

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft Minutes of the Technical Committee Meeting  
held on 15.4.91 at 9.30 A.M. in the Conference Room  
of Vikas Minar, 5th Floor, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY :

1. Mr. C. Noronha, Vice-Chairman (in the chair)
2. Mr. W. D. Dandage, E.M.
3. Mr. J. C. Chhabir, Commr. (Plg.)
4. Mr. Rakesh ~~Bhandari~~ Behari, Commr. (L)
5. Mr. B. L. Khurana, C.E. (Elect)
6. Mr. Santosh Auluck, C.A.
7. Mr. S. C. Gupta, Dir. (DC&P)
8. Mr. R. G. Gupta, Dir. (TYA)
9. Mr. P. C. Jain, Dir. (AP&B)
10. Mr. U. S. Jolly, Dir. (IM)
11. Mr. P. N. Degre, J.D. (TYA)
12. Mr. Chander Ballab, J.D. (AP)
13. Mr. N. K. Aggarwal, J.D. (WC & SA)
14. Mr. A. K. Jain, J.D. (ZP)
15. Mr. Prakash Narain, J.D. (T)
16. Mr. A. K. Gupta, J.D. (B)
17. Mr. Ashok Kumar, J.D. (Dwarka)
18. Mr. C. P. Rastogi, J.D. (C.C.G)
19. Mr. S. P. Pathak, Dy. Dir. (M)
20. Mr. D. K. Saluja, Dy. Dir. (T)
21. Mr. Chakarwarty, Dy. Dir. (T)
22. Mr. S. P. Bansal, Dy. Dir. (NCR & UE)
23. Mr. H. S. Sikka, Dy. Dir. (ZP)
24. Mr. Manna, Asstt. Director (ZP)
25. Mr. Dass, Dy. Dir. (AP)
26. Mr. Anil Barai, Dy. Dir. (MP) (Convenor)

TOWN & COUNTRY PLANNING ORGANISATION:

27. Mr. B. K. Arora, A.T.C.F.

L & D.O.

- "28. Mr. L. D. Ganotra, E.O.

D.E.S.U.

29. Mr. B. K. Suri, Ex. Engineer (Plg. IV)
30. Mr. B. S. Chaudhry

N.D.M.C.

31. Mr. S. V. Gupta, EE(R-I)

POLICE DEPARTMENT (Traffic)

32. Mr. Paldan, A.C.P./T/N
33. Mr. U. K. Chaudhry, A.C.P./T/E

SPECIAL INVITIES: I. M. e. L, Delhi Admin.

34. Mrs. Shailaja Chandra, Health Secy., For item No. 68/91
35. Mr. Vijay S. Madan, Project Director ---- do ----



Item No.68/91

Sub: Delhi Administration's proposal for a joint sector hospital project on 15 acres of land at Sarita Vihar - change of land use from 'utility facilities' (Sewage Treatment Plant) to 'public and semi-public' facilities (Hospital).

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Secretary (Health), Delhi Administration ~~and as also~~ <sup>project</sup>  
Project Director of the Hospital ~~(from Delhi Administration)~~ <sup>salient features of the</sup>  
explained the proposal and emphasised the urgency for the clearance of the ~~project~~ <sup>proposed site for the hospital</sup>. The Technical Committee observed that recently, ~~there has been a proposal of~~ <sup>the Railways had mooted a separate</sup>  
~~Passenger Terminal mooted by the Railways covering the~~ <sup>proposal for setting up a</sup>  
site under reference ~~(part of the Okhla Sewage Plant)~~ <sup>neighbouring area which had been earmarked partly for</sup> ~~as well as~~  
~~and the area earmarked for Facility Centre/District~~ <sup>for the residential of JDA & the Committee</sup>  
Centre and partly Jasola Scheme and also noted that the ~~Railway's proposal for Treatment Plant has not~~ <sup>location of a railway passenger terminal in the said</sup>  
~~been found feasible, and therefore, the Railways have~~ <sup>area was not a feasible proposition & that the</sup>  
~~been advised to locate their Passenger Terminal within~~ <sup>may be</sup>  
Tuglakabad area <sup>as provided for in MPD 2001.</sup>

Technical Committee also observed that ~~the site~~ <sup>in the Master Plan,</sup>  
under reference ~~is~~ <sup>had already been</sup> earmarked for the expansion of the existing  
Okhla Sewage Treatment Plant ~~in MPD-2001~~ <sup>& that to date</sup> and there is no  
~~comment from the M.C.D. that they will not require~~ <sup>would not be</sup>  
this land for that purpose. ~~It also noted that the~~ <sup>their apart, the hospital</sup>  
~~proposed hospital, if allowed, would be in the close~~ <sup>authorities would need to consider as to whether</sup>  
~~proximity of the Sewage Treatment Plant area and on~~ <sup>they would like</sup>  
this point, there is no clearance from the Board of  
Directors of Apollo Hospital that they will have no  
~~objection of locating the Hospital in the vicinity~~ <sup>to be situated in such</sup>  
~~of Treatment plant. Keeping (in view) these aspects, in view,~~ <sup>close proximity to the sewage</sup>  
the Technical Committee decided that subject to  
clearance from MCD and ~~from~~ <sup>respectively,</sup> the Board of Directors  
of the Hospital project on the points mentioned above,  
~~the site under reference may be adjusted within the~~ <sup>site required for the hospital may be suitably adjusted</sup>  
overall plan of the area comprising of Jasola <sup>residential</sup> Scheme,



*the proposed*  
Facility Centre, ~~District Centre~~ *Oichla* and the ~~area~~  
~~of Sewage Treatment Plant.~~

✓ Making necessary adjustments, the Scheme  
will be formulated by the Director (AP&B). *was asked*  
*to reformulate the plan for the said area on the*  
Item No.69/91 : *above basis*

Sub: Guidelines for sanction of Building Plans  
in the Mehrauli Heritage zone.

This item was deferred and Technical  
*for discussion at another meeting* to  
Committee desired that the item be discussed in  
*which*  
the presence of Commissioner (Slum & JJ)II, and  
Representative of Building Department of MCD and  
Representative of Intach, *respectively, should also*  
*be present invited.*  
Item No.70/91 :

Sub: Policy for the provision of Community Hall-  
cum-Library in Old Scheme.

✓ The Technical Committee decided that in the  
old schemes *as* layout plans, where there is no site *stands*  
earmarked for a *Comm. Hall or a* Community Hall-cum-Library *or for*  
a Community Hall and Nursery school sites are  
available in the old schemes/layout plans, *nursery* such  
*school* sites *as & where available may be diverted for construction* may be used for providing Community Hall-  
*or a* cum-Library and the Community Hall on plot sizes of  
2000 sq.mts. and 800 sq.mts., respectively. Further,  
the Development Control norms *for such buildings* should be the same as  
provided in MPD-2001 for a *Nursery School* ~~Barasti Ghar~~. It was also  
desired that the standard plans/designs should be *accordingly*  
*by the Arch. Wing of DDA* worked out so that the same could be followed and  
Land & Housing Departments of the DDA should formulate  
the terms & conditions *(H)* for allotment of *nursery school sites* lands for  
such purposes to the Registered Societies/Residents  
Welfare Associations.

*(H) worked out by the concerned management*



Item No.71/91 :

- Sub: Pedestrian sub-way opposite Gurdwara Sis Ganj on Chandni Chowk Road.
- (ii) Pedestrian sub-way opposite Old Delhi Railway Station on S.P.Mukherjee Marg.
- (iii) Proposal of additional bus bays for DC buses on the western side of S.P.Mukherjee Marg opposite Old Delhi Railway Station.
- (iv) Proposal of additional bus bays on the western side of Dr.H.C.Sain Marg.

The Technical Committee opined that the proposed sub-way near Gurdwara Sis Ganj in Chandni Chowk be dropped in view of the <sup>recent decision taken at the level of CS, Delhi Admin</sup> Chief Secretary's decision to pedestrianise Chandni Chowk. The other proposal for a sub-way in front of Delhi Railway Station at S.P. Marg was discussed and approved with the proviso that if need be, <sup>yet</sup> ~~an~~ another sub-way may ~~also~~ be provided <sup>with an</sup> ~~having~~ approach from the side of the meter gauge gate at Old Delhi Railway Station. The proposals <sup>additional</sup> for ~~bus ways~~ <sup>were</sup> ~~as suggested~~ <sup>was</sup> also approved.

Item No.72/91 :

- Sub: Proposal of 220 KV ESS site near Khyber Pass Distt. Centre.

D.E.S.U.'s representatives pointed out that because of the increased load <sup>requirements</sup> in the walled city, <sup>would</sup> it ~~will~~ be essential to retain <sup>the</sup> 220 KV ESS site at Kashmere Gate which <sup>had</sup> ~~was~~ <sup>been</sup> already handed over to them. As far as the existing 33 KV Sub-Station site near Khyber Pass Distt. Centre <sup>was</sup> ~~is~~ concerned, DESU <sup>had</sup> ~~is~~ already <sup>required</sup> ~~having~~ the land to raise it to 66 KV <sup>a</sup> ~~which~~ <sup>substation</sup> ~~will be~~ required to take care of the additional load <sup>arising out</sup> of the proposed <sup>scheme for urban</sup> ~~development~~ in the vicinity. ~~However, to take care of the requirement of Khyber Pass Distt. Centre,~~



However, additional land would be required in the matter will have to be examined as to whether ~~case the said substation had to be upgraded to that~~ the site will also be required to raise to 220 KV. ~~a 220 KV unit to cope with the load requirements of~~ The representative of the L&D.O. pointed out that ~~the land in the vicinity of existing 33 KV Sub-Station is being allotted to Delhi Admn. for their offices. Therefore, it will be necessary that the DESU's requirements at this location be finalised and intimated to L&D.O. to keep the land reserved for this purpose.~~ <sup>the proposed Khyber Pass Dist Centre</sup> <sup>was essential</sup> <sup>at the earliest</sup>

Keeping in view the above points, the Technical Committee decided that -

- (i) DESU should take a firm <sup>decision</sup> with regard to location of <sup>a new</sup> 220 KV Sub-Station/ <sup>site</sup> at Rashmere Gate, and finalise the route alignment <sup>which would have to be essentially underground and submitted for same for consideration of the T.I. committee.</sup>
- (ii) Alternatively, upgrading the existing 33 KV Sub-Station <sup>to 220 KV</sup> near Khyber Pass Distt. Centre and the land requirements <sup>shall be examined & reported</sup>
- (iii) DESU should also work out the total load which is likely to be generated with the proposed development of Khyber Pass Distt. Centre and the expansion of Delhi Admn.'s offices etc. <sup>so as to ensure that the same is fully catered to in terms of sub-station capacities</sup>

Item No. 73/91:

Sub: Redevelopment Scheme at Janpath Lane.

The <sup>proposed</sup> Redevelopment Scheme at Janpath Lane ~~as proposed~~, was discussed in detail. It was noted that there <sup>were several</sup> ~~are certain~~ small plots in one chunk which <sup>would</sup> need to be developed <sup>within one</sup> ~~on a~~ combined envelope <sup>while</sup> whereas the other plots could be developed with an independent ~~envelope~~ approach. The representative of Traffic Police opined that the Redevelopment of this area <sup>would</sup> ~~will~~ generate a lot of traffic which needs <sup>to</sup> be studied in detail, as was decided in the earlier meetings. The Technical Committee, after going through the documents <sup>and details</sup> &



observations made by the representative of the Traffic Police, desired that Director (DC&P) may convene a meeting with <sup>the</sup> representatives of Traffic Police and <sup>the Consultant,</sup> Mr. Sanyal so that the points relating to parking needs <sup>and</sup> circulation based on traffic requirements could be looked into. <sup>in depth</sup> If the proposal <sup>was</sup> found satisfactory <sup>from these points of view</sup>, the same be processed further; <sup>or if</sup> otherwise, it should be brought before the Technical Committee again. <sup>along with the for final decision</sup>

Item No.74/91 :

Sub: Proposal to set up a Milk Chilling Station and Pesturisation plan in village Bawana, Delhi.  
Deferred. <sup>withdrawing.</sup>

Item No.75/91 :

Sub: Modification in the approved set-back-cum-demarcation plan of Delhi Officers CHBS.  
Deferred.

Item No.76/91 :

Sub: Sewage Treatment Plant sites in Dwarka Project.  
The site suggested for Sewage Treatment Plant for Dwarka Project, <sup>which had been</sup> as now finalised by the Chief Engineer (Design) in consultation with the representatives of Water Supply & Sewage Disposal Undertaking <sup>and</sup> ~~and with~~ <sup>the</sup> ~~the~~ Planners, shown on the plan <sup>up</sup> (Laid on <sup>the</sup> Table), was discussed in detail. This site, as per the location shown in the Structure Plan, <sup>had been</sup> is approved by the Delhi Urban Art Commission. However, as the land <sup>is</sup> required <sup>was of a larger area,</sup> more, it has been shown expanding towards the green area. <sup>It was noted that</sup> The other site which ~~was~~ shown in the Structure Plan, <sup>is</sup> is proposed to be used for the location of a Pumping Station. <sup>After due consideration</sup> The proposed site was approved by the Technical Committee subject to <sup>the proviso that</sup> that the specific clearance be obtained from Airport Authority for the location of



observations made by the representative of the Traffic Police, desired that Director (DC&P) may call a meeting with the representative of Traffic Police and Mr. Sanyal so that the points relating to parking needs, circulation based on traffic requirements could be looked into. If the proposal is found satisfactory, the same be processed further or otherwise, it should be brought before the Technical Committee again.

Item No. 74/91 :

Subj: Proposal to set up a Milk Chilling Station and Pasteurisation plant in village Bawana, Delhi.  
Deferred.

Item No. 75/91 :

Subj: Modification in the approved set-back-cum-demarcation plan of Delhi Officers CHRS.  
Deferred.

Item No. 76/91 :

Subj: Sewage Treatment Plant sites in Dwarka Project.

The site suggested for Sewage Treatment Plant for Dwarka Project, as now finalised by the Chief Engineer (Design) in consultation with the representative of water supply & Sewage Disposal Undertaking and with the planners shown on the plan (laid on Table), was discussed in detail. This site, as per the location shown in the structure plan, is approved by the Delhi Urban Art Commission, however, as the land is required more, it has been shown expanded towards the green area. The other site which was shown in the structure plan, is proposed to be used for the location of a pumping station. The proposed site was approved by the Technical Committee subject to that the specific clearance be obtained from Airport Authority for the location of



*a* Sewage Treatment Plant at this location.

Item No.77/91 : (Laid on Table)

Sub: Proposal of a Grade Separator at the intersection of Ring Road and Africa Avenue.

Deferred.

*Deferred*  
*19/4/91*



DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

Agenda for the Meeting of Technical Committee to be held on 15.4.91 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th floor, Delhi Development Authority, IP Estate, New Delhi.

S.NO.	Item No.	Subject	Page No.
1.	68/91	Allotment of land to Delhi Admn. for joint sector hospital project, Change of land use of about 15 acres of land at Sarita Vihar from utility facility (Sewerage treatment plant) to public & semi public facilities (hospital) F11(17)89-Instt. To be presented by JD (AP)	1
2-	69/91	Guide lines for sanction of Bldg. Plans in the Mehrauli heritage zone. PA/DD(Plg.)Mont.G-17/96 To be presented by DD (M)	2-4
3.	70/91	Policy for the provision of Community Hall cum library in Old schemes. F.Misc. PA/JD(AP) I/91/D-16 To be presented by JD (AP)	5
4.	71/91	i. Pedestrian subway opposite Gurdwara Sisganj on Chandni Chowk Road  ii. Pedestrian subway opposite Old Delhi Railway Station on S.P. Mukherjee Marg  iii. Proposal of additional bus bays for D.C.buses on the Western side of S.P. Mukherjee Marg opposite Old Delhi Railway Station.  iv. Proposal of additional busbays on the western side of Dr. H.C.Sain Marg. F5(23)84-MP / F5(42)75-MP To be presented by JD (T)	6-9
5.	72/91	Proposal 220 KV ESS site near Khyber pass Distt. Centre site. FACE(PLG&SLDC) To be presented by Chief Architect	10
6.	73/91	Redevelopment scheme at Janpath lane F16(89)81-MP To be presented by JD (ZP)	11-16
7.	74/91	Proposal to set up a Milk Chilling Station and Pasturisation plan in village Bawana, Delhi. F3(7)89-MP To be presented by Dy. Dir. (NCR&UE)	17-18



Sub: Allotment of Land to Delhi Admn. for joint sector hospital project, Change of land use of about 15 acres of land at Sarita Vihar from Utility facilities (sewerage Treatment Plant) to 'Public and Semi facilities(Hospital)  
F11(17)89-Instl.

Delhi Admn. had purchased the building constructed within the Sport Complex known as sports Building at Indira Gandhi Indoor Stadium to establish a 600 bedded super-speciality hospital. In the said building they started renovation of this building but at the later stage, the Government of India did not agree with the proposal and therefore, it was decided to identify an other piece of land for this purpose.

2. This issue was discussed in one of the meetings of Institutional Allotment Committee of the DDA under the Chairmanship of Commission (Lands) held on 5.7.89. In that meeting it was observed that as per the agreement between Delhi Admn. & M/s. Indraprashta Medical Corporation Ltd., the land is to be owned by Delhi Admn. The Institutional allotment committee recommended a plot of land measuring about 15 acres adjacent to Delhi Admn.'s Directorate of Health Services, Mathura Road may be considered for allotment to Delhi Admn. on lease hold basis for the Hospital project. This site is located in between existing sewerage Treatment plant and Mathura Road. Accordingly letter was issued on 4.2.91 to Health Secretary, Delhi Admn. Delhi.

3. The matter is placed before the Technical committee for its consideration of change of land use from 'Utility (Sewerage Treatment Plot) to 'Public & Semi public Facilities (Hospital)



AGENDA FOR TECHNICAL COMMITTEE

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

Item No. 69/91

Background:

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

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

1. The building activity is permitted only in Nehruvill Settlement (Lal Dora) as shown in the draft development plan laid on the Table). The pre-dominant land use of Nehruvill Settlement is residential.

2. Control of buildings within the use premises:

1) Maximum Ground Coverage and FAR shall be same as for residential plots in the plotted development (Annexure-2). However, in case of plots facing road 4.5 metre and upto 6 mt. roads, only two storey building shall be permitted. Plots facing 4.5 metre or less wide path way, the front setback to be left so as to make the path way 4.5 metre wide. In case of streets identified on the draft development plan road right of way shall be 6.0 mts. Wherever higher road of way is already available, the same would be kept.

1v) For main street of Nehruvill Town including commercial the road shall be minimum 9 metres. Where higher R.O.W. is already available, the same would be kept.

v) Near setback shall be minimum 1.5 metre and 3 metre



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

vi) While designing care should be taken to retain traditional essential planning elements such as courtyard, balconies, chajjas, entrance gates, plinths etc. New buildings shall be minimum 2.4 metre from historic structures.

vii) Additional building control regulations for commercial spine (as identified in the draft development plan) shall be as under :-

a) New buildings to have a minimum 1.5 metre setback on the street in the form of raised plinth.

b) The canopy must be sloped and supported on wood or metal vertical members not exceeding 12 cm. dia.

c) Balcony not to project more than 1.2 mt. from the building line and to be supported on bracket. The roof of the balcony to be supported on wood or metal columns not exceeding 12 cms. and to be aligned with the bay spacing.

d) The balustrade not to exceed 75 cm. height.

e) The parapet line to be in line with the building line and not to exceed 75 cms. height.

f) The original system of bays, 2.4 to 4 mt. wide to be maintained.

### Sanction of Building Plans :

A Special Group is proposed to be constituted under Section

5-A of Delhi Development Act by the competent authority for screening the sections in identified conservation areas. The following members of the Group are suggested :-

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



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-B- -4-

ii) The cases mentioned below shall be referred to the

Group:-

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

The matter is placed for consideration of the Technical

Committee.



DELHI ADMINISTRATION  
(URBAN IMPROVEMENT DEPARTMENT)

5-Sham Nath Marg,  
Delhi-110054

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

To

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

Sub: Issue of NOCs for reconstruction in Slum areas.

Sir,

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

1. Proposals for reconstruction in those slum areas which have been de-notified as 'clearance areas' should be received directly by the MCD which may sanction the building plans in accordance with the guidelines approved by the LG on 2nd May, 1989 and issued vide letter P-AI/6960(57)/NOC/86/Part-II/ dated 10th August, 1989 (copy enclosed) and the structure plan for the walled city and (draft) zonal plans of the DDA.

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

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

Yours faithfully,

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

Dated: 28.5.90

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

Copy to:-

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

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



MUNICIPAL CORPORATION OF DELHI:

(BUILDING DEPARTMENT)

No.

F-41(5969)(57)/No. 186/1987

Dated:-

10.11.1987

Subject:-

City Area Policy.

The City Area Policy is as follows:-

- 1) Upto 50 sq.yds. plots no building activity is allowed.
- 2) Beyond 50 square yards.
  - i) for road width below 15' front set-back to be left so as make the street 15' wide.
  - ii) for trafficable road i.e. road width between 15' and 30' the front set-back shall be such so as to make the road width as 30'.
  - iii) rear set-back shall be 5' minimum and 10' average provided the rear air plane is maintained by builder in his own plot.
- 3) Where the building on ground floor is existing with certain set-back under proper sanction no set-back will be required on the floors above the ground floor provided the front and rear air-planes are maintained and coverages are according to the building bye-laws.
- 4) In back to back plots where the building is existing on four sides with open area in the centre, rear air plane is not insisted upon for construction of first floor provided the area of plot is not more than 200 square yards.

Jhuggi policy for permitting temporary construction of one year.

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

- (1) In such area which constitute type basties or areas comprising of Jhuggies e.g. Than Singh Nagar, Old Tizemil, Bapa Nagar, etc. we may accept requests for reconstruction which may be permitted to start with for a period of only one year. Such permission may be renewed after the expiry of the year on request. The builder however, will have to give an undertaking that such structures will be removed by him in a notice within a period of three months at his own cost and without any compensation.
- (2) Such requests of reconstruction can be entertained only for very small plots where normally Jhuggies or huts are constructed by poor people. The area of such small plots should be upto and less than 50 square yards.
- (3) Such requests shall be accompanied with a token fee of Rs.10/- alongwith dimensioned sketches in triplicate which need not be prepared by a licenced architect but must be signed by the owner. Proof of ownership should also be submitted. The sketches should show normally the structure as it exists today or had originally existed and should also show the proposal of reconstruction in red colour which should not exceed or be different from the accommodation previously existing.

Contd. P/2



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

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

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

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

The above concession will apply/prior permission is taken.

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

#### Repairs Policy.

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



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

Assistant Secretary (B) 6/6/12

• 1000 ft. 67m



## Residential Plot-plotted Housing

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

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

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

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

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

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

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

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

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

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



IL-70/91

Sub:- Policy for the provision of Community Hall-cum-library in old schemes.

F. Mize. PA/JD(AP)I/91/D-16

Number of requests/representations are being received from the residents association and public representatives for the allotment of Community Rooms/Halls in their respective colonies/schemes.

2. In the old schemes the provision as per MPD-62 for community hall-cum-library was made in the Local shopping/residential planning area for 12,000-15,000 population, not at the resident unit level and therefore, such requests could not be considered earlier uniformly.

3. In the MPD-2001 provision for community requirements have been made right from the residential unit (Housing Cluster). The proposals are as under :-

- i) One community room of 660 sq.mtrs. serving population of 5,000 persons.
- ii) One community Hall-cum-Library of 2000 sq.mtrs. for 15,000 population.
- iii) Recreational Club of 5,000 sq.mtr. for 1 lakh population.

4. While processing such requests it is difficult to provide such facilities besides in the green areas, there being no provision in the layout plan. No doubt it is a basic need of the society, even then such changes in the layout plan are being resisted by residents living in the close proximity. The question therefore, is how to meet such requirements and where ? Recently there has been a consciousness to abandoned allotment of nursery school independent sites with the recommendations that these will be forming a part of primary school/Middle School/Senior Secondary School. These sites generally measure 0.5 acres or 2,000 sq. mtrs. Therefore, one of the alternative that some of these can be used for community room/community hall. Based on the requirement of the area/population. Remaining land if any can be kept as green.

Neighbourhood level study :

5. A neighbourhood of Janakpuri has been studied with planned population of 15,000 persons with school sites.

Contd.  
...2/-



Considering the recommendation above 3 Nursery School sites as per requirement may be utilised for community hall(1 No) & community Room(2 Nos) 3 Nursery school sites are not affected (Plan annexed).

6. Therefore, it will have to be decided whether at all these community rooms/halls should be provided and if yes, where; In the prevailing circumstances the proposal referred to above seems to be justified and practicable.

7.(a) On the Nursery school site; a Community Hall-cum-multi purpose building of about 700 to 1000 sqmt. be constructed for the following activities:

- i) General purpose hall for various functions of the area;
  - ii) Indoor play and small library facilities for the children of the area;
  - iii) Bank counter and also post office counter if necessary;
  - iv) Society office where necessary;
  - v) Required services area like kitchen & toilet etc.,
- b) The Bank counter and society space could be given on licence fee basis.

Similarly, community hall space could also be given on licence fee basis for various functions;

- c) Part of space could also be used for crechesnursery school by time adjustment of community functions;
- d) This could be constructed by DDA or it could be allotted for the above purposes to a registered society/association of the area;
- e) Where the Nursery school sites are large enough, part of the area could be utilised for dispensary or other public or semi-public facilities.

The matter placed before the Technical Committee for consideration.

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

File No: F5(23)84 MP

No: F5(42)75 MP

Drg.No. CA-18

PPW(TT)I

1. Location

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

2. Back Ground

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

3. Problems

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

Encroachments &

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

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

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



7

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

4. Salient features of the Proposals.

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

A. Pedestrian Subways:

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

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

B. Busbays for Parking of DTC Buses.

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

a) Status of land is not clear since there is an existing building of club and the area is perhaps being used by them.

b) If all the routes are concentrated at one place same will create congestion at this particular point which will affect the road efficiency.

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



- 8 -

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

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

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

C. Other Proposals:

S.P. Mukherjee Marg

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

Dr. H.C. Sen Marg:

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

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

Comments of DTC

Observations of DTC

- a) 40 busbays/bus shelters are needed as per the survey conducted by DTC on Dr. H.C. Sen Marg & S.P. Mukherjee Marg.

Parking facility for 40 buses has been provided in the busbays proposed in the plan.

- b) A site of 4 Acres is required by them for

This shall attract lot of congestion at one particular place.



b) street terminal with crew passenger and operational facilities & utilities.

reduce the road efficiency.

c) MCD is developing an underground parking complex at Gandhi Ground for private vehicles, entry/exit of the same be integrated with the proposals.

Refer T.C. Decision dtd. 31/7/90 placed as Annexure VI.

d) Width of the divider between the C/W's & bus-bay may be reduced to 1 mt. The width of the busbay be kept as 7.5mt. with proper slopes of 1.6 to 1:2 for the approaches.

This has been complied with.

#### 6. Feasibility Study:

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

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

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

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

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



# Annexure-I

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

2.8.89		MCD Tax Ter- minal office	Near Police Beat	2P-House Tax Bld. (D.P.L.)			
			box (Mahadev Man- dir)	(Delhi Public Library			
Time	From Rly Stn. Up	To Rly Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	Remarks
AM 10-11	1515	865	835	370	1085	580	Up. From Rly. Stn. Down to Rly. Stn.
AM 11-12	1190	850	700	345	490	705	
PM 5-6	995	1205	200	645	400	900	
PM 6-7	820	835	465	680	450	1020	
Total	4520	3755	2210	2040	2425	3205	
23.8.89							
AM 10-11	1520	875	390	820	1070	590	
AM 11-12	1195	860	305	715	590	715	
PM 5-6	990	1215	400	575	1180	130	
PM 6-7	825	845	480	670	470	1010	
Total	4530	3795	1635	2830	3310	2775	
25.8.89							
AM 10-11	1020	815	720	390	1090	725	
AM 11-12	715	725	430	310	740	710	
PM 5-6	945	1160	405	760	425	1030	
PM 6-7	785	825	325	335	430	985	
Total	3465	3525	1880	1795	2685	3450	
Grand Total	12515	11075	5725	6665	8420	9430	= 19943

Note : No effected properties at site.

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

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



# Annexure-II

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

Dated : 28.8.89

Time	Sunehri (Near Masjid)	Fountain	Gurudwara (Near Sis Ganj)	Remarks		
	Gurudwara	to Station	Ial Quila	Wazirpur		
AM 10-11	555	425	335	865	710 670	Upto Gurudwara
AM 11-12	905	395	1205	880	1160 1190	Down to Rly.
PM 5-6	1125	1370	1200	910	555 860	Station.
PM 6-7	1110	1410	1310	1045	705 1230	
Total	4075	3600	4550	3770	3330 3950	

29.8.89

AM 10-11	1080	450	1050	825	890	665
AM 11-12	1015	465	1165	850	1185	1176
PM 5-6	715	880	790	520	350	535
PM 6-7	1115	1395	1295	1035	715	1220
Total	3925	3140	4300	3230	3140	3596

30.8.89

AM 9-10	560	610	305	300	405	500
AM 10-11	450	380	230	280	400	450
AM 11-12	350	260	200	230	350	400
PM 5-6	330	310	460	340	370	430
PM 6-7	265	340	360	270	350	410
Total	1935	1900	1555	1420	1875	2190

Grand Total 9955 8640 10405 8420 3445 9736 = 18500

Note : No affected properties at site as per the Survey Plan.

Sd/-  
( R.K. Sharma )  
Surveyor

Sd/-  
A.E.(Plg.)



Item No. 118/90

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

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

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

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

S.No.	Details of Subway	Opp. Gurudawara Sis Ganj	Opp. Old Delhi Rly. Station
i)	Width of the sub-way	9.00	10.00 M
ii)	Width of the sub-way area connecting the Northern & Southern sides of the foot-paths near fountain.	3.60	-
iii)	Clear height of the sub-way.	2.40 M	2.40 M
iv)	No. of shops proposed	Either shops of 2x2M are proposed in the sub-way below Chandni Chowk Rd. on either side	12 shops of 2x2 are proposed in the subway below S.P. Mukerjee Marg on Eight sides.
v)	Width of the Starts	3.60 M	3.60 M
vi)	Height of the sub-way above the road level	Nil-the existing road level is not to be depressed.	Nil the existing Road level is not to be depressed.
vii)	Total depth below the level including beams, slab and rafts.	3.50 M	3.50 M

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



- 2 -

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

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

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

.....

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

Sub:-i) Pedestrian sub-way opposite Gurudwara Sis Ganj below Chandani Chowk Road and opposite Old Delhi Rly. Station of S.P. Mukerjee Marg.

ii) Proposal of additional bus-bays for D.T.C. buses on S.P. Mukerjee Marg and Dr. H.V. Sen Marg.

The case was discussed in detail.

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

sd/-  
Head Clerk,  
Town Planner's Office  
M.C.L.



DELHI TRANSPORT CORPORATION  
H.Q., I.P. ESTATE: NEW DELHI-110 002  
RESEARCH AND DEVELOPMENT DEPARTMENT  
( TRANSPORT PLANNERS SECTION )

-.....

No. R&D/IP/90/549

Dt. 17.10.90

The Asstt. Director,  
Traffic & Transport Unit,  
11th Floor, Vikas Minar, I.P. Estate,  
New Delhi-110 002.

Subject :- Comments on the proposed Bus Bays provided  
in the Circulation Plan of the area surrounded  
by S.P.M. Marg, Chandni Chowk and Church  
Mission Road, Dr. H.C. Sen Marg.

.....

Sir,

With reference to your letter No. F.5(22)84MP/163  
dt. 12.9.90 kindly note that as per the DTC/other buses  
(mini+STA) requirements about 40 number of bus bay/  
bus shelters are needed in the area along H.C. Sen Marg  
and S.P. Mukherjee Marg opposite Old Delhi Railway Station,  
as per the recent survey conducted by the DTC for Morning  
and Evening peak hours. In the circulation Plan sent  
by you number of bus bays proposed on the Dr. H.C. Sen  
Marg and S.D. Mukherjee Marg (Opposite Railway Station)  
near proposed sub way) are needed to be increased suitably  
to accommodate the DTC/other buses loading and unloading  
space (bus bay) requirements.

Recently in a meeting of the Technical Committee of  
the DDA, DTC representative had requested to earmark and  
allot about 4 acres of land at Gandhi Ground for the  
development of an off street terminal with crew passenger  
and operational facilities and utilities. However, on  
site inspection it was found that MCD is developing in  
underground parking complex for private vehicles. Entry  
and exit from/to this complex are also needed to be incorporated  
into circulation plan, if DDA agreed to allow the develop-  
ment of underground parking complex. DTC has already  
requested to the Commissioner(Planning) to consider  
DTC's claim for this space on priority.

It is also suggested that the width of the proposed  
divider between carriageway and bus bay may be reduced to  
one mtr. and width for bus bay may be increased to 7.5  
mtr. with proper designs of approaches as per the IRC  
Standards of 1:6 to 1:8

It is requested that final drawing incorporating DTC's  
requirements may be sent to this office.

Thanking you,

Yours faithfully,

Sd/-  
(K.C. TIWARI)  
TRANSPORT PLANNER



Annexure-V  
List of affected land and properties affected the alignment plan of  
Circulation Plan of the Area Bounded by C.F. Mukerjee Marg, H.C. Son  
Marg Chandni Chowk and Church Mission Road.

List of affected landand propertied affected the alignment plan of Circulation Plan of the Area Bounded by F.P. Mukerjee Marg, H.C. Son Marg Chandni Chowk and Church Mission Road.

•  
•  
•  
•  
•

(Affected in the Bus Bays)

Drg. No. 642 dated 21.2.82.

S.No.	Commercial Bldg.		Residential Bldg.		Others	Total Remarks
	Pacca	Semi Pacca	Pacca	Semi Khokha Tin Shed		
	S.E. D.S.	S.S. D.S.	S.S. D.S.	S.S. D.S.		
A.	-	1 (One MCD stor. room)	-	-	1. MCD store B/Wall with open land. 1. MCD T.Tax office B/Wall with open land 6. DTC Bus stop shed 1. Young Men Tennis Club/B-wall with open land 1. Union Club B/Wall with open land 1. National club B/Wall with open land 2. Urinals	14
B.	1	(MCD Tax Recovery Bldg. Corner)	-	-	1. MCD tax Recovery Bldg. W.wall with open land 1. Urinal 1. Bench and Bar Club B/Wall with open land 1. DTC Shed	8 4 T
C.	-	-	-	-	1. MCD Play Ground B/Wall with open land 1. Urinal 2. D.T.C. Shed	5 2 T
D.	-	-	-	-	1. Police post B/Wall with open land 1. Gandhi Ground B/Wall with open land (Const. of underground parking) 2. Urinals 3. DTC Bus stops shed	106
Total	1	1	-	-		133



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

Sub : Underground Parking at Gandhi Ground Shahjahanabad  
F.3(67)89-MP

#### DECISION

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



ILC No. 12/44

Subject:- Proposed 220 KV ESS site near Khyber  
Pass Distt. Centre site. (File No. ACE (Plg. &  
SLDC)).

The DESU requested the DDA for allotment of suitable site for 220 KV substation for meeting the Power supply requirements of walled city area. Various probable sites were inspected by DDA & DESU officers to decide the location of required ESS. It was finalised that a site along Kashmere Gate city wall be considered and same was approved by Tech. Committee. Subsequently the Delhi Administration raised some objections for the proposed site in view of the fact that proposed war memorial is to come up in the vicinity and so after readjustments, a site was taken over by DESU and boundary wall constructed.

Due to some technical requirements and public objections, a proposal came up again for shifting of the above ESS site, and an inspection was done by LG, where it was proposed to provide alternative land near Matcalf House. Sites were again inspected by Commr. (Plg.), DDA, Director (DC), DDA and SE (Plg.), DESU and proposal was suggested to examine the feasibility to upgrade the existing 33 KV ESS to 220 KV ESS with minimum land requirements on the site of DC Khyber Pass. The case was later on forwarded to Chief Architect to examine the feasibility for provision of 220 KV ESS in DC Khyber Pass. The Chief Architect visited the site and after examining the case suggested that, if we give the area out of DC site then we have to take permission from LDO and as the 220 KV grid sub station cannot possible be the function of DC. It is suggested that land which belongs to Delhi Administration should be earmarked for grid sub station. Accordingly, it is proposed that land on south of 33 KV sub-station, which have open spaces, misused army barracks and other delapidated and abandoned structures can be cleared and used for sub-station. As such, two tentative alternative sites have accordingly been proposed on the survey plan of Khyber Pass DC site for perusal of the Technical Committee so that one of the sites is considered for allotment to DESU. The area of site as per requirements is 3375 sq. mts.

The alternative proposals are placed to Tech. Committee for consideration.



-11-

Item No. 73/91.

Sub: Redevelopment Scheme at Janpath Lane (F. 16(89)/81-MP.

Background

The erstwhile New Delhi Redevelopment Advisory Committee (NDRAC) earmarked Janpath Lane area as the Redevelopment area to be planned on comprehensive basis that framed a part of the approved zonal plan of Zone D-1.

As per NDRAC/approved ZDP of D-1, the total area under comprehensive redevelopment scheme is comprised of the following:

- i) Area to be developed 5 plots on Janpath Lane covering area of 5.79 acres;
- ii) Area already built up such as I.O.C. Bldg., Narandra Place, Bank of Baroda and a proposed podium covering approximately 6.90.

As such the total area of the scheme is approximately 12.78 acres.

2. A comprehensive redevelopment scheme for the area to be developed was prepared and approved by the DDA vide Res. No. 50 dt. 1-2-80. The proposal envisaged comprehensive redevelopment on the basis of 25% ground coverage and 250 FAR. In response to the public notification dt. 14-5-83, 11 objections/suggestions were received. One of the lessees filed a writ petition in the High Court against proposed scheme. The main point of dispute was unequal distribution of FAR to different parties and also the scheme did not permit independent development of land holdings. The High Court vide order dt. 24-8-86 desired that DDA may proceed with the scheme by carving out the resultant plot.

In May 1989, the Secretary, DDA submitted an affidavit to the High Court of Delhi covering the following:

- i) That the persons whose properties are involved in the redevelopment scheme of the Janpath Lane Scheme would be entitled to resultant FAR of 250 on the net area. The said permissible FAR of 250 of the comprehensive scheme would be proportionate to the area of each resultant plot;
- ii) Area, if any, required/utilized for proposed road widening and providing common service/facilities in the said comprehensive scheme shall be taken up/deducted proportionately from the area of each existing plot;
- iii) There shall be a composite control drawing for the whole scheme which is under finalization with the DDA.



3. The High Court vide its order dt. 18.5.89 accepted the affidavit of the DDA and disposed off the case and directed that there would be a composite control drawing for the whole scheme and would be released at one time only.

4. In the meantime, in a meeting held on 19.9.88 under the chairmanship of J.S.(H), Ministry of Urban Development in which it was decided that a small planning committee comprising Engineer (L&DO), Chief Architect, New Delhi Municipal Committee, Dir.(DC), Delhi Development Authority and Sh. Jasbir Sachdev, Architect, as representative of the lessee and any other lessee or his authorised agent, preferably an architect would assist the DDA in finalising the scheme. This Planning Committee would go into various possibilities/alternative designs acceptable as a comprehensive and practical development scheme and recommend the same to government for acceptance and implementation. It was decided that the expenditure on formulation of the scheme would be chargeable proportionately from the various lessees and will be credited to the DDA account.

In this meeting, it was also pointed out that the scheme would not be based on location of individual plots and quantum of construction out of each holding. The lessees will be required to follow the envelope which would form part of the scheme, either individually or jointly as finally approved. All common services, areas, land-scapping, development etc., would be on corporate basis.

5. The draft scheme was formulated and was discussed in the Tech.Committee meeting held on 23.10.89 (Annexure )

6. In August 1990, the MPD 2001 was notified which stipulated the following norms applicable for this scheme.

Max.Ground coverage 25%

Max.Floor area ratio 150

Max, Height 37 mt.

(Ground coverage and FAR shall be calculated on the area of presently available plots.)

Other controls

i) The area shall be developed on the basis of a



comprehensive scheme;

ii) Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

In a meeting held on 29.8.90 under the chairmanship of Commr.(Plg.), it was decided that a comprehensive proposal for development controls as per MPD 2001 be prepared on individual plot basis.

7. Accordingly, a scheme has been prepared, comprising the following drawings :

i) Redevelopment Scheme - Sector C (Drawing No. SP-J/ZP/91/26/R I) : indicating the overall circulation net-work pattern, integrated open space and surrounding development.

ii) Composite Control Drawing (Drg.No.SP-J/ZP/91/27/RI): indicating development controls norms and setbacks.

The salient features of the scheme are as below :

(i) Redevelopment Scheme-Sector G

a) Janpath Road and Parliament Street (45 mt wide) abut the scheme and provide major access. The existing Janpath Lane and road between the IOC building and Bank of Baroda building provide entry into the scheme area. It is proposed to widen Janpath Lane to 20 mtr. (65') The widening towards the Maseanic Lodge has already been carried out and the existing road measures 49'. The remaining widening is to be carried out towards the redevelopment scheme for smooth flow of traffic and speedy dispersal. The existing 12 ft. wide lane between this complex and Jan tar Mantar area has been proposed to be widened to 45 ft. This will connect the existing Janpath Lane and the road between IOC/Bank of Baroda/Cottage Emporium building so to form a continuous loop.

(b) The circulation pattern has been envisaged in such a manner that right hand turnings are avoided and the circulation of the redevelopment scheme is well integrated with the overall circulation network and proper access is available to all the plot of the proposed development.

(c) A bus interchange has been proposed keeping in view the NDRAC proposals, which has been slightly modified. It is proposed to be raised by about 6 ft level so that the



existing informal shops could be relocated under the bus interchange. The entry to the bus interchange is proposed from Parliament Street and exit at Janpath. A portion of land shown shaded will have to be re-adjusted with the LIC plot for this purpose.

d) Landscape

Visual axis with a large open space in the centre has been proposed to establish a visual link with Jantar Mantar Complex. This common landscape area is proposed to be properly landscaped and developed for common use.

e) podium

A podium has been proposed in the area between the IOC building and Bank of Baroda Building keeping in view of the NDRAC proposal. But, this has also been slightly modified. This is proposed to be raised to about 6 ft. level to accommodate general parking at about minus 5 ft level under the podium.

A 33 KV sub-station is proposed at about minus 5 ft level under the podium to cater the needs of the proposed development. All the 11 KV sub-stations required for this proposed development are to be provided within the buildings.

All common services, landscaping, road widening and other services, if any, could be developed on corporate basis.

