maintenance of various components of development etc.

Preparation of zonal plans (now called sub-zonal plans) was started in early sixties. Initially, the entire job was done by Town & Country Planning Organisation, Govt. of India and then in late seventies, it was transferred to Delhi Development Authority. Upto March, 1991 i.e. last 30 years, plans of various sub-zones were prepared and processed under various stages. Position was on 31st March, 1991 was that plans of 56 sub zones were approved by Central Govt., 23 submitted to Govt./referred back, 11 approved by the Authority/Screening Board/being processed for submission to the Govt., 36 belongs to special area, 10 of railways/defence area and 4 have not been taken up due to major changes in landuse. Zonewise details have been given in Appendix No. .2.

0.2 Inadequacy and incompleteness of zonal plans prepared so far:

i) None of the zonal plans prepared, finalised and approved has provisions of physical infrastructure i.e. water lines, sewer lines, storm water drains, power lines etc. Though, computer based software are available yet so far no expertise has been developed. The result being that none of the zonal plan is complete in this respect.

ii) Some of the zonal plans are in the scale of 1:6000 or 1"=500'. These plans are readable and correct, inferences can be drawn.

Many zonal plans are in the scale of 1:10,000 and are not good for any purpose, as these are not readable, non-conclusive and specific properties cannot be identified in the plan.

It is strongly recommended that zonal plans should not be in the scale less than 1:5000.

iii) All zonal plans prepared so far are on base maps prepared based on aerial surveys, but in sixtees or seventees. In this dynamic situation, site conditions, landuse pattern are substantially changed after every five years, as such, zonal plans should be based on 1990s base maps.

All example, in Trans-Yamuna Area none of the draft zonal plan tallies with the site even to 10% of the existing physical features.

0.3 Provisions as given in MPD-2001:

Zonal (Divisional) Plan:

The Union Territory of Delhi is divided into 15 zones (divisions). The approximate area in each zone (division) is given as under and shown in the map.

Name of the Zone		Area in Hect.
A.	Old City	1159
B.	City Extension (Karol Bagh)	2304
C.	Civil Lines	6855
E.	Trans Yamuna	8797
F.	South Delhi I	11958
G.	West Delhi I	11865
H.	North West Delhi I	5677
J.	South Delhi II	15178
K.	West Delhi II	12056
L.	West Delhi III	22979
M.	North West Delhi II	8213
N.	North West Delhi III	15851
O.	River Yamuna	6081
P.	North Delhi	15707
		148639

0.4 Broad facilities to be shown in the Zonal Plan:

Neighbourhood play area, intermediate hospital A, intermediate hospital B, Poly Clinic, nursing home, integrated school with hostel facilities, integrated school without hostel facilities, school for handicapped, college, police station, LPG godown, SKD/LDO Station, electric sub-station, community centre with service centre, organised informal sector eating places, district sport centre, petrol pump, bus terminal, green park, general hospital, telephone exchange, telegraph office, head post office and administrative office, fire station, electric sub-station, 220 KV petrol pump with service facilities, district centre, bus terminal, bus depot, technical education centre-A, technical education centre-B, police battalion and district office, district jail, home-guard district level, socio-cultural, local wholesale market, divisional sport centre, etc.

0.5 Important factors on which zonal plans are based:

- i) Base maps in the scale of
 - a) 1:10000 and
 - b) 1:5000
- ii) Land ownership map and land policy
 - a) Existing
 - b) Proposed
- iii) Landuse at meso level and location of economic activities
 - a) Existing
 - b) Proposed
- iv) Plans of physical infrastructure
 - a) Existing
 - b) Proposed
- v) Plans to stop and control water, air and noise pollution
- vi) Plans of traffic & transportation, inter-zonal and intra-zonal
 - a) Existing
 - b) Proposed
- vii) Plans of social infrastructure
 - a) Existing
 - b) Proposed

viii) Broad economics on development and construction of urban spaces

So far, nowhere in the country, zonal plans on this system have been prepared, as such, they are not complete, comprehensive document and do not serve the purpose of preparation of detailed plans of urban spaces, their development and construction. Zonal plans in Delhi Development Authority are being prepared since three decades, but so far, there is not a single zonal plan showing total development of physical infrastructure, social infrastructure, economic infrastructure, circulation and environmental infrastructure.

In the next part of the chapter, a case study of trans-yamuna area of preparation of zonal plan has been given, with details of 8 points to the extent available. Once base maps in the scale of 1:5000 with the help of aerial surveys are available, then these various points/data can be plotted on the base map and can be presented.

0.6 Zonal Plan of Trans-Yamuna Area:

i) Physical Dimensions:

Union Territory of Delhi is divided into two distinct divisions, one in the east of river Yamuna and the second in the west. Area of the portion in the east of river Yamuna called Trans-Yamuna Area is in 8797 hect., surrounded by U.P. State on three sides with Loni in the north, extensions of Ghaziabad in the east, and Noida in the south. This large complex, mostly have substandard areas, except new developments in 20% of the area, residential complexes of cooperative house building societies plus colonies developed by DDA. Sooner or later, this entire Complex of 88 sq.km. has to be planned, coordinated, integrated, evaluated and monitored by one single authority; of course, development & construction of urban spaces can be by many authorities, organisations and departments.

Population of Trans-Yamuna Area was 43,8000 in 1971, 96,4000 in 1981, 1.93 million in 1990, expected to be 2.13 million in 1995, 2.2 million in 2001 and 2.4 million in 2010 A.D.

