

F1(63)92-MP/112

ANIL BARAI
DY. DIR. (MP)

Date -
10-2-93

Sh. P. K. Atreya
Chief LPG Manager (Engg.)
Indian Oil Corporation Ltd.
Northern Region, World Trade Centre
Babar Road, New Delhi.

Sub: Issues relating to IOC for LPG bottling plant in capital territory of Delhi.

Sir,

Please refer to your letter no. LPG/E/07 dt. 30. 11.92 on the above cited subject. The above case was discussed in the Tech. committee meeting held on 30.10.92. The para 'C' of the decision of the Tech. committee may be read as, "IOC should approach to NCR Planning Board for suitable site for ~~North~~ ^{South} & ~~East~~ ^{East} Delhi.

Yours faithfully,

(ANIL BARAI) 10/2/93
DY. DIR. (MP)

Issued
MS
10-2-93

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इंडियन ऑयल कॉर्पोरेशन लिमिटेड

नॉर्दर्न रीजन : वर्ल्ड ट्रेड सेंटर, बाबर रोड, नई दिल्ली-110001 फोन : 33133,11-22,

टेलिक्स : 031-66824, 031-63057 ग्राम : 'इंडियन ऑयल'

Indian Oil Corporation Limited

Northern Region : World Trade Centre, Babar Road, New Delhi-110001, Phones: 3313311-22,
Telex: 031-66824, 031-63057 Grams: 'INDIANOIL'



LPG/E/07
30.11.1992

मार्केटिंग डिविजन
Marketing Division

DEPUTY DIRECTOR (MP)
Delhi Development Authority
Vikas Minar,
New Delhi 110 002

KIND ATTN: SH ANIL BARAI

SUBJECT: ISSUES RELATING TO IOC FOR LPG BOTTLING PLANT
IN CAPITAL TERRITORY OF DELHI.

Dear Sir,

We acknowledge with thanks your letter No. F.20(20)87-MP/1000 dated 20.11.92 on the subject, enclosing minutes of the Technical Committee Meeting held on 30.10.92.

We would like to inform you that under para 'C' of item No 108/92 of the minutes erroneously it has been mentioned that IOC should approach NCR Planning Board for suitable site for North and West Delhi instead of North and East Delhi.

In this regard, letter No LPG/E/01 dated 23.9.92 from our Executive Director to Vice Chairman DDA as well as letter No LPG/E/05 dated 19.10.92 addressed to Commissioner Planning may be referred. Kindly arrange to make necessary correction in the minutes of the meeting, for para 'C' to be read as "IOC should approach to NCR Planning Board for suitable site for North and East Delhi.

It is also requested that a copy of corrected minutes of the meeting may also be forwarded to the Member Secretary NCR Board so that we may face problems in approaching NCR Board.

Thanking you,

Yours faithfully,
FOR INDIAN OIL CORPORATION LTD.

(P K ATREYA)
CHIEF LPG MANAGER (ENG)

Encl: 1. Photocopy of letter dt. 19.10.92

2. Photocopy of your letter no. F.1(1)88-MP dt. 22.10.92, intimating meeting of TC. on 30.10.92, where as per para 'C' of agenda item 108/92 IOC. is to approach NCRPB for land in North & East of Delhi.

रजि० कार्यालय: जी- 9 अली यावर जंग मार्ग, बांद्रा (ईस्ट) बम्बई- 400051

REGD OFFICE: G-9, ALI YAVAR JANG MARG, BANDRA (EAST) BOMBAY 400051

Pl. pickup in T.C. office meeting files dt. 30.10.92
UFI

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इंडियन ऑयल कॉर्पोरेशन लिमिटेड

नार्दन रीजन वर्ल्ड ट्रेड सेन्टर, बाबर रोड, नई दिल्ली-110001
फोन : 3313311 टेलिक्स : 63057 एवं 5544 ग्रामस : इंडियन ऑयल

Indian Oil Corporation Limited

Northern Region : World Trade Centre, Babar Road, New Delhi-110 001.
Phones : 3313311 Telex : 63057 & 5544 Grams : INDIAN OIL



REF. LPG-E/05
October 19, 1992

Commissioner (Planning),
Delhi Development Authority,
Vikas Minar, IP Estate,
New Delhi-110002

KIND ATTN SH JC GAMBHIR

Dear Sir,

We thank you very much for kind courtesy extended to us in having a meeting with our Addl General Manager (LPG) on September 29, 1992 when following outstanding points were discussed:-

- a) Allotment of 50 acres adjacent to IOC's LPG Bottling Plant at Tikrikalan for providing addl Bulk LPG tankage.
 - b) Alignment of approach road for already allotted 72.4 acres plot at Madanpur Khadar (South of Delhi), for construction of new LPG Bottling Plant.
 - c) Allotment of one plot of 75 acres and/ or two plots of 30 acres each in North and/ or East of Delhi, for siting addl LPG Bottling Plant/ (s).
2. We have now been advised by your Sh Anil Barari that next meeting of Technical Committee has been fixed on October 30, 1992. However, venue and dt is yet to be fixed.
3. We request you to advise us venue and dt of next meeting so that we can be present at site for explaining our cases and providing any clarification. Out Tel Nos are 3325969, 3317190 & 3321669.

Thanking you,

Yours faithfully,
for Indian Oil Corporation Ltd


(P.K. ATREYA)
CHIEF LPG MANAGER (ENGG)

CC: Sh Anil Barari,

NGO
cc: DGM (UG-MO) Delhi

Meeting attached
of SMT on 30/10

MOST IMMEDIATE
DELIVERING NOTICE

No. F.1(1)/89-M

Dated: 22/10/92

From:

Asstt. Director (MP)
Delhi Development Authority

To

③

Mr. P. K. Arora, ---
Chief L.P.G. Manager (ENGG).
I.O.C. Ltd. (MKT. Div.), World Trade Centre,
Babar Road, New Delhi - 110001.

Sub:

Allotment of land to I.O.C for L.P.G. Bottling plants
in Capital Territory of Delhi. For G.O. No. 108/92

Sir,

I am directed to say that the above noted case
will be discussed in the meeting of Technical Committee
to be held on Friday the 30.10.92

at 11.00 AM in the Conference Room of the Authority,
~~Vikas Vihar, New Delhi~~ Vikas Sadan, B-block, I.N.A, New Delhi

You are therefore, requested to make it convenient
to attend the meeting.

Yours faithfully,

ASSISTANT DIRECTOR (MP)

22.10.92

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ITEM NO. 108/92.

SUB : ISSUES RELATING TO IOC FOR LPG BOTTLING PLANTS
IN CAPITAL TERRