

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft Minutes of the Meeting of Tech. Committee held
on 7.1.92 at 9.30 A.M. in the Conference Room of Vikas Minar
Delhi development Authority, I.P. Estate.

The following were Present:-

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| | <u>DELHI DEVELOPMENT AUTHORITY</u> | |
| 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, Dir. (DC&P) | |
| 6. | Mr. R. G. Gupta, Dir. (TYA) | |
| 7. | Mr. P. C. Jain, Dir. (AP&B) | |
| 8. | Mr. U. S. Jelly, Dir. (IM) | |
| 9. | Mr. C. B. Sharma, Dir. (hort) | |
| 10. | Mr. P. N. Dongre, J.D. (TYA) | |
| 11. | Mr. Chander Ballab, J.D. (AP) | |
| 12. | Mr. V. N. Sharma, J.D. (D&J) | |
| 13. | Mr. N. K. Aggarwal, J.D. (W&SA) | |
| 14. | Mr. C. P. Rastogi, J.D. (CCG) | |
| 15. | Mr. A. K. Gupta, J.D. (B) | |
| 16. | Mr. Ashok Kumar, J.D. (Dwarka) | |
| 17. | Mr. Pradeep Behari, Sr. Arch. (EZ) | |
| 18. | Mr. H. S. Sikka, JD (Dwarka) ph. III | |
| 19. | Mr. S. P. Bensal, Dy. Dir. (NCR&UE) | |
| 20. | Mr. J. S. Sody, Dy. Dir. (AP) | |
| 21. | Mr. Surinder Srivastava, Dy. Dir. (2P) | |
| 22. | Mr. D. K. Saluja, Dy. Dir. (T) | |
| 23. | Mr. N. K. Chakrawarty, Dy. Dir. (T) | |
| 24. | Mr. Sakle, Dy. Dir. (XXXXXX Narela) | |
| 25. | Mr. Amit Dass, Dy. Dir. (AP) | |
| 26. | Mr. Anil Barai, Dy. Dir. (MP) | (Convenor) |
| | <u>Land & Development Office</u> | |
| 27. | Mr. I. D. Gupta, E.O.
P.W.D. | |
| 28. | Mr. C. A. Menon, A.E.
M.C.D. T.P. Deptt. | |
| 29. | Mr. S. Malik, Asstt. Arch.
M.C.D. | |
| 30. | Mr. T. R. Gupta, E.E.
Police Deptt. (Traffic) | |
| 31. | Mr. Jalpal Singh, A.C.P.
N.C.R.P.B. | |
| 32. | Mr. R. P. Rastogi, Regional Planner. | |

ITEM NO. 197/91:

Sub: Reg. provision of letter boxes in Multy Storied buildings
F 1(26)/83(Pt.V) P.O.

Technical Committee noted that it is not only the letter boxes which are required in multi-storied buildings but ^{that} there are a lot of items which need to be provided in such projects, and, ^{As much} therefore, all such amenities which are required to be provided in multi-storied complexes ^{should be} ~~needs to~~ ^{considered and duly taken care of by the respective Architects at} ~~be examined by the Architects of such projects and should~~ ^{the time of the} take care while designing ^{of the} such projects. Therefore, ^{it would} ~~if~~ ^{be useful if} ~~need be~~ the matter ^{is} ~~should be~~ brought again with a comprehensive list of all such amenities. However, it is not necessary that ^{provision of} such amenities should form part of the building bye-laws.

ITEM NO. 179/91:

Sub: Approach Road from existing 24 M R/W upto meeting point with Sewerage treatment plant at Wazirpur Ph.II
F 23(9)/83-IL

The Technical Committee decided that an approach road of 6 mt. width should be provided, connecting ^{the} existing 24 mts. wide road ^{with} to the Sewerage Treatment Plant at Wazirpur Ph. II, ^{as per} in the alignment proposed by Hort Deptt. of the D.D.A.

ITEM NO. 200/91:

Sub: Dev. of a ^a traffic training park at the site which was ^{was} proposed for development of park-cum-bazar ^{in the} vicinity of Purana Willa opposite Pragati Maidan.
No.F 3(29)/90/MP

After ^a detailed discussion, Technical Committee decided that Police Deptt., Delhi Admn. should prepare a detailed ^{proposal} plan justifying its ^{the} location at the ^{of the} proposed ^{traffic training} site ^{park} and should also indicate whether ^{it is intended to} ~~the proposal is~~ a ^{be} substitute and ^{is} in lieu of the existing traffic park at Baba Kharak Singh Marg which is not being used ~~as~~ intensively. After the information is received, the matter be placed before the Technical Committee ^{for final decision} again.

ITEM NO. 207/91 :

Sub: Allotment of D.D.A. 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.
File No. F 14(98)/91

Technical Committee observed that the DDA site office building at WD-X Rajouri Garden is ^{a temporary facility} located in a Neighbourhood park and, therefore, is to be dismantled ^{by due course} being a temporary use. As far as the location of a Community Hall/ Barat Ghar is concerned, the Resident's Welfare Association, if ^{it} so desired, ^{can} make a separate request for allotment of land for this purpose. ^{permanent}

ITEM NO. 209/91:

Sub: Integrated multi-modal Rapid Transit System for Delhi —
The proposed legislation for its constn. operation and maintenance.
F. JD(T)/PPW/91/97/Legislative/Rites.

The proposed legislation for MRTS was discussed in detail and ^{in the light thereof} Technical Committee has made the following observations to be conveyed to the Secretary, Transport, Delhi Admn.

1. In the proposed MRTS Authority, there should be a representative of DDA ^{while} and a representative of MRTS should ^{in turn} be a member of a Technical Committee of the Authority.

2. MRTS has ^{necessarily} to be ^a part ^{of the} for overall Delhi Master Plan proposal ^{and} ^{if} for that purpose, at any stage, if there is a need to ~~change/amend~~ ^{to give effect to the MRTS} the Master Plan to some extent, the same ^{shall have} has to be processed ^{under the relevant provisions of} through D.D.Act 1957. Therefore, ^{with} ^{the proposed legislation in respect of the MRTS project} there cannot be any over riding effect under the MRTS legis-
^{cannot be automatically override the relevant provisions of the} lation over the Delhi Development Act/Delhi Master Plan.

④ be framed so as to

3. ^{For the same reason} The overall land development ^{Plan for implementation of the} forming part of MRTS

system has to conform the provisions of Delhi Master Plan.