As per Master Plan-62, the entire area was divided into 16 Planning Zones (Sub Zones), leaving out areas in the north of Wazirabad Road, in the south of National Highway No.24. In MPD-2001, these areas were added up and three more Planning Zones (Sub Zones) were created, making total number of 19 sub-zones namely - E-1, E-2, E-3.....E-19.

ii) Decisions about comprehensive planning:

The area is very important and has many complicated problems in terms of inadequate physical, social and economic infrastructure. The Ministry of Urban Development in January, 1978 decided "to set up a Planning Group" for Comprehensive Planning & Development of Trans-Yamuna Area, but so far no success has been achieved. If this had been done, then lot of progress in Trans-Yamuna Area would have taken place. Following were the terms of references:-

- To study the present status of development in the area.
- To suggest proposed lines of development in the various sectors in accordance with the Master Plan recommendations and other Govt. Orders and also the existing development that has already taken place.
- To recommend priority actions for development in phases.
- To indicate capital budget estimates for the purpose of implementation of the development plans.
- To suggest suitable organisational machinery for implementation of the development plan.
- To consider all matters ancillary to the above terms of references.

iii) Creation of a separate Board for TYA with suitable structure and functions:

A separate Board may be created based on decisions taken by the Ministry of Urban Development in its Order dated 7.1.78 with total functions of physical, financial and legal planning of entire Trans-Yamuna Area in 88 sq.km., for all the subjects namely - water supply, sewage disposal, storm water drainage, power, tele-communication, roads, urban rail, gas supply, residential colonies, industrial colonies, convenient shopping centres, local shopping centres, community shopping centres, district centres, sub-central business district, environmental improvement in slum areas, environmental improvement in shanties/jhuggi clusters, sites & services, night shelters, community hall/libraries, buildings of education, health, social security, social justice, residential flats, commercial buildings, cooperative group housing societies, large gardens, sports complex, location of social infrastructure, i.e. of all the levels namely - trunk, peripheral and internal. Once all the plans were there, then development and construction of urban spaces would be directly or indirectly by this Board with proper coordination, integration, evaluation and monitoring.

iv) Plans of various components namely - a) Land use at meso level; b) plans of physical infrastructure; c) Plans to stop & control pollution; d) Plans of traffic & transportation and e) Plans of social infrastructure would be prepared based on details in 23 sectors of planning of Trans-Yamuna Area given from paragraph 33.1 to 33.23. Names are given under:-

1. Residential Plotted Development
2. Plotted Co-operative House Building Societies
3. Resettlement Colonies
4. Group Housing by Delhi Development Authority
5. Rehabilitation Colonies
6. Residential units by other Organisations/Departments than DDA
7. Large residential complexes in Trans-Yamuna Area
8. Group Housing Co-operative Societies
9. Unauthorised Regularised Colonies
10. Unauthorised Colonies
11. Urban & Rural Villages
12. Plotted Industrial Schemes
13. Non-conforming industrial Units
14. Institutional Complexes
15. Service Centres
16. Facility Centres
17. Wholesale Markets
18. Commercial Complexes
19. Social Infrastructure
20. Recreational Complexes
21. Physical Infrastructure -
 - Water
 - Sewage disposal
 - Power

- Storm Water Drainage
- Gas Supply
- Passenger Trips
- Telephone System
- Scavenging & Sanitation
- Fire Services

22. Traffic & Transportation

23. Projects concerning to Slum Wing, DDA.

1. Residential Plotted Development:

- i) Plotted development done by Delhi Improvement Trust.
- ii) Plotted development done by Ministry of Rehabilitation.
- iii) Colonies developed by private colonisers, namely - DLF, etc.
- iv) Plotted development done by Delhi Development Authority.
- v) 45 plotted co-operative house building societies.
- vi) 7 large resettlement colonies

DDA developed in late '60s one colony namely - Vivek Vihar in an area of 105 hect. and in '70s, Yamuna Vihar in 80 hect. These two colonies have been developed and there is no further scope of any additions or subtraction, except minor modifications.

2. Plotted Co-operative House Building Societies:

In early '70s, Delhi Administration/DDA allotted 434 hect. of land to 43 C.H.B.S. Internal development of all these colonies was done by the societies themselves and peripheral development was to be done by Delhi Development Authority, who has done part of the job.

Action on following points should be taken:-

- i) Peripheral infrastructure should be completed by DDA, and for this cost of actual expenditure should be charged from the beneficiaries.
- ii) Many sites of social infrastructure are lying vacant and are being encroached upon. Concerned departments of MCD and Delhi Admn. should construct buildings over there. If funds are not available for the construction of permanent buildings, then concerned departments should start functioning in tents.

- iii) There is a provision of many community shopping centres, local shopping centres and convenient shopping centres. Hardly 20% have been built upon by DDA. It is stressed that all the centres should be taken up for proper planning, development, construction and disposal. While planning the centres, due care should be taken to provide adequate parking.

3. Resettlement Colonies:

There are 7 large resettlement colonies namely - i) Nandi Nagari-i & ii including Sunder Nagari in 50.58 hect.; ii) Gokapuri in 14.86 hect.; iii) Old and new Seemapuri in 38.94 hect.; iv) Marginal Bundh Shahdara in 34.2 hect.; v) Seelampur old & new in 83.6 hect.; vi) Trilokpuri, Kalyanpuri, Khichripur and Himmatpuri in 168 hect. and vii) Kondli-Gharoli Complex.

In 1975-76, in these colonies, physical infrastructure was laid at the rate of one hand pump for 31 families, one water hydrant for 70 families or an average of one water point for 22 families, one W.C. seat for 7 families. Later on, number of water points and W.C. seats was increased. Plots for social infrastructure were provided at the rate of one college for 1.5 lakh population, one hospital for 1.5 lakh population, one cinema hall with 1,000 seating capacity for one lakh population, one fire station for one lakh population, one police station for one lakh population; one senior secondary school for 10,000 population; one primary school for 5,000 population, one nursery school for 5,000 population; one dispensary for 14,000 population; one community hall/library for 20,000 population; one religious site for 3,000 population; one police post for 25,000 population, one shop for 15 persons, etc. Some of the sites have been built upon and some have been encroached upon and some are lying vacant.