(ii) Composite Control Drawing:

Proposed Development Controls (for plot P1 to P5)

- (a) Land Use-General Business and commerce;
- (b) Maximum ground coverage - 25%
- (c) Maximum FAR - 150

Ground coverage and FAR would be calculated on the basis of resultant plot.



d) Height restriction

Maximum 55 ft. or as stipulated by the Archaeological Survey of India/DUAC in the height control zone of the Jantar Mantar (as shown in the plan), and maximum 37m (120 ft) for the area outside the height control zone around Jantar Mantar as shown in the plan.

e) Envelope Line

Envelope lines have been shown for plot P1 to P5 in the composite control drawing, keeping in view the setbacks stipulated in the MPD 2001.

f) Parking

parking should be provided @ 2.00 ECS per 100 sqmt of the floor area.

7. ISSUES FOR CONSIDERATION

The scheme is placed before the Technical Committee for its consideration and decisions on the following :-

- 1) Approval of the composite control drawing;
- 2) Forwarding the scheme to Ministry of Urban Development for acceptance with copies to NDMC, L&DD, ASI and DCP(Traffic) and CFB.
- 3) Local sanctioning authority i.e. NDMC would coordinate the following actions :-
  - a) Preparation of urban design scheme within the framework of the composite control drawing and getting it approved from the DUAC, Chief Fire Officer and ASI. The individual details of ground coverage and FAR, parking requirements etc., are to be worked out within the parameters of MPD 2001 as detailed in the composite drawing. Based on the details of lease records, it will be ensured while preparing the detailed urban design scheme, individuals whose properties are involved in the redevelopment scheme, are entitled to a proportionate FAR of each resultant plot.



ANNEXTURE

Minutes of the meeting held on 23-10-89

SUB:- Comprehensive Redevelopment Scheme at Janpath Lane.

F.16(89)81-M.P.

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

2. Accordingly, a Redevelopment Scheme was formulated in the office of the Authority which was approved by the Authority vide Res. No.50 dt. 1-2-83 for inviting public objections/suggestions. The salient features of the scheme were as under:-

1. Stepped up development on modular basis had been proposed keeping in view the recommendations so far made by Archaeological Survey of Delhi as well as the practical aspect of implementation of this scheme considering the types of land holding.

ii) A set back of 30.5 mtrs.(100') was kept towards the eastern side of Jantar Mantar to that proposed buildings are apart from historical monuments of Jantar Mantar.

iii) In the proposed scheme building blocks of 7 to 18 storeyes were proposed in the form of stepped up development.

iv) Ground coverage and FAR were kept within the prescribed limit i.e. 25% and 250 respectively;

v) Surface parking was proposed within the scheme area.

3. The scheme envisaged 5 envelopes(p-1 to P-5)

4. Envelopes i.e. P-1 to P-4 were part of leased plots by the L&DO to different parties. Plot No.P-5 was owned by the Govt of India Plot No.P-1 was sub-divided by L&DO into 9 parts having different lessees. The scheme envisaged that all the 9 lessees of plot No.P-1 shall combine together to construct one building and the floor space so constructed would be proportionately divided among themselves in proportion to the size of their holdings.



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

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

5. Screening Board heard the objections/suggestions for the said scheme and recommended in its meeting held on 24.4.84 that since the redevelopment scheme is sub-judiced the individual objections/suggestions be considered after the stay order of Court is vacated. During the proceedings court desired that an affidavit be filed stating that in the development scheme all the lessees will have maximum 250 FAR on the net area of their holdings forming part of redevelopment scheme. The Court vide order dt.21-8-86 desired that DDA may proceed with the scheme by carving out of the resultant plot and to submit plan to the court within three months.

6. During this period extensive modifications in Delhi Master Plan for PDP-2001 were published on 6-4-85 for inviting objections/suggestions. According to the extensive modifications the maximum FAR for this area was proscribed as 150. Also on 16.10.85 the Govt of India, Ministry of Urban Development imposed a ban on the constn of highrise buildings/development in New Delhi and South Delhi area. Therefore, the scheme could not be finalised.

7. Ministry of Urban Development vide letter K-13011/19/85-DDIIA dt.18.7.86 removed the restriction on construction of highrise buildings in Zone D-I and subsequently issue the revised guidelines for construction of highrise buildings. According to these guidelines coverage and FAR were specified as 25% of the plot area and 250 respectively. However, with this stipulation that that parking requirement will have to be fulfilled and provided for in the basement(s), may be extended upto envelop line.

8. In order to discuss the progress, the formulation of the scheme keeping in view the Court's order and the revised guidelines issued by the Govt of India, a meeting was held



in the Ministry of Urban Development on 19-9-88 to sort out the different issues and it was decided that a small planning committee comprising of Engineer Officer/L&DO, Chief Architect, NDMC, Director(DC&P), DDA Sh. Jasbir Sachdev may assist in the formulation of the scheme. Accordingly, the draft modified scheme was formulated having the following features.

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

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

1. Elevation of proposed building blocks to conform to architectural controls to be specified by competent Authority.
2. A Single Agency is proscribed for management and maintenance of common portion like parking, open space and corridors.

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

Suggestions No.2 above of TCPO, is a policy matter and it would be decided by the Land Owning Agency i.e. L&DO and Building sanctioning Authority i.e. NDMC appropriate time. As regards the comments of the Archaeological survey of India is concerned they have indicated that 60' set back from the eastern boundary wall is inadequate. In this connection, it is mentioned that the scheme envisaged the envelope of the blocks as far as possible on the holdings and therefore, set back could not provided more than 60ft. Also they have suggested that the height of the blocks should be adhered according to the



restrictions imposed in their letter dt.21/9/88. This has also been examined and it is observed that height of the two blocks near the Eastern boundary is more than the specified height of 60ft., which is due to the restriction to the ground coverage of 25%. It is also observed that in the adjacent plot of DLF a max. height of 116.8 ft. has been sanctioned for the buildings located in the same line.

Regarding this scheme the DCP(T) has observed that although the parking proposed in the basements is adequate, the dispersal of traffic via Indian Oil Building and Telstey Marg is impossible as these areas are already over-congested and the proposal is impractical from the Traffic point of view. They have therefore, objected to the proposal itself as the CBD is already overburdened with traffic problems created due to such development projects.

The meantime, the High Court on 18th May, 1989, after hearing the arguments observed that in view of the affidavit dt 12-5-89 (Annexure) the suit is liable to be disposed of. The Court clarified that the DDA would prepare the entire controlled drawings at one point of time. The court further recorded consent of all the parties to the aforesaid affidavit and the case was disposed of.

10. In order to examine and sort out the issues raised by Archaeological Survey of India and DCP(T), meetings was called on 1-8-89 inviting the representative of the above mentioned organization. Representative of Archaeological Survey of India did not attend the meeting as he conveyed his inability to attend the meeting and suggested vide letter dt.31-7-89 to consider points already communicated by them while finalising the scheme. The case was discussed with DCP(T) on the traffic point of view whose reaction to the scheme was as under:

1. The number of car space provided in the scheme i.e. 1089 is debateable;
2. The entry and exist point are not sufficient to cater to the volume of traffic generated from the scheme.
3. The existing R/W of the Parliament Street and Janpath are not sufficient to take the load of traffic generated by the scheme and therefore, require traffic studies before the scheme is implemented.



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

The case was referred to JD(T) DDA on 2-8-89. The case was examined by Traffic Unit of FWW and as per their observations the norms for car parking on the basis of two car for 100 sq mtrs is as per MPD-2001. The proposed scheme envisaged for one way traffic movement, the entry and exit to the properties appear to be sufficient. It has been desired to hold a separate meeting with DCP(Traffic) under the Chairmanship of Director(DC&P).