ITEM NO. 210/91:

Sub: Grant of NOC for resitment of filling-cum-service station with the storage of petrolium class 'A' 'B' (20 KL each from IGI Airport terminal I (Old Palam Airport) to IGI Airport terminal II Road, New Delhi.
F 7(2)/91/M.P.

The Technical Committee observed that there is no objection for the location of a Petrol pump (filling pump) at the site forming part of ^{the} layout plan ^{as} approved by Competent Authority. However, the existing site, if not objectionable from traffic point of view, should continue as ^{petrol} or otherwise there will be no filling point available to serve a large number of vehicles at terminal no.-I.

ITEM NO. ~~211/91~~

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 Instt. New Delhi.

The Technical Committee noted the observations made in the study report conducted by Central Road Research Instt. New Delhi on selected public passenger transport routes and desired that these observations should be referred to the Min. of Surface ^{Transport,} for their consideration and opinion, if any. Technical Committee also concluded that it would be in the fitness of things if ^{under-} bridges are proposed in place of over bridges with a low height / clearance ^{feasible} for mainly for segregation and movement of light vehicles. Also, wherever ^{feasible} recess bus bays should be provided so as to ^{preclude hindrance to} avoid noise in the smooth flow of traffic on major roads/high ways.

Item No. 150/91:

Sub: Preparation of Zonal Plan of Trans Yamuna Area.
FR 1 (30)/91 Dir. (TYA)

✓ Deferred.

ITEM NO. (214/91:) 1/92

Sub: Permission for constn. of residential quarters in the Police wireless transmitting station complex at Siri Village, New Delhi.

✓ The Technical Committee again discussed this matter and decided that ^{its} ~~the~~ earlier decision ^{in the matter} ~~of the~~ Technical Committee should stand.

ITEM NO. (215/91:) 2/92

Sub: Sewerage treatment plant at Narela.
F.3(52)/91/M.P.

✓ The Tech Committee noted that ^{in the earlier meeting} ~~the~~ Technical Committee ^{it had} approved ^{the} ~~the~~ location ^{for the} ~~site~~ of 90 MGD Sewerage Treatment plant ^{in an area site} and area measuring 50 acres ^{to} should be acquired in Vill. Budhpur and Bijapur. The suggestion for MCD to bifurcate the Sewerage treatment plant into 2 ^{separate units} ~~locations~~, measuring 70 MGD and 20 MGD ^{respectively}, one near Village ^{of} Budhpur and Bizapur ^{and the} other near ^{the} Village Khampur, ^{was} ~~were~~ discussed in detail. ^{After much consideration} (After detail discussion), Technical Committee approved the ~~required~~ ^{plant in} proposal for location of 20 MGD ^{for} an area measuring 10 hect. in Vill. Khampur and ^{the} 70-75 MGD plant in an area measuring ⁴⁰ ~~60~~ hect. in vill. Budhpur / Bijapur ^{at location} as earlier approved.

ITEM NO. (216/91:) 3/92

Sub: Change of land use of an area measuring 25.48 hect. from 'rural' use zone to 'residential' use located in South of Mehrauli Mahipalpur road New Delhi.
F 20(13)/88/M.P.

Objections/suggestions received in response to the public notice ^{was} ~~was~~ discussed in detail. ~~During the discussion~~, Commr. (Plg.) pointed out that a conceptual plan covering ^{an} ~~an~~ area upto the existing high-tension line in the south ^{of the R.R.} ~~is to~~ ^{being} ~~be~~ prepared and ^{was due to} ~~will~~ be discussed in the coming meeting of the Technical Committee. ^{with} ~~As~~ ^{by the proposed} ~~regard~~ to the change of land use

in the site u/r, ^{as} ~~the same~~ ^{was} has to be used for rehabilitation, ^{the} re-location of the existing village ^{which was now} presently located within the International Airport Area, ^{the Committee decided that} the same should be processed for final notification.

ITEM NO. 217/91:

Sub: Constn. of a dispensary at Kh. No. 28/2/2 land, 18 Biswas in village Adampur Dabas, Khanjawala Block. F 13(4)/88/M.P.

Deferred.

ITEM NO. 218/91:

Sub: Report of the committee on policy for locating industrial activities in Delhi F 20(2)/91/M.P.

Deferred.

ITEM NO. 219/91:

Sub: Higher purchase of transit camp sites Disposal office.

Deferred.

ITEM NO. 184/91: (Laid on table)

Sub: Application of Dev. control ^{vide} Regulations from Greater Bombay March 191 to improve the quality of ^{in situ} development and constn. of urban spaces at Seelampur in proportionate FAR of facilities cum district centre to compensate losses in rehabilitation of Jhuggi.

Director (AP&B) ^{and presented} formulated a conceptual scheme for the

area under JJ Scheme at Seelampur in the vicinity of Shastri

Nagar District Centre in Trans Yamuna area. ^{It was explained that} The scheme was prepared ^{had been} keeping in view that the squatters ^{with a view to rehabilitating} are rehabilitated

in the part of the site by providing built spaces (dwelling units), and ^{encroached} should meet the ^{part of the cost thereof} cost. ^{the squatters} Part built space is

retained by the promoter/builder for disposal in the open

market. ^{to meet their requirements, necessary} In addition facilities like schools, dispensaries etc.

also proposed ^{to be provided on site in the shape of built-up} are located by providing built up space, as

part of the scheme. ^{While conceding the feasibility of} After detailed discussion, the Technical

Committee desired that the scheme should work out in more

detail making minimum changes in Delhi Master Plan ^{indicating that the detailed implications thereof vis-a-vis}

concept of density, FAR and facilities and should be put up

in the next meeting.