Action should be taken on the following points:

- i) Laying of peripheral physical infrastructure i.e. water lines, sewer lines and electric lines should be completed by Municipal Corporation of Delhi at the earliest. Every year, plan funds are given by Delhi Admn.
- ii) Sites of social infrastructure which are encroached upon or lying vacant should be got vacated and used for the facilities purposes.

4. Group Housing by Delhi Development Authority:

During the last 18 years, DDA constructed/is constructing 52,834 dwelling units in 21 colonies. Besides these, there are only few pockets where construction of group housing pockets is being taken up. These should be completed in time.

5. Rehabilitation Colonies:

In Trans Yamuna Area, there are some rehabilitation colonies like Geeta Colony, Krishna Nagar, Navin Shahdara, etc.

In Geeta Colony, many plots were transferred by the Ministry of Rehabilitation to DDA as a part of package-deal of payment of Rs.300 million for all left out pockets of rehabilitation colonies for the purpose of planning, development and disposal. Action is being taken to plan, develop and/or construct urban spaces. This should be done in time.

6. Residential units by other Organisations/Departments than DDA:

Residential units have been constructed from time to time by other organisations/departments than DDA. These organisations are - i) Police Deptt.; ii) educational institutions; iii) NDMC staff housing; iv) PWD staff housing; v) MCD staff housing; vi) housing for scavengers (Safai Karamcharis). Colonies like Dilshad Garden, Jyoti Nagar and Vishwas Nagar have been developed by colonisers.

Requirements of various departments for housing needs should be prepared after discussing the matter with them, housing pockets should be earmarked to the extent possible. It is clarified that there is little scope of allotment of residential land to any of the govt. department, or cooperative society, due to non-availability of land in part of Delhi.

7. Large residential complexes in Trans-Yamuna Area:

i) Area in the north of Wazirabad Road:

A report and plan on development of a large residential complex of 1515 hect. was prepared in 1985, but no further action was taken, the result being that most of the areas now have been encroached upon and filled up by unauthorised colonies. In the Complex, there are 10 villages, 11 unauthorised colonies, one 100 mgd. treatment plant and one resettlement colony.

Proposed land use of the Complex is as under:-

	Area in hect.	%age
- Residential including villages, resettlement colony, plotted development and group housing	679.5	44.9
- Work spaces	57.45	3.8
- Govt. Offices	65.39	4.3
- Public & semi-public facilities	123.03	8.1
- Recreational	463.19	30.6
- Circulation	71.64	4.7

ii) 658 hect. in the south of Hindon Cut:

The Complex has been planned, largely developed and constructed upon. There are three villages, namely - Dallupura, Gharoli & Kondli, one Dairy Farm and one Sewage Treatment Plant.

The area has been proposed for -

	Area in Hect.	%age
- Residential	322.0	49.0
- Commercial	24.6	3.7
- Part of Integrated Freight Complex	80.0	12.2
- Public & semi-public facilities	122.5	18.6
- Recreational	50.6	7.7
- Circulation	58.5	8.9
- 126 hect. of land has been allotted to 50 group housing societies.		
- 12000 plots of 26 sq.mt. are being developed.		
- In 62 hect. of land, a sewage treatment plant has been constructed.		

This is a large Complex of development of various uses with the DDA. Though, lot of work has already been done, yet following action is to be undertaken:

- Construction of 36 mt. wide road parallel to Hindon Cut.
- Grade separator of 45 mt. wide road on the periphery of the scheme with NH-24.
- Planning, development and construction of convenient shopping centres, local shopping centres, community shopping centres and one Distt. Centre.
- Planning, development and construction of an integrated freight complex.
- Allotment of sites of social infrastructure to govt., semi-govt. and registered societies.

8. Group Housing Co-operative Societies:

Pockets of residential land were identified, planned and allotted to 217 group housing co-operative societies with a break-up of - 4 in Geeta Colony; 6 in CBD Shahdara; 118 in Mandavali Fazalpur; 16 in Mayur Vihar Phase-I; 22 in Mayur Vihar Phase-II and 51 in Dallupura. Plans of these Complexes were approved even from Urban Arts Commission and then pockets were handed over. In 80% of the cases, flats have also been built upon. Following further action has to be taken.

- i) Landscape plans of these six Complexes should be prepared and sent to DUAC for approval, as it was one of the conditions of approval of layout plans of Delhi Urban Art Commission.
- ii) Plans of sites of social infrastructure should be prepared, finalised and buildings constructed by concerned departments of Delhi Admn., MCD, registered societies, etc.
- iii) There are some sites earmarked for convenient shopping centres and local shopping centres. Plans of these centres should be prepared, executed and developed pockets should be disposed off.

9. Unauthorised Regularised Colonies:

In this part of Delhi, there are 87 unauthorised regularised colonies which were transferred to MCD in 1987. Location of these colonies are - i) 3 in east of Loni Road; ii) 6 in Bhajanpura Complex; iii) 3 in Mayur Vihar Compoex; iv) 11 in Brahampuri Complex; v) 6 in Zaffrabad Compoex; vi) 9 in Usmanpur Complex; vii) 11 in Shakarpur Complex; viii) 21 in Laxmi Nagar Complex; ix) 3 in Mauzpur Part-II Complex and x) 14 in Patparganj

Complex. Details have been given in Chapter No.,..... Following action is required:-

- i) Pockets earmarked for social infrastructure should be acquired by putting Section-4,6 & 17 simultaneously, taking possession and protecting it.
- ii) Collection of premium from the residents whose structures have been regularised on govt. land should be done as per formula worked out by Srinivasan Committee.
- iii) Collection of development charges from beneficiaries and for this, if necessary, modifications in D.D.Act as well as in Municipal Corporation Act should be brought out.
- iv) Development of all these colonies should be undertaken, but only with the funds to be collected from beneficiaries, with the help of cooperative societies.