11. The scheme was discussed in the meeting of the Technical Committee held on 28th August, 1989 in detail. In this meeting DCP(T) raised certain objections on the circulation pattern and pointed-out that Janpath, Tolstoy Marg and the Parliament Street area already congested and by the implementation of this scheme, the traffic would further increase and may become unmanageable. He was of the view that such scheme should be based on an overall comprehensive study of traffic and transportation of the zone. After discussion it was decided that the matter be resubmitted to TC with details of IOC building, floor-space, parking space and other details.

12. As per the information collected, the IOC building (Ground+ 9 floors) is having a built up space of 1,46,550 sq. ft.(13619.888) sq. mtrs). The adjacent 2 storey building of cottage emporium is having a built up space of 1,25,620 sq. ft.(11674.72 sq.mt). In addition there are existing other buildings falling in the area proposed for redevelopment. The built up space in these buildings is approximately 40% of the proposed FAR for these blocks and are used for different activities such as commercial offices, guest houses, lodging houses and for the residences. Thus, it would be seen that the total site is not vacant and presently used for various activities. Also the existing parking available on the site has been assessed and it is observed that in the plot of IOC about 250 car space parking is available in the Cottage Emporium complex.



File No. 74/91

Sub:- Proposal to set up a Milk Chilling Station and Pasteurisation Plan in Village Bawana, Delhi.

File No. F.3(7)/89-MP/

1) BACKGROUND :

A proposal on the subject above was received through Ministry of Urban Development seeking comments of DDA is Dec., 88 and then March, 89 (Flag-A & B). The proposal was examined by the Planning Wing and the same was discussed in the technical committee meeting held on 2.6.89. The decision of the technical committee is given as below:-

"The proposal was discussed in detail and it was observed that the land under reference is located in the 'rural use zone', therefore, it was felt that piece-meal development in the rural use zone would not be feasible and advisable from planning point of view. Therefore, Technical Committee recommended that the party should approach to DSIDC for allotment of a suitable piece of land as part of the organised industrial estate, being developed by that organisation in the rural area." (Flag-C).

Based on the decision of the Technical Committee a reply was sent to the Ministry in June, 1989 (Flag-D).

2) PROPOSAL UNDER CONSIDERATION :

Now we have once again received a proposal through the office of Lt. Governor, Delhi in Feb., 91 for comments. (Flag-E).

3) OBSERVATIONS :

The proposal as earlier examined consist of pasteurisation of 20,000 litres of milk in the initial state, with ultimate objective of supplementing the supply network of DMS and Mother Dairy. The unit as was earlier intimated is proposed to be located in a piece of land measuring 9.6 acres in the village Bawana. The land has already been acquired by the Co-operative Society for setting up of proposed unit. Based on the decision of the Technical Committee we have received a photocopy of the letter from C.E.(DSIDC) stating that it would not be feasible to accede the establishment of a Milk Chilling Station under DSIDC programme. (Flag-F).

The proposal has also been examined within the frame-work of MPD-20001 and our observations are as given below:-

- i) Village 'Bawana' is located in North -West Delhi and the village abadi touches the proposed urban extension-2001.



Based on the site plan submitted by the Shivalik Dairies Pvt. Ltd., it appears that the proposed location of the plant shall fall within the proposed urban extension along the 80 M r/w peripheral road. (Plan laid on table).

- ii) Village 'Bawana' has also been identified in the MPD Perspective-2001 as one of the five growth centres for locating health centres, rural industrial area and commercial centres. The proposal is also for providing reasonable high level of infrastructure with good road linkages.
- iii) Accordingly to the provisions of the Master Plan for Delhi perspective-2001, "Pasteurised Milk and its products industry" is allowed in the planned industrial estate in the rural zone with a power load of 30 K.w. and a maximum plot size of 2,000 sq. mtrs. The concept of the plan envisages development of planned rural industrial estates, but not for locating unplanned industrial units as is the present case. The Units shall be however further subject to the permissibility condition prescribed in the plan.
- iv) Since the area presently falls under the jurisdiction of MCD, the views of MCD has been obtained. Town Planner, MCD has issued their No objection for the said plant. He has further said that the applicant will require approval of layout and Building Plans and services plans after the formal approval of DDA under special appeal.
- v) It is understood that Deptt. of Industries Delhi Administration has recently taken a decision for not permitting any new industrial estate in the Union Territory of Delhi. However, from the planning point of view and as per the policies of MPD-2001 we are of the opinion with the agro-based industries in rural areas may be required to meet the needs of the city. In view of this an outline plan utilising Gaon Sabha land in village Bawana was prepared by the unit during 1990. The plan was not pursued further for seeking approval of Technical Committee/ Screening Committee pending finalisation of the policy decision in this regard. Preparation of village development plan for growth centres is the direct responsibility of MCD and we have separately requested MCD that this work could be done by DDA on consultancy basis if certain off-loads are diverted by MCD to DDA in this respect.
- 4) The case is now put up to Technical Committee for consideration so that a reply could be sent to Ministry as well as L.G.



Item No. 75/51

Sub: Modification in the approved set back-cum-demarcation plan of Delhi Officers C.H.B.S.  
F.No.23(12)/72/Bldg./Part.

BACKGROUND

Delhi Officers C.H.B.S at Shahdara was located in the development area of DDA and accordingly the layout/set back-cum-demarcation plan were approved by the DDA and the building activity was released. The colony has now been de-notified from development area of DDA and building activity has also been handed over to MCD. A note dated 18.2.1991 from Lt. Governor, Delhi who is a member in the society has been received alongwith the representation from the Hony. Secy. of the society wherein the society has asked for restoration of the site of community hall and the nusersry school as per the originally approved plan.

SUBJECT MATTER:

In the original approved layout plan two nos. nusersry school sites each with an area of .25 acres were approved and one site measuring .245 acre was approved for community hall/library. Subsequently on the submission of the proposal by the Hony. Secy. of the society for inter changing the plot of nursery school with the plot of community hall/library, a revised plan was approved by VC, DDA on 15.6.88 and the approval was conveyed to the society vide letter dated 27.6.88 copy of the same was also sent to Dy. Director (<sup>Lands.</sup>) for information. Immediately the society represented that the inter change in the facility sites in the layout plan did not have the approval of the General Body or the Managing Committee and the proposal was stated to be only arbitrary and illegal.



16m No. 76/91

Sub:- SEWERAGE TREATMENT PLANT  
SITES IN DWARKA PROJECT.

1005-1006/91/DWR.

The structure Plan Stage-II, approved by DUAC has proposed two S.T.P. sites, one near the built up area and the other one near village Amber Hai.

Subsequently, this matter was referred to MCD & discussed with MCD Officials on 18 th March 1991. MCD has examined this proposal and they have suggested that there should be only one S.T. ( 65 mgd) for whole of the Dwarka Project, having area of 40.0 Hac. However, proposed S.T.P. site near built up area will be utilised for pumping station.

The proposed site near Amber Hai village is having area of 17.70 Ha. Now, it is proposed on additional area of 22.30 Ha. in phase-II of the Project contiguous to the already proposed site.

Out of 22.30 Ha., 11.00 Ha. land is already acquired and readily available. Rest of the area (11.30 Ha.) is yet to be acquired. (Already acquired area is shown in blue colour and yet to be acquired area is shown in blue hatching in the enclosed map.)

The matter is placed for consideration of the Technical Committee.