presented in the next meeting of the Committee

Signature

7 flats

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on 7.1.92 at 9.30 A.M. in the Conference Room of Vikas Minar, I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item.No.</u>	<u>Subject</u>	<u>Page No.</u>
*1.	197/91	Reg.provision of letter Boxes in Multy-storyed Buildings. F.1(26)83-MP(pt.V)P.O.	
		To be presented by Dir.(AP&B)	
2.	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.	200/91	Dev.of ^a Traffic training park at the site which was proposed for development of park cum bazar with vicinity of purana quilla opposite pragati Maidan. F.2(29)/90-MP	
		To be presented by DD(MP)	
4.	207/91	Allotment of DDA site office Building of WD-X, Rajouri Garden, N.Delhi for use of community hall/Barat Ghat to the resident of Block AG-8 area. F.14(98)91	
		To be presented by JD(AP)	
5.	209/91	Integrated multi-model Rapid Transit system for Delhi-The proposed legislation for its constn. operation and maintenance. F.JD(T)/PPW/91/97/Legislative/Rites.	
		To be presented by JD(T)	
6.	210/91	Grant of N.O.C. for the resitment of filling cum service station with the storage of petroleum class 'A', B' (20 KL each from I.C.I. Airport terminal I (Old Palam Airport) to IGI Airport terminal II Rd. New Delhi. F.7(2)91/MP	
		To be presented by JD(WC&SA)	
7.	212/91	Evaluation of selected public passanger transport routes" a case study in Delhi research Project report prepared by central Road research Instt. New Delhi. F.PA/JD(T)/PPW/91/36	
		To be presented by JD(T)	
8.	150/91	Preparation of Zonal Plan of Trans Yamuna Area. FR.1(30)/91-Dir.(TYA)	
		To be presented by Dir.(TYA)	

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
9.	(214/91) 1/92	Permission for constn. of residen- tial quarters in the police wireless Transmitting station complex at Siri Village, New Delhi. F.3(54)90-MP/	1-2-
		To be presented by JD(AP)	
10.	(215/91) 2/92	Sewerage treatment plant at Narela F.3(52)91-MP/	3-7
		To be presented by JD(Narela)	
11.	(216/91) 3/92	Change of land use of an area measruing 25.48 hects. from 'rural' use zone to 'residential' use located in South of Mehrauli Mahipalpur road New Delhi. F.20(13)88-MP/	8-9
		To be presented by DD(MP)	
12.	(217/91) 4/92	Constn. of a dispensary at Kh.No.28/2/2 land, 18 Biswas in Village Madanpur Dabas, Khanjawala Block. F.13(4)/88-MP/	10-12
		To be presented by DD(NCR&UE)	
13.	(218/91) 5/92	Report of the Committee on policy for locating industrial activities in Delhi. F.20(2)/91-MP/	13-17
		To be presented by DD(NCR&UE)	
14.	(219/91) 6/92	Higher purchase of Transit camp sites: 18-19 Disposal offi F.20(7)/91-MP/pt.I	
		To be presented by JD(AP)	
	<u>Laid on Table:</u>		
15.	184/91	Application of Dev.control Regulations from Greater Bombay, March 1951 to improve the quality of 'SITU' development and constn. of urban spaces at seelampur in proportionate FAR of facilities cum- district centre to compensate losses in rehabilitation of Jhuggi. F.Slum.1(6)91/Adm.(P&I)/pt.I	
		To be presented by Dy.Dir. (AP&B).	

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 suggestions 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.

26.11.2000

9.
SUB: Development of a traffic training park at the site which was proposed for development of park cum bazar in the vicinity of Purana Qilla opp. Pragati Maidan.

F3(29)190-MA

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 mainainces staff) play ground, swimming pool, recreational club children traffic park, National memorial Bird Centuary, 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 visitours 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 works 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. 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 IMRTS. 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 representative 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 notet. 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.

ILam 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-M2

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. 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 Qutab 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 turn 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 lane 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 indicates 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.

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AGENDA ITEM FOR TECHNICAL COMMITTEE

21.50/91

Sub: Preparation of Zonal Plan of Trans Yamuna Area.

FR 1(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 plan, 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	12058
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 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 are 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 Nagar-i & ii including Sunder Nagar in 50.58 hect.; iii) Gokspur in 14.00 hect.; iii) Old and new Seemapuri in 36.94 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	123.63	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 .Unauthorised 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 Barat 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) Automobile 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) Yejna 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., 1983. 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.

- v. 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, Barasuike 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 garages 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.

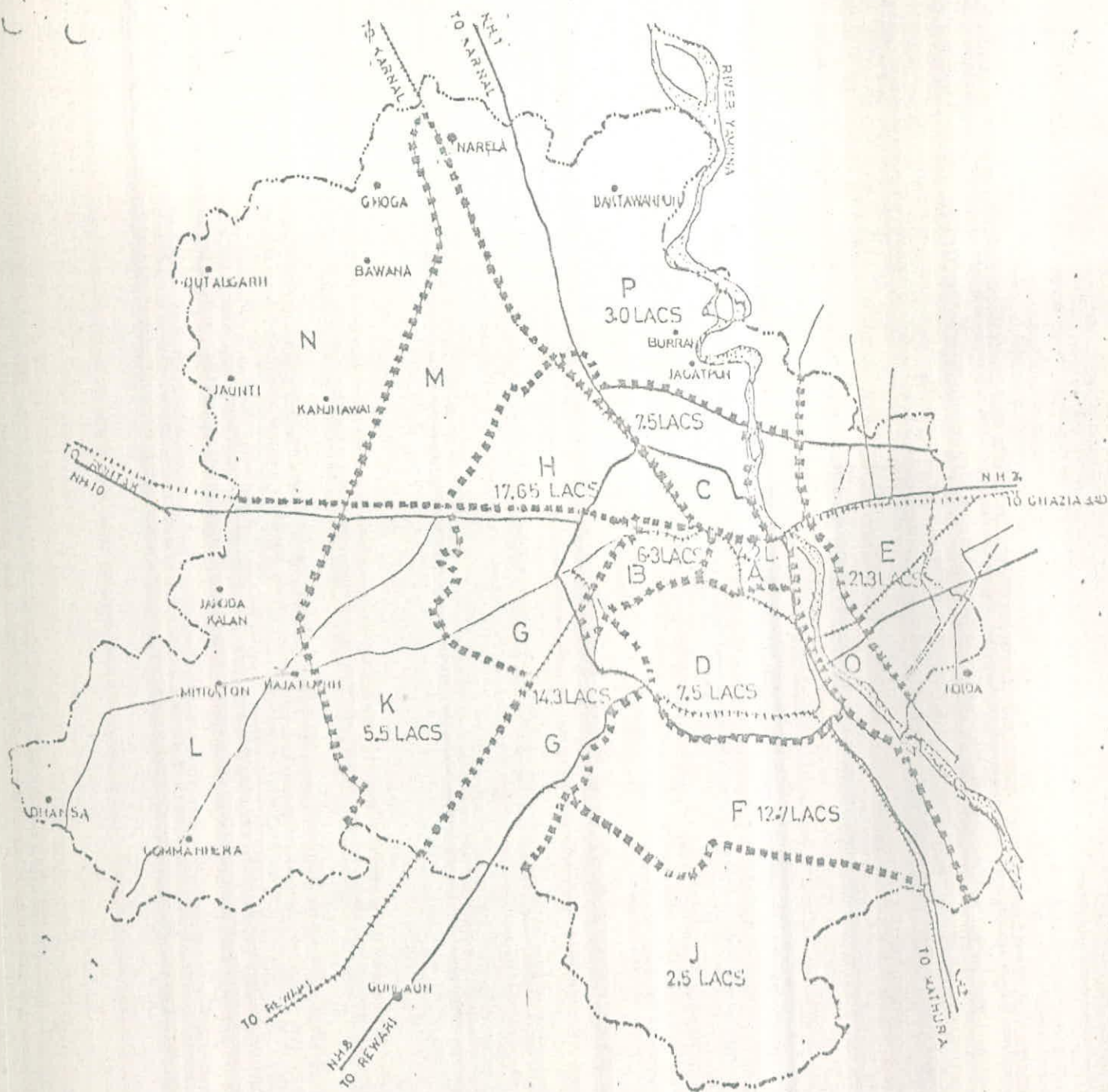
- 8.(1) Simultaneously with the preparation of the master plan or as soon as may be thereafter, the Authority shall proceed with the preparation of a Zonal Development Plan for each of the Zones into which Delhi may be divided.
- (2) A Zonal development Plan may -
- (a) contain a site-plan and use-plan 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 ;