33.10 .Unauthorized Colonies:

In Trans-Yamuna Area, there are many unauthorised colonies which have so far not been regularised as they are not covered under latest govt. orders of Feb., 1977. Mostly, these colonies are in the north of Wazirabad Road and left out pockets either for social infrastructure or otherwise, in unauthorised regularised colonies.

So far, there is no quantification of the problem and further action for regularisation of these colonies have to be undertaken as per general policy yet to be formulated for all such colonies in Delhi. It is clarified that so far no policy decision has been announced by the Ministry of Urban Development, govt. of India.

11. Urban & Rural Villages:

There are 41 villages with a break-up of 14 in the north of Wazirabad Road, 10 between Wazirabad Road & G.T. Shahdara Road, 10 between G.T. Shahdara Road & National Highway No.24 and 7 in the south of NH-24. Out of 41 villages, earlier 17 were urban and 24 rural, but now all these villages have urban character, as such, 24 villages should also be notified under Section-517 of D.M.C. At, to make them urban, plans prepared and development should be undertaken.

Some important points have been given under:-

- i) Physical surveys of all the 41 villages should be conducted showing all the physical features.
- ii) Physical and financial plans of all these villages should be prepared.

- Construction of 36 mt. wide road parallel to Hindon Cut.
- Grade separator of 45 mt. wide road on the periphery of the scheme with NH-24.
- Planning, development and construction of convenient shopping centres, local shopping centres, community shopping centres and one Distt. Centre.
- Planning, development and construction of an integrated freight complex.
- Allotment of sites of social infrastructure to govt., semi-govt. and registered societies.

8. Group Housing Co-operative Societies:

Pockets of residential land were identified, planned and allotted to 217 group housing co-operative societies with a break-up of - 4 in Geeta Colony; 6 in CBD Shahdara; 118 in Mandawali Fazalpur; 16 in Mayur Vihar Phase-I; 22 in Mayur Vihar Phase-II and 51 in Dallupura. Plans of these Complexes were approved even from Urban Arts Commission and then pockets were handed over. In 80% of the cases, flats have also been built upon. Following further action has to be taken.

- i) Landscape plans of these six Complexes should be prepared and sent to DUAC for approval, as it was one of the conditions of approval of layout plans of Delhi Urban Art Commission.
- ii) Plans of sites of social infrastructure should be prepared, finalised and buildings constructed by concerned departments of Delhi Admn., MCD, registered societies, etc.
- iii) There are some sites earmarked for convenient shopping centres and local shopping centres. Plans of these centres should be prepared, executed and developed pockets should be disposed off.

9. Unauthorised Regularised Colonies:

In this part of Delhi, there are 87 unauthorised regularised colonies which were transferred to MCD in 1987. Location of these colonies are - i) 3 in east of Loni Road; ii) 6 in Bhajanpura Complex; iii) 3 in Mayur Vihar Compoex; iv) 11 in Brahampuri Complex; v) 6 in Zaffrabad Compoex; vi) 9 in Usmanpur Complex; vii) 11 in Shakarpur Complex; viii) 21 in Laxmi Nagar Complex; ix) 3 in Mauzpur Part-II Complex and x) 14 in Patparganj

Complex. Details have been given in Chapter No..... Following action is required:-

- i) Pockets earmarked for social infrastructure should be acquired by putting Section-4,6 & 17 simultaneously, taking possession and protecting it.
- ii) Collection of premium from the residents whose structures have been regularised on govt. land should be done as per formula worked out by Srinivasan Committee.
- iii) Collection of development charges from beneficiaries and for this, if necessary, modifications in D.D.Act as well as in Municipal Corporation Act should be brought out.
- iv) Development of all these colonies should be undertaken, but only with the funds to be collected from beneficiaries, with the help of cooperative societies.

33.10 . Unauthorized Colonies:

In Trans-Yamuna Area, there are many unauthorised colonies which have so far not been regularised as they are not covered under latest govt. orders of Feb., 1977. Mostly, these colonies are in the north of Wazirabad Road and left out pockets either for social infrastructure or otherwise, in unauthorised regularised colonies.

So far, there is no quantification of the problem and further action for regularisation of these colonies have to be undertaken as per general policy yet to be formulated for all such colonies in Delhi. It is clarified that so far no policy decision has been announced by the Ministry of Urban Development, govt. of India.

11. Urban & Rural Villages:

There are 41 villages with a break-up of 14 in the north of Wazirabad Road, 10 between Wazirabad Road & G.T. Shahdara Road, 10 between G.T. Shahdara Road & National Highway No.24 and 7 in the south of NH-24. Out of 41 villages, earlier 17 were urban and 24 rural, but now all these villages have urban character, as such, 24 villages should also be notified under Section-517 of D.M.C. At, to make them urban, plans prepared and development should be undertaken.

Some important points have been given under:-

- i) Physical surveys of all the 41 villages should be conducted showing all the physical features.
- ii) Physical and financial plans of all these villages should be prepared.

- iii) Development works in these villages should be completed to the extent not done so far. Along with development, adequate number of community halls/libraries and Barats Ghars should be constructed.

12. Plotted Industrial Schemes:

In late '60s, Delhi Development Authority developed an industrial estate namely - Jhilmil, in an area of 109 hect. for light and service type of industries. The industrial estate is functioning since last 15-20 years. Another industrial estate of 100 hect. at Patparganj is being planned and developed by Directorate of Industries, Delhi Admn. The estate is under development and expected that in the 8th Five Year Plan, 50% of the industrial urban spaces would function. An another area of 80 hect. in Kondli Complex is reserved for industrial use. Now the view is to develop this area for a large truck terminal/integrated freight complex.

13. Non-conforming Industrial Units:

The problem of shifting of non-conforming industrial units in Trans-Yamuna Area is under consideration in Delhi Development Authority since early '60s. Last decision on the subject took place under the chairmanship of the then Minister of Works & Housing on 18.12.74 to shift all such non-conforming industrial units. Details of the subject are available in DDA's resolution Nos.434 dated 30.8.66; 471 dated 8.6.67; 2 dated 21.2.70; and 162 dated 26.7.71. After 1974, no substantial action was taken. Many of the non-conforming industrial units are large and their shifting within Trans-Yamuna Area is not feasible. These units have to be shifted to Noida or in industrial areas developed by Ghaziabad Development Authority.

A policy decision should be taken after considering all the resolutions of DDA and govt. decisions from time to time.

14. Institutional Complexes:

Trans-Yamuna Area is devoid of social and cultural facilities. Only 3 institutional areas have been planned so far and developments have yet to take place. For a projected population of 2.4 million, few more institutional areas have to be planned and developed. Names of these institutional complexes are as under:-

- i. Vishwas Nagar
- ii. Karkardooman
- iii. South of Vikas Marg Extension

15. Service Centres:

In MPD-2001, 11 service centres have been proposed. Their locations are - i) near Shastri Park Distt. Centre; ii) South of Road No.68 near Jyoti Nagar; iii) Tahirpur Village - 4 hect.; iv) Kardampuri - 8 hect.; v) near Yamuna Sports Complex - 1.5 hect.; vi) Karkardooman institutional area - 3 hect.; vii) Autocomobile Centre - 2.25 hect.; viii) Kondli industrial area - 2.5 hect.; ix) near Dallupura Distt. Centre - 3.5 hect.; x) Jhilmil industrial area - 3.2 hect.; xi) Patparganj Industrial Area - 3.15 hect.

Location of these service centres should be reconsidered, as most of the sites are not available and were encroached upon even at the time when these were proposed in the Master Plan.

16. Facility Centres:

19 Facility Centres, names given under were proposed in a total area of 183.4 hect.(458.4 acres), in MPD-2001. Few sites are encroached upon and cannot be used for the purpose of development till encroachments are removed or their alternate sites are found out.

	Area in Hect.
1. FC-8 - West of Loni Road	16
2. FC-9 - South of Wazirabad Road & east of Loni Road	2.2
3. FC-10 - Tahirpur	13.5
4. FC-11 - near Shastri Park Distt. Centre	14.5
5. FC-12 - Gandhi Nagar	16
6. FC-13 - CBD Shahdara	23.55
7. FC-14 - Vivek Vihar	2.10
8. FC-15 - Yojna Vihar	3.00
9. FC-16 - Anand Vihar	11.5
10. FC-17 - Vishwas Nagar	6.75
11. FC-18 - Karkardooman	20.00
12. FC-19 - Geeta Colony	12.5
13. FC-20 - Geeta Colony	1.6
14. FC-21 - Geeta Colony	1.00
15. FC-22 - Mandawali Fazalpur	5.25
16. FC-23 - near Mother Dairy	3.75
17. FC-24 - Kalyanpuri	8.5
18. FC-25 - Kondli	14.4
19. FC-26 - Dallupura	7.3

17. Wholesale Markets:

In 1980's, Delhi Agricultural Marketing Board prepared a comprehensive report including of Trans-Yamuna Area for the planning, development and construction of wholesale markets upto the end of the century and position is as under:-

	Area in Hect.	Rs. Crores
Fruit & Vegetable Markets		
*Loni Road	6	1.2
Gazipur	20	6.0
*CBD Shahdara	4	1.2
*Shastri Park	4	1.2
Grain Markets		
Gazipur	20	6.0
*North of Wazirabad Road	20	6.0
Fodder Market - Gazipur	4	1.2
Fish & Poultry Market - Gazipur	6	8.0

It was also proposed to shift - i) existing fruit & vegetable market from Bhola Nath Nagar; ii) existing fruit & vegetable market from Jheel Khuranja; and iii) Grain Market from Shahdara Town to developed wholesale markets.

Now the position is changed, as a large wholesale market would be developed in the north & south of National Highway No.24 near Gazipur. Sites earmarked as * are not available.

18. Commercial Complexes:

In Trans-Yamuna Area, there are only few organised commercial markets, otherwise majority of shops are unauthorised, unintended, in unorganised and unplanned markets; except in '80s, DDA planned and developed some new commercial centres like Preet Vihar Community Shopping Centre. Following is the position of various commercial centres:-

i. Sub Central Business District:- Planning of the same is going on since 1979, but so far no progress has been made.

ii. District Centres:-

- a) Laxmi Nagar
- b) Shastri Park
- c) Loni Road
- d) Dilshad Garden
- e) Mayur Vihar
- f) Dallupura

Out of six District Centres to be planned, developed and constructed in Trans-Yamuna Area, work is going on only for the development of Laxmi Nagar District Centre. On others, practically there is no progress. Land of Loni Road District Centre is already encroached upon and likewise, if timely action is not taken, other District Centres may also be encroached upon. Laxmi Nagar District Centre, planning of which is done by DDA is also not as per planning norms and parking provisions. This District Centre, if developed fully, will create traffic and transportation problems, so even at this stage, modifications in the plans should be done.

iii. Community Shopping Centres:

- a) Nand Nagari
- b) Dilshad Garden
- c) Yamunapuri
- d) Karkardooman
- e) Yojna Vihar
- f) Mayur Vihar Phase-I
- g) Preet Vihar
- h) Mandawali Fazalpu
- i) Kondli Gharoli
- j) Dallupura
- k) Loni Road
- l) Vihar Vihar (Societies area)
- m) Facilities-cum-Community Centre at Trilokpuri (Patparganj).