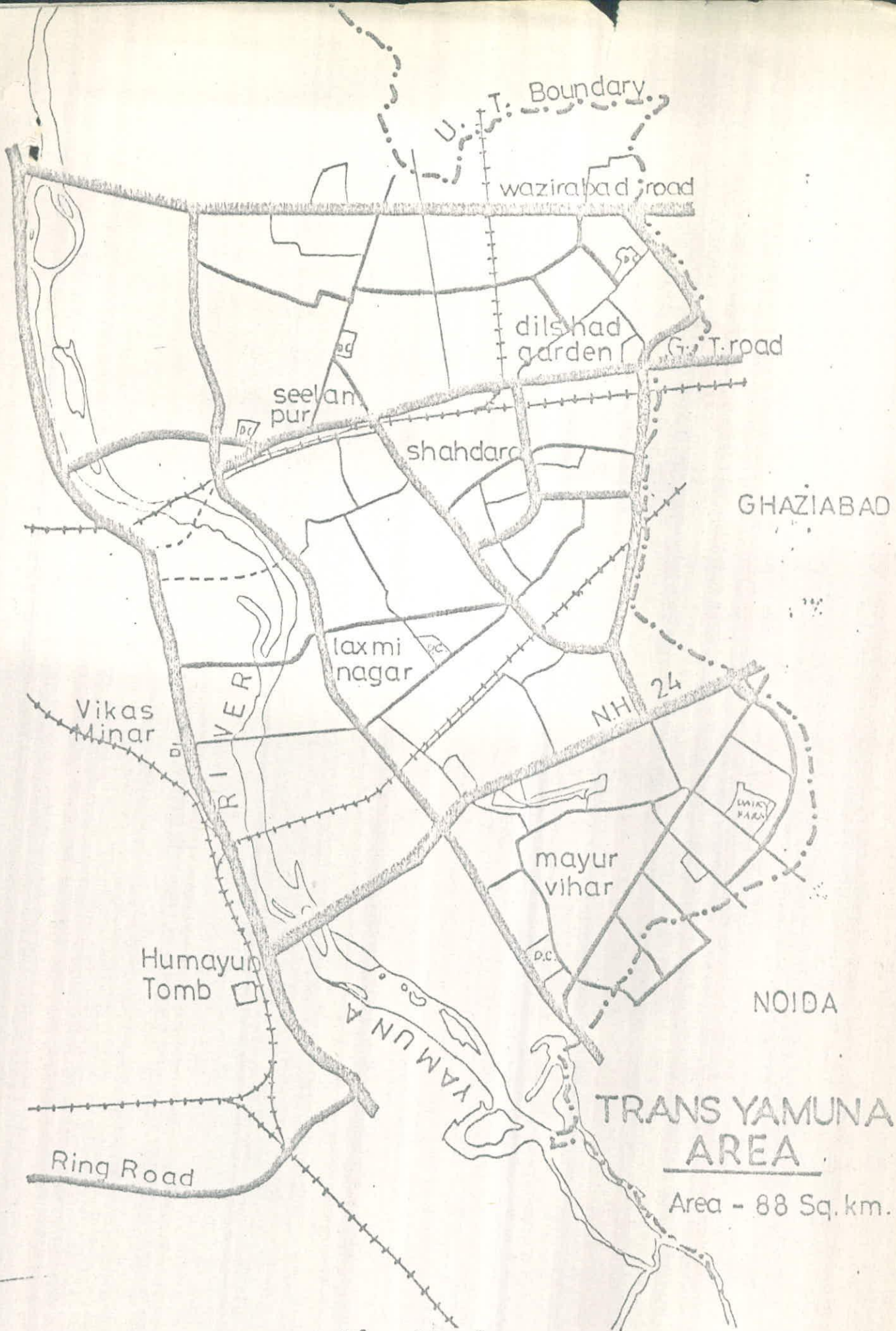
- iv) the erection of building on any site and the restrictions and conditions in regard to the open spaces to be maintained in or around buildings and height and character of buildings ;
- v) the alignment of buildings on any site ;
- vi) the architectural features of the elevation or frontage of any 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
- xii) 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 Screening Board/being processed for submission to Govt.	Draft Published	Special Area/IYA	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 ha
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		



MAP No 2

ILM No. 214/91 (1/92)
Sub:-

Permission for construction of Residential
Quarters in the Police Wireless Transmitting
Station Complex at Siri Village, New Delhi.
F. 3(54)/90/MP)

The Ministry of Home Affairs vide letter No. P.11016/1/82-PL dated 9.10.90 forwarded a scheme, pertains to Residential quarters for "Watch and Ward Staff" at Police Wireless Transmitting Station, Siri Village, New Delhi. In the proposal the 20 number of single storey (as shown in the plan) quarters for watch and ward staff have been proposed with the total covered area of 1938 sq.yds. which works out about 1.25% of the total plot area of 32 acres. No details for other construction whether existing or proposed is given.