So far, only one Community Shopping Centre at Preet Vihar has been developed. Two others, one at Nand Nagari and the second at Trilokpuri are being planned by Slum Wing, DDA. These two Community Shopping Centres are planned based on parking provisions as per 1976 notification and govt. of India's guidelines of Feb., 1988. Planning of other C.S.C. has to be expedited and assured that these are as per latest parking norms.

iv) Local Shopping Centres and Convenient Shopping Centres:

As per planning norms, i.e. one local shopping centre for 15,000 population and one convenient shopping centre for 5,000 population; for a total population of 22 lakh, there should have been about 146 community shopping centres and 448 convenient shopping centres. 60% demand of the shopping activities at these two levels is fulfilled by existing markets, so plans for 40% should be prepared and implemented.

Planning of all commercial areas i.e. Sub-Central Business District, District Centres, Sub District Centres, Community Shopping Centres and other commercial centres should be expedited. Even today also, this entire job is being done with the help of outside Consultants, but due to lack of proper monitoring the progress is slow.

Project reports of each project should be prepared in a comprehensive way giving details of physical planning, financial planning and its coordination, integration, evaluation with the DDA and with other govt. departments.

19. Social Infrastructure:

- i. One general hospital for 2.5 lakh population.
- ii. One intermediate hospital (category-A) for one lakh population.
- iii. Intermediate hospital (category-B) for one lakh population.
- iv. Poly-clinic for one lakh population.
- v. Nursing Home, child welfare & maternity centre - one for 45,000 population.
- vi. Dispensary - one for 15,000 population.
- vii. Pre-primary/nursery school - one for 2.5 lakh population.
- viii. Primary school - one for 5,000 population.
- ix. Sr. Secondary School - one for 7,500 population.
- x. Integrated school without hostel facility - one for one lakh population.
- xi. Integrated school with hostel facility - one for one lakh population.

- xii. School for handicapped - one for 45,000 population.
- xiii. College - one for 1.25 lakh population.
- xiv. Technical Education Centre (A) - one for 10 lakh population.
- xv. Technical Education Centre (B) - one for 10 lakh population.
- xvi. Telephone lines - one for 10 persons.
- xvii. Departmental telegraph office (booking counter) - one for 5 lakh population.
- xix. Post office - one for 15,000 population.
- xx. Head Post Office with delivery office - one for 2.5 lakh population.
- xxi. Head Post Office and Administrative Office - one for 5 lakh population.
- xxii. Police Station - one for 90,000 population.
- xxiii. Police Post - one for 40-50,000 population.
- xxiv. District Office & Battalion - one for 10 lakh population.
- xxv. District Jail - one for 10 lakh population.
- xxvi. Civil Defence & Home-Guards - one for 10 lakh population.
- xxvii. Fire service - 2 units for one lakh population.
- xxviii. Areawise; 12-15% of the total gross area should be provided for public and semi-public facilities. On this basis, about 1200 hect. should be provided for this purpose, but actual availability is much less, so more attention should be paid and wherever vacant pockets are available should be used for social infrastructure subject to land use and consideration of physical infrastructure.

20. Recreational Complexes:

It is proposed to develop following Complexes:-

- i. Yamuna Sports Complex
- ii. Bidiwala Bagh on Loni Road
- iii. Near Shdstri Park District Centre
- iv. Near Leprosy Hospital
- v) Navin Shahdara Lake
- vi. Sanjay Lake/Sir Sobha Singh Park
- vii. Tree plantation along Gazipur Drain
- viii. Green strip along Noida boundary
- ix. Green areas along National Highway No.24/Gazipur
- x. Development of river Yamuna bed
- xi. Children park at Vivek Vihar
- xii. Children park at Bahubali Society Area
- xiii. Children park at Sanjay Lake
- xiv. Group housing area sports complex
- xv. Four Yoga & Nature-cure Centres

21. Physical Infrastructure:

Requirements of services for ultimate population of 2.2 million by the end of the century, of Trans-Yamuna Area would be as under:-

- i. Water @ 80 gallons per day per capita - 176 mgd.
- ii. Sewage disposal @ 64 gallons per day per capita - 140 mgd.
- iii. Power @ 30 MW per lakh population - 660 MW
- iv. Storm water drainage - as per site conditions.

- Gas supply @ 5 kg. per head per month - 1.32 lakh ton per year.
- vi. Telephones @ one connection per 10 persons - 2.2 lakh lines.
- vii. Scavenging & sanitation (garbage disposal) @ 600 gms. per day per head - 4.775 lakh tons per year.
- viii. Fire services @ 2 units per lakh population - 44 units.

i. Water:- The entire Trans-Yamuna Area can be divided into following four parts with outline proposals as given under:-

- a. Area in the north of Wazirabad Road - no details have been formulated.
- b. Between Wazirabad Road & National Highway No.24 - 8 overhead tanks and 5 underground tanks have been constructed/being constructed.
- c. Between NH-24 & Hindon Cut - one overhead tank and 5 underground tanks are being constructed.
- d. Between Hindon Cut & Noida - details are being formulated.

ii. Sewage Disposal:- Ultimate sewage disposal would be 140 mgd. Ultimate capacity of Kondli Treatment Plant would be 100 mgd. and an additional sewage treatment plant of 40 mgd. in the north or south of Wazirabad Road has to be located.

iii. Power:- No separate details for Trans-Yamuna Area are available. For Delhi, as per projections made by the 13th Power Survey Committee of Central Electricity Authority, the maximum demand will reach to 2389 MW by the end of 8th Five Year Plan. Power requirements of Delhi are met from I.P. Station, Badarpur Thermal Power Station, Rajghat Power House, Barasuile Hydro-electric Project of NTPC, Singrauli Super Power Thermal Project of NTPC, ANTA & AURIYA Gas Turbines of NTPC and northern regional grid.

It is proposed to bridge the gap of power from the following sources:-

- a) 3X26.75 MW Waste Heat Recovery Units are proposed to be installed at the existing gas turbine site in the combined cycle mode.

b) A 400 KV ring is being established around Delhi which will bring bulk power to Delhi from the centrally sponsored schemes that are coming up in the northern region.

c) It is proposed to instal a 900 MW combined cycle project near Bawana at the 400 KV Sub-Station site. The project feasibility report for this work has been prepared by Central Electricity Authority who are acting as Consultants to DESU.