2. The case was examined in the Internal Planning Committee meeting held on 18.1.91 in which it was observed that the proposal falls outside the boundary of MPD-2001 designated Police Wireless Transmitting centre and forms a part of Master Plan green. It was decided by the Committee that a maximum 9 No. of such residential quarters for watch and ward staff may be given and that too within the boundary of the wireless station as shown on the land use plan of MPD-2001. The case be again brought before the Technical Committee for consideration.

3. The matter was placed before the Technical Committee in its meeting held on 4.3.91 under Item No. 6. The Technical Committee recommended that only 9 residential quarters be allowed as 'incidental use' within the boundary of Wireless Station not in the Master Plan Green area. The Technical Committee also desired that the area shown as Master Plan green be reverted back to DDA for its development as the total Master Plan green in this area.

4. The decision of the Technical Committee was conveyed vide letter No. F.3(54)90-MP/672-673 dated 30.4.91. The department in reply indicated that the proposed construction of the quarters is being contemplated to facilitate stay of Sr. Engineers/Officers of the Directorate at the Transmitting Station, for handling any emergent situation and ensuring uninterrupted functioning of the system. They have desired

2
: 2 :

that the minimum quarters required would be maintained as 9, considering the requirement the residential accommodation be approved for type V (1 No.), type IV (2 Nos.) and type III (6 Nos.) quarters not only 20 sq.mtrs. approved by the Technical Committee/Master Plan.

The matter is placed before the Technical Committee for reconsideration.

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Item No. 215/91 (2/92)

Sub:-Sewerage treatment plant at Narela.

F3(52)/91-MP

The proposal was prepared by Deputy Director(NCR&UE) for water treatment plant and sewage treatment plant for urban extension 2001. This proposal was discussed in the Technical Committee meeting held on 1.4.91. Accordingly, the sewage treatment plant of 90 MGD on 50 H.A. of land near village Budhpur and Bijapur was approved.

During the meeting with the MCD on 13.9.91, regarding the sewage scheme of Narela, the Chief Engineer(DR) MCD pointed out that the MCD had requested for two treatment plants one of 20 MGD and other of 70 MGD at two locations one near village Khampur and other near village Budhpur and Bijapur. The 20 MGD treatment plant is to be cater for existing Narela town and the area being developed by the DDA. on the plan enclosed both the sites are indicated. It is proposed that:-

- i. The location near village Khampur for 20 MGD be agreed upon. The area required is 10 hect.
- ii. The treatment site near Budhpur already approved by Technical Committee will for 70-75 MGD on 40 hect. of land.

Sub:-Integrated planning for Sewage system in Urban Extension-2001.

F.DD/PP/UE/91/P.9

BACKGROUND:

A meeting was organised by the planning wing of DIA to review the planning for sewage in urban extension-2001 based on the proposals of MPD-2001. The meeting was attended by the officers from planning and Engg. wing of DDA and the Engineers from Delhi water supply and sewage disposal undertaking. The record notes of the discussions are as given below:-

RECORD NOTES OF THE MEETING HELD ON 12.3.1991.

A background of population projection and the details of the sub-city project under consideration of DDA as part of Master Plan for Delhi Perspective-2001 was presented, highlighting the following facts.

- i. Projected population for Delhi Union Territory for the year 2001 to be 128 lakhs of which 122 lakh to be urban and 6 lakh rural. Out of the proposed 122 lakh, 82 lakh to be accommodated within existing urban limit.
- ii. The urban extension in Delhi as per MPD-2001 to be mainly in North west, west and south west. This comprises of the following sub-city projects as per the details given below:

- Rohini Extension (Phase-III to V)	Area	= 5690 hac.
	Population	= about 11 lakh
- Dwarka(Phase 1 & II)	Area	= 5500 hac.
	Population	= 10 lakh
- Narela Project	Area	= 7160 hac.
	Population	= 14 lakh
- Area between Dwarka and Rohini Extension.	Area	= 2700 hac.
	Population	= 5 lakh
- iii. As provided in MPD-2001 the required capacity of sewage treatment plant in 1991 and 2001 as well as the existing capacity at the beginning of 8th five year plan is as given after discussions the following

decisions were taken within the over all framework of MPD-2001.

- i. A site for new sewage treatment plant east of G.T. Road to meet the requirement of Narela Project as per the details given below:

Location : Village Budhpur, Bizapur and Jindpur.
Capacity : Ultimate capacity 90 Mgd.
Area : about 50 hect.

- ii. A new treatment plant along the Nangloi drain to meet the requirement of Rohini phase-III, IV and V, as per the details given below:

Location : Near Sahibabad, Daulatpur in Rohini phase-III.
Capacity : Ultimate capacity 70 Mgd.
Area : About 40 hect.

- iii. For Dwarka project provisions was made for two new sites for sewage treatment plant. After detailed discussions it was decided that one treatment plant be identified for the entire Dwarka phase-I and II as per the details given below:

Location : Near Village Ambarhai.
Capacity : Ultimate capacity 65 Mgd.
Area : About 40 hect to be finalised by project planner (Dwarka).

- iv. A new treatment plant north of Najafgarh drain near Nangloi is to be identified to meet the requirement of the area between Rohtak Road and Najafgarh road. The details of the plant would be as follows:

Location : Near village Nangloi Syeed.
Capacity : Ultimate capacity 35 Mgd.
Area : About 20 hect.

- v. There is proposal to augment existing sewage treatment plant at Keshopur from the existing 72 Mgd. to 92 Mgd. during this five year plan. No additional land is required for this augmentation.

- vi. Delhi water supply and sewage disposal undertaiking while finalising the 8th five year plan have proposed to develop number of sewage treatment plant in different areas. In view of the proposed new treatment plant only following may still be considered feasible:

Sewerage Treatment plant	Existing Treatment capacity as per 8th five year plan of Delhi Admn. in 1991	Needed Capacity in 1991 as per MPD-2001	Proposed augmentation during 8th five year plan i.e. 1991-95	Proposed capacity by 2001 as per MPD-2001.
1. Okhla	124 Mgd	140 Mgd	130 Mgd.	150 Mgd.
2. Keshopur	72 "	120 "	92 "	170 "
3. Coronation	20 "	20 "	40 "	20 "
4. Rithala	10 "	100 "	75 "	150 "
5. Shahdara	-	110 "	-	160 "
6. New Plant in North Delhi.	-	50 "	-	125 "
7. New Plant in West Delhi.	-	90 "	-	125 "
OTHERS:				
a. Papankala	-	-	15 "	-
b. Narela	-	-	5 "	-
c. Kondli	10 "	-	45 "	-
d. Vasant Kunj	2 "	-	2 "	-
e. Yamuna Vihar	-	-	15 "	-
f. Ghitorni	-	-	5 "	-
g. Najafgarh	-	-	3 "	-
h. Alipur	-	-	1 "	-
i. Mehrauli	-	-	1 "	-
j. Osidation pond	12 "	-	12 "	-
Total	250 "	619	450	900

It is noted from the table above there is a existing backlog of 360 Mgd. There is a programme to augment the sewage treatment capacity from the existing 250 Mgd. to 450 Mgd by the end of 8th Five Year Plan.

iv. In MPD-2001 ~~two~~ new sewage treatment plants of 125 Mgd. each in North Delhi and West Delhi have been proposed which are near village Khampur and Sahibabad Daulatpur.

- A small plant near Vasant Kunj
- A small plant near Yamuna Vihar
- A small plant near Ghitorni
- Plants to be made through Okidation ponds.

Delhi water supply and sewage disposal Undertaking shall provide further details about these plants in respect of the

location, capacity and the land requirement etc. The augmentation of the other existing treatment plant within the existing urban area shall be pursued by Delhi Water Supply and Sewage Disposal undertaking as part of implementation of MPD-2001.

9 The record notes of the meeting are put up for information and concurrence of the Technical Committee.

Sub:- Change of land use of an area measuring 25.48 heccts from 'rural use zone' to 'residential use' located in South of Mehrauli Mahipalpur Road, New Delhi.
F.20(13)88-MP/

Reference is invited to the Authority Resl.No.66 dt.23.10.90 vide which change of land use of an area measuring 25.48 heccts from 'rural use zone' to 'residential use' located in the South of Mehrauli Mahipalpur Road, New Delhi was approved.

2. The Ministry of Urban Development Govt.of India, was requested to convey the approval of the Central Govt. under section 11-A of Delhi Development Act, 1957 to issue a public notice for inviting objection/suggestion from the public for the proposed change of land use. The Govt. of India, Ministry of Urban Development had replied vide their letter No.K-13011/33/90-DDIB dt:1.2.91 conveying the approval of the central Govt. Accordingly a public notice was issued on 13.4.91.

3. In response to that public notice, only five objection/suggestion have been received and these objections/suggestions have been examined and the observations are as under:-

● Objection/suggestion no.1 from Sh.A.K.Jain, Joint Dir.(ZP) Sh.A.K.Jain, has pointed out that the ZDPS for Zone 'J' to 'P' shall be prepared as per the development needs under section-3 and processed under section 10 simultaneously the modification in the land use shall be processed under section 11-A of the DD Act 1957 (P.148 of the Gazettee) As such the preparation of an overall plan in the form of ZDP under section and its processing under section 10 are essential for the area under reference before any isolated change of land use can be processed under Section-11 A of the DD Act 1957.

● Observations: The Act does not debar, the cases of land uses on individual basis. No action therefore, is required.

● Objection/Suggestion No.2, 3 & 4 from Smt.Surja Vati, Anita Pawa D/s. Sh.RamNath and Rajesh Kumar Gandhi,. The applicants have requested to intimate that Kh,Nos. 1917 and 1925/2 and 1928, 1929 and 1937/1 are covered within the public notice issued on 13.4.91.

● Observations: The lands Departt. vide their report dt:6.8.91 at page 21/N has informed that the land under reference falls outside the land for which change of land use is being processed. No action therefore required. Objection/suggestion No.5 from T.P. M.C.D.:- MCD has no objection for the proposed change of land use. However, 25% of site thus earmarked for residential be reserved for housing of MCD employees including Safai Karamcharis. The objection in original was forwarded to IAAI for comments. The

Lands Manager, IAAI in his reply has pointed out that about 1052 plots of different sizes from 32 sqm. to 250 sqm. have been provided in the scheme for resettlement of evictees of Village Nanagal Dewat. In view of the total land utilised, the request of MCD for reserving 25% of the land cannot be acceded to. The land is being developed by DDA as a deposit work on behalf of IAAI.

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

Item No. (217/91) 4/92

Sub: Construction of a dispensary at Khasra No.28/2/2,
land 18 Biswas in village Madanpur Dabas;
Khanjawala block.

F.No.: F.13(4)88-MP.

1. Addl. Director, Health Service vide his letter No.F.12/77/84/DHS/P&S 28367 dt. 29.8.88 had requested the issue of NOC for construction of a dispensary building at village Madanpur Dabas (Khanjawala block) the gaon sabha has made available the plot of land measuring 18 Biswas approximately at Khasra No.28/2/2. The case has been examined in the R/O of DDA for this 1395 sq.mt. of proposed land in village Madanpur Dhabas and the observations made are as follows :
 - i) Village Madanpur Dabas in North West Delhi is part of the Urban Extension proposed in the Draft MPD Perspective-2001.
 - ii) From the site plan submitted by the Director of Health Services, Delhi Admn. it appears that the proposed dispensary falls in the residential use of the structural plan approved by the Authority. Further, it is noted that it is part of phase IV of Urban Extension.
 - iii) According to Draft MPD-2001 one dispensary site is proposed for every 15,000 population with an area of 800 to 1200 sq.mt.(average 1000 sq.mt.). In the draft MPD-2001 certain villages have been identified as growth centres depending on their growth rate and road link as for location of health facilities, markets, schools and rural industries. Village Madanpur Dabas does not form part of the list of proposed growth centres.
 - iv) As per the existing practices of land acquisition, development and disposal followed in Delhi clearance for locating dispensary site in the village Madanpur Dabas does not seek favour. In fact, village 'Jaunti' which is a better location in terms of road linkages may be considered as an alternative for locating of the dispensary site. It is also observed that the dispensary should form part of the village development plan.

2. The Technical committee discussed the proposal on 27th Feb., 89 and keeping in view that the proposed dispensary is in village Madanpur Dabas, Khanjawala block approved the site and desired that the site should be integrated as a part of the village development plan.