Important point is that a detailed comprehensive physical and financial plan of water supply, sewage disposal and power supply for TYA, giving details at macro, meso and micro level should be prepared, finalised and approved by the competent authority.

iv. Storm Water Drainage:- Master Plan of Storm Water Drainage as prepared by I&F, Delhi Admn., in 1973-75 is available showing details of the then existing and proposed drains. This plan was based on 1981 population projections and as such, does not perfectly hold good today. It has to be recast based on population project of TYA for 2001 i.e. 2.2 million. Following are the salient features of drainage system constructed in TYA.

a. There are following three main trunk drains constructed and maintained by I&F, Delhi Admn.

- Drain No.1 - starting from north of Wazirabad Road parallel to eastern Yamuna canal, Road No.65, 57 and then falling in Drain No.2.
- Drain No.2 - starts from G.T. Shahdara Road flows parallel to Road No.56 upto NH-24 and then it becomes Gazipur Drain.
- Shahdara Link Drain - starts from south of new rail lines and flows parallel to bund road.

b. Intermediate Drains - these drains should be marked on the plan and got implemented. It is necessary to prepare a comprehensive plan showing trunk drains, intermediate drains and internal drains of various colonies.

v. Gas Supply:- So far, no thought has been given on the subject.

vi. Telephone System:- Total required lines for this part of Delhi would be 220,000 against present availability of about 20,000. For laying 200,000 more telephone lines, at least 10 more telephone exchanges each of 20,000 lines are required. For this, adequate attention should be given.

vii. Scavenging & Sanitation:- Details as given in 8th Five Year Plan should be implemented.

viii. Fire Services:- For Trans-Yamuna Area, 44 units are required. Fire Department, MCD has asked 17 new units to be constructed in 8th Five Year Plan period (1990-95).

22. Traffic & Transportation:

Different types of problems have been listed and are as under:-

- i. Widening of bridges over river Yamuna
 - a. NH-24
 - b. I.P. Barrage
 - c. Wazirabad Barrage
- ii. Proper linkages of TYA with -
 - a. Noida
 - b. Loni
 - c. Ghaziabad
- iii. Construction of new roads.
- iv. Widening of existing roads.
- v. Grade separators of roads over roads.
- vi. Grade separators above or below railway lines.
- vii. Improvements of intersection designs.
- viii. Construction/improvement of ring road i.e. Wazirabad Road, Road No. 70, 62 & 56 (along U.P. Border), NH-24 & Road along river bund.
- ix. Express and exclusive cycle tracks.
- x. Pedestrian sub-ways.
- xi. Pedestrian paths along roads.

- xii. Truck terminals specially to remove congestion from G.T. Shahdara Road near U.P. Border.
- xiii. Construction of third Inter State Bus Terminus.
- xiv. Tube railway below Drain No.1 & 2.
- xv. Development of general parking sites.
- xvi. Replacement of diesel buses by Electric Trolley Bus.
- xvii. Bus queue shelters, bus terminals and bus depots.
- xviii. Shifting of affected petrol pumps and construction of alternate ones.
- xix. Tree plantation along major roads.
- xx. Signages along roads and intersections.
- xxi. Construction of new railway terminal.
- xxii. Construction of service garrages for different modes of vehicles.

23.

Projects concerning to Slum Wing, DDA:

- i. Environmental improvement in Slum Designated Areas including old Shahdara Area.
- ii. Environmental Improvement in J.J. Clusters.
- iii. Development of plots of sites & sites.
- iv. Insitu Development & Construction of urban spaces on shanties/jhuggi sites.
- v. Night Shelters.
- vi. Community Halls & Libraries
- vii. 5,000 small shops
- viii. Branch Office building of DDA.
- ix. Local Shopping Centres in resettlement colonies.
- x. Community Shopping Centres in resettlement colonies.

Section 8, Zonal Development Plans.

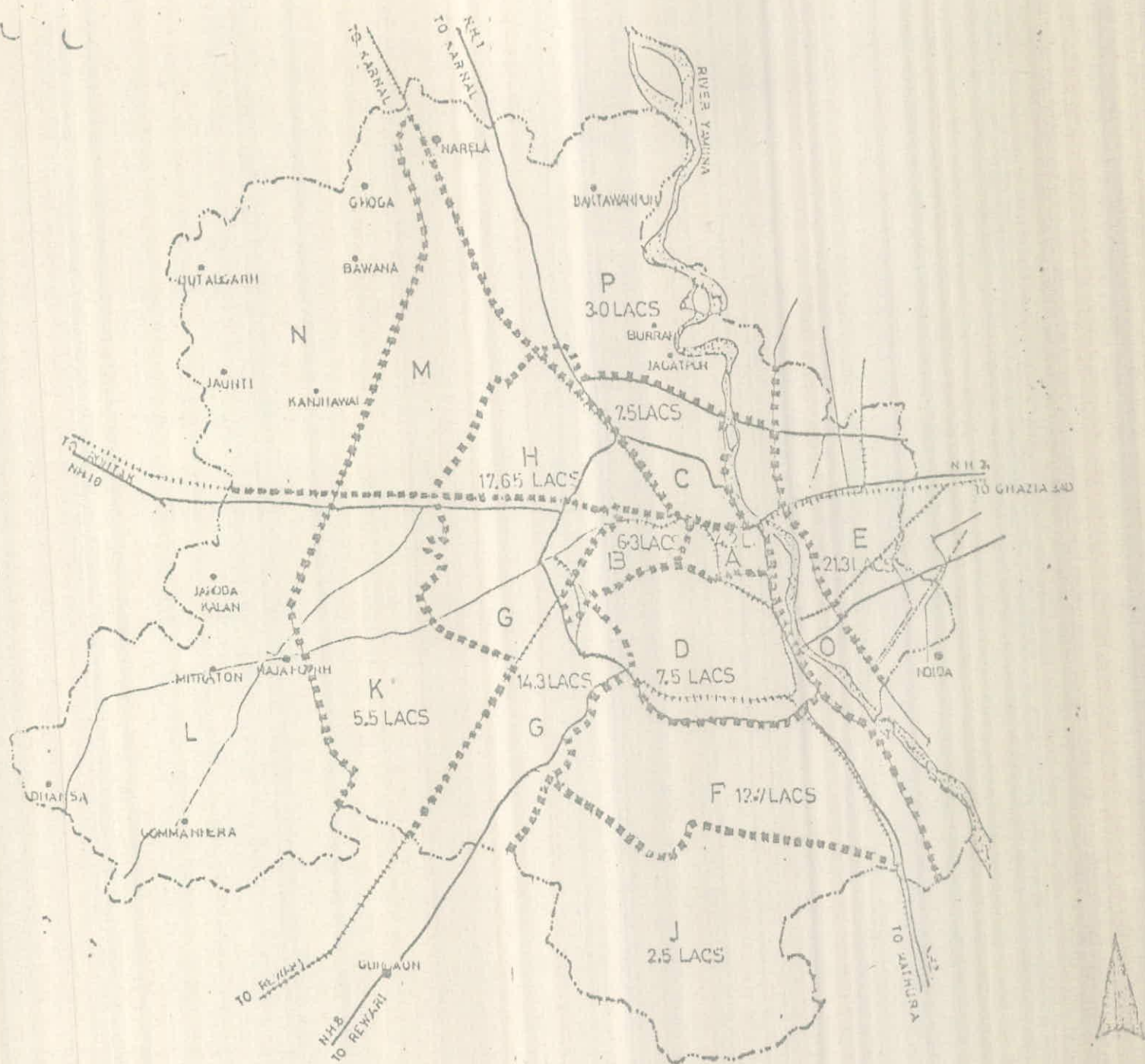
- 8.(1) Simultaneously with the preparation of the master plan or as soon as may be thereafter, the Authority shall proceed with the preparation of a Zonal Development Plan for each of the Zones into which Delhi may be divided.
- (2) A Zonal development Plan may -
- (a) contain a site-plan and use-plan for the development of the zone and show the approximate locations and extents of land use proposed in the zone for such things as public buildings and other public works and utilities, roads, housing, recreation, industry, business, markets, schools, hospitals and public and private open spaces and other categories of public and private uses;
 - (b) Specify the standards of population density and building density ;
 - (c) Show every area in the zone which may, in the opinion of the Authority, be required or declared for development or re-development; and
 - (d) in particular, contain provisions regarding all or any of the following matters, namely :
 - (i) the divisions of any site into plots for the erection of the buildings ;
 - (ii) the allotment or reservation of land for roads, open spaces, gardens, recreation grounds, schools, markets and other public purposes;
 - (iii) the development of any area into a township or colony and the restrictions and conditions subject to which such development may be

undertaken or carried out ;

- iv) the erection of building on any site and the restrictions and conditions in regard to the open spaces to be maintained in or around buildings and height and character of buildings ;
- v) the alignment of buildings on any site ;
- vi) the architectural features of the elevation or frontage of any building to be erected on any site ;
- vii) the number of residential buildings which may be erected on any plot or site ;
- viii) the amenities to be provided in relation to any site or buildings on such site whether before or after the erection of buildings and the person or authority by whom or at whose expense such amenities are to be provided;
- ix) the prohibitions or restrictions regarding erection of shops, workshops, warehouses or factories or buildings of a specified architectural feature of buildings designed for particular purpose in the locality ;
- x) the maintenance of walls, fences, hedges or any other structural or architectural construction and the height at which they shall be maintained ;
- xi) restrictions regarding the use of any site for purposes other than erection of buildings ; and
- xli) any other matter which is necessary for the proper development of the zone or any area thereof according to plan and for preventing buildings being erected haphazardly in such zone or area.

PROGRESS OF ZONAL PLAN

	1.	2.	3.	4.	5.	6.	7.
	Approved by Central Govt.	Submitted to Govt./referred back	Approved by Authority/ Screening Board/being processed for submission to Govt.	Draft Published	Special Area/TVA	Railway/ Defence Area	Plan not taken up for major change in land use
Zone (Division) A	6 Nos.	2 Nos.	-	-	17 Nos.	-	3 Nos.
Zone (Division) B	3 Nos.	-	-	-	4 Nos.	-	-
Zone (Division) C	12 Nos.	4 Nos.	2 Nos.	-	2 Nos.	-	-
Zone (Division) D	15 Nos.	6 Nos.	-	-	-	-	-
Zone (Division) E	1 No.	3 Nos.	-	-	12 Nos.	-	-
Zone (Division) F	9 Nos.	5 Nos.	2 Nos.	-	-	1 No.	2 Nos.
Zone (Division) G	3 Nos.	3 Nos.	5 Nos.	-	-	6 Nos.	-
Zone (Division) H	6 Nos.	-	-	-	-	-	2 Nos.
Zone (Division) I	1 No.	-	1 No.	-	1 No.	-	-
Grand Total	56 Nos.	23 Nos.	11 Nos.	-	36 Nos.	10 Nos.	4 Nos.



Name of zone	Area in ha	Name of zone	Area in
Old City	1159	J South Delhi.II	15178
City Extension(karol bagh)	2304	K West Delhi.II	12056
Civil lines	3959	L West Delhi.III	22979
New Delhi	6855	M North West Delhi.II	8213
Trans Yamuna	8797	N North West Delhi.III	15851
South Delhi.I	11958	O River Yamuna	6081
West Delhi.I	11865	P North Delhi	15057
North West Delhi.I	5677		