Further the Technical committee desired that a reference be made to MCD, requesting that they should prepare the development plan for rural villages as a number of reports are put up by Delhi Admn. to provide facilities on the available land in the vicinity of then villages.

3. In reply to this, vide letter No.F.12/1/91/DHS/P&S/11423 dated 4.4.1991 from Dy.Dir.(STAT), Directorate of Health Services Delhi Admn. and letter No.TP/G/7063/90 dated 1.1.91 from Architect(O.P) of M.C.D. Town Planning Deptt. It has been mentioned that Madanpur Dabas is not an urban villages and as such no development plan for the same could be formulated.

4. Further, in this context, we may observe that village Madanpur Dabas comes within proposed urban extension-IV phase and the land use proposed as per the approved structure plan of UE is residential.

Also, there is no mention/reference about the "Preparation of Development plan for rural villages" by MCD, as desired by Technical committee of DDA, as a number of requests are being put up by Delhi Admn. to provide facilities on the available land in the vicinity of these villages.

5. The case was then put up to Internal Planning committee for further discussions on 4.7.1991.
6. The Internal Planning committee discussed the issue in details and took decision that -

- i) Site inspection of the site u/r be got conducted;
- ii) The site location for the dispensary should be near the village;
- iii) As per the decision taken by L.G., it is to be taken into consideration that in future trees are to be planted on the gaon sabha land and
- iv) The approval of site allotment, after re-examination, may be given with the condition that for any readjustment of site required for urban extension(UE) proposals, the same will have to be surrendered by the Health deptt. of Delhi Admn. as and when required.

7. Now, the site inspection has been got done and it was noted that the proposed site is on gaon sabha land and the location under consideration is near the village abadi. The site is stated to be approachable by road.
8. In view of the facts, above, it is now proposed that the site for dispensary on the proposed location at village Madanpur Dabad may be approved subject to the above stated conditions decided in the internal planning committee meeting held on 4.7.1991 (ref para 6).
9. The case is now put up for the consideration (of the para 8) of the Technical committee.

Item No. (218/91) 5/92

Sub: Report of the Committee on policy for locating Industrial activities in Delhi.

F20(2)/91-MP

1. Based on the decision of the Delhi Admn. conveyed to DDA during December, 89 to stop development of new industrial estates in Delhi, planning wing of D.D.A. brought out implications of the same for consideration of the Authority in its meeting held on 27.3.91. After detailed discussion within the frame work of Master Plan for Delhi-2001 and Regional plan-2001 for NCR, the Authority resolved that while the new industrial estates need not be developed in Delhi in principal as a means of employment generation and encouragement to be given to small scale industries. It was felt that a committee comprising of Commissioner(Inds) as convenor and Commr., MCD or his nominee and Administrator, NDMC or his nominee, Shri Meshram Chief Planner, TCPO or his representatives and Sh. J.C. Gambhir, Commissioner(Plg) DDA may go into whole question of identifying those service ^{light industries which will be allowed to come up in Delhi.} in the urban extension and also look into the question as to whether the land upto 2% is required for them.
2. Committee vide its two meetings has finalised its report. The salient points raised by the committee are as follows :
 - i) In order to meet the day to day needs of the community more commercial space would be necessary. Therefore, the space reserved for commercial use be increased by about 2%. The increase in area would be utilised for all such activities which does not perform manufacturing and are required to serve community needs.
 - ii) The list of such activities as considered appropriate by the committee is as follows:
 - a) Repair of vehicles(except truck, buses, trollyes and tractors such as cars, three wheelers and two wheelers including scanning facilities for identification of fault.
 - b) Petrol pump
 - c) Tyre Retreading
 - d) Battery charging

Note : It will be advisable to set apart specific space in the commercial area for the above activities as some of them are likely to create nuisance for other users. Permission for Petrol pump should be granted subject to fulfilment of the guidelines of TCPO in this respect. Consent of pollution Control Board

of Delhi Admn. should be obtained for activities such as Petrol pumps and tyre retreading. The area ear-marked for repair/servicing of vehicles at a time to avoid spill-over of the activities from the designated space. The number of spaces specially reserved for this activity may be proposed to be served.

- V Repair of bicycles and tricycles.
- b) Repair of household electronic equipment such as T.V., Radio VCR, V/CP, Tape Recorder.
- c) Repair of house-hold electical appliances such as electric iron, room cooler, desert cooler, air conditioner, refrigerator, toaster, fan, geyser, heater(including motor rewinding of such appliances.
- d) Repair of other house-hold goods/kitchen appliances such as trunks, suitcases and other leather/raxin made ups, wooden furniture, watches, clocks, cookers, gas burners, musical instruments.
- e) Services establishments such as laundry, dry cleaning tailoring, embroidery, hair cutting salloon, beauti parlour, medical diagnostis centre, testing laboratory, photo studio, picture framing, painting of sign boards, rubber stamp making, cobblers, fruit and sugarcase juices, photocopying, book-binding and printing(excluding offset)printing.
- f) Servicing industry such as atta chakki, grinding of pulses and spices small welding jobs(with one welding machine only) cotton filling in pillows, quilts and mattresses, small bakeries, making of papad, vermicellin and macaroni, oil ghani and carpentry.
- g) Handicrafts as per list of handicraft Board.

3. OBSERVATIONS:

The recommendations have been studies in the PPWoof the DDA. To suitably adopt recommendations of the Committee with respect of the Master Plan for Delhi-2001, the following is recommended :

- i) No more development of areas in Delhi(it would mean that all non-conforming light and extensive industrial units as per Master Plan for Delhi Perspective-2001, would have to close down/shift on their own to areas outside Delhi.
- ii) 2% additional area for the commercial use to be divided as under :

a) District centre level	1%
b) Community Centre level	0.67%
c) Local Shopping Centre level	0.33%
- iii) These areas would be distinctly seperate from the Commercial areas would be developed with the following controls :
 - a) Ground floor Coverage(Overall 33%)
 - b) F.A.R. 100%

The area would be developed as mixed use and 33% of the floor space would be used for residential activities.

iv) The permitted industrial activities would be as per provision of the Master Plan of Delhi Perspective-2001.

v) In the land use plan earmarked for industrial use but not developed so far shall be utilised 50% per public and semi public activities and recreational area at Master Plan level and remaining 50% for residential. Case to case change of land use shall be processed.

4. The proposal has been considered by the Technical committee in its meeting held on 6.8.91 and the Technical committee accepted in principle the recommendation of the Narayanswami committee that 2% of the gross urban extension area be reserved for service/light industries meant to meet the day to day needs of the local population and that the %age of the land reserved

for the commercial sector be increased to that extent, thereby reducing the land exclusively reserved for the industrial sector to nil(2) of the five specific proposals made thereon in the agenda note the ones at i to iii were also accepted. Regarding (iv) Commissioner(Industries) was requested to give his detailed observations (v) was generally accepted as a guidelines which could be varied in specific locations at the time of preparation of zonal development plans. It was also decided that while the policy frame thus evolved would be for implementation in the urban extension area, a separate policy paper should be prepared for all existing urban area.

5. The Chief Secy., Delhi Admn. on the decision of the Technical committee meeting held ^{on} 6.8.91 has written vide his D.O. No. PAC 1(11)/NCRDDA/2040 dated 17.9.91 that ;

a) I am concerned with only two of the observations and ~~these~~ relates to (i) the proposal of the P.P. Wing that all non-conforming ~~on~~ light and extensive industrial units would have to close down/shift on their own to areas outside Delhi, as no more industrial areas are to be developed and (ii) further, that in the additional 2% area being earmarked for service sectors/establishments industrial activities contained in Annexure III-A and III-B, & III-C of the revised Master Plan would be promoted.

- b) I would like to make quite clear that it is not the intention of the Delhi Administration to ask industrial units in non-conforming areas, other than those which are hazardous/obnoxious, or polluting beyond a limit that would not permit reduction through anti-pollution devices, to shift from Delhi. It was in pursuance of such an approach that the MCD had announced its ad-hoc registration policy in 1989 with the prior approval of the Lt. Governor to grant such ad-hoc registration to units which had unauthorisely established themselves in non-conforming areas till 31.12.89. This facility was, ofcourse, subject to certain conditions such as the unit being not hazardous, non-polluting and so on. This policy also took care to stipulate that the Industries Department would not grant such units SSI registration, the intension being that these units should not have the facility to expand at their present locations. Keeping these factors in mind and also the tremendous upheaval that would occur in the labour/employment sector if a forcible shift of innumerable units were to be pursued. I am firmly of the view that the proposal of the DDA in this regards should not be pursued further. What is really called for is an effort to concentrate on large, heavy and medium units, highly power incentives units and so on, and extend to them an attractive package of incentives so as to make it easier for them to either close down their operations in the Union Territory of Delhi or move elsewhere.
- c) As regards permitting industrial activities in the 2% additional area proposed by the Commissioner of Industries to accommodate service industries/establishments, I am of the view that this would be undesirable as this additional area has been provided for a specific purpose and this should not be treated at par with the areas earmarked under the mixed land use concept to accommodate manufacturing industries.

6. In view of the observations raised by Chief Secy. in his letter referred earlier and subsequent developments thereafter, following issues needs reconsideration of Technical committee:

- i) As discussed earlier, part of the proposed 2% additional area (which was mainly for accommodating service industries/establishment) would be required to accommodate certain activities which are categorised as ~~asxx~~ "extensive industries" in MPD-2001 and are required to meet the Delhi's requirement e.g. sites for Slaughter house, shifting of Hot mixed plant etc. etc.
- ii) The list of service industries/establishments which may be permitted in the proposed service industries may be relooked in relation to light and service units proposed in MPD-2001.
- iii) The entire success of the revised thinking of curbing industrial growth in Delhi depends on the effectiveness of the enforcement machinery which would have to actually create condition so that no unauthorised establishments are allowed to be set up in Delhi. Methods adopted in the past and the ones under consideration like not granting SSI registration have proved effective. Municipal deptt. like Water Supply and Sewage Disposal Undertaking and DESU have to play very crucial role of amending their regulation to see that such units are not permitted with required services for their establishment. Land protection branch of MCD as well as Delhi Development Authority have also to reorganise themselves for such a task. The State Pollution Control Board now established in Delhi would also have to take stringent action against units causing environmental pollution.

7. The case is now once again put up for consideration of Technical committee.

Item No. (219/91) 6-42

SUB: Higher Purchase of Transit Camp sites : Disposal of.
F.20(7)/91-MP Pt.I

Reference may please be made to the Circular issued by Engineer Member No. EM-I(5)84/19/69-78 dated 2.11.1989 to grant ownership right to the allottees of Transit Camps on Higher Purchase basis as per the decision conveyed my Secretary, L.G. to V.C. This decision has been taken on the request received from the owners of these plots in the Transit Camps. E.M. had desired of the Chief Engineers for complying and taking up the matter and with Commissioner(H) so as to cost of finalised the electrification and services/ maintenance.

2. The matter has been examined and it is reported that six Transit Camps are existing, having a total of 5934 units. The details direct of the units given below:-

Area	Name of the T. Camps	Total No. of Units	Total No. of units allottees	Total No. of unallotted Units	Remarks
	Raghubir Nagar	1558	1552	6	Under Secty.
South:	Govindpuri	2094	2091	3	Under unauthorised occupation.
	Pandav Nagar	332	188	134	Vasant Kunj for allotment.
East:	Trilokpuri	480	471	9	Under stay & unauthorised occupation.
	Khichripur	440	439	1	Under stay
West:	Hastal	1049	1037	3	Used by staff.
TOTAL:		5934	5778	156	

3. Accordingly all the Chief Engineers were requested to send the layout plan of the received schemes of the Area Planning Unit with a view to access its further processing including the agenda of land use if required

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4. In response, however the layout plan of only two localities namely Raghubir Nagar and Hasthsal have been received from Chief Engineer(West Zone). The matter has been examined and it is found out that the change of land use for 3.38 hect. in case of Hasthsal will be required from "Rural use of Residential" Raghubir Nagar Transit Camps names is located in the residential area as per MPD-2001. The detailed examination of remaining four schemes would be taken up after receiving the layout plan other details from Chief Engineer(East) for Trilokpuri and Khichari Pur, Chief Engineer(West), Pandav Nagar and Chief Engineer (South East Zone) for Govindpuri. It is reported that the DDA is to recover about Rs.12 crores from these camping sheds.

5. The matter is submitted to the Technical Committee for change of land use of 3.38 Hect. in case of Hasthsal Transit Camps in West Delhi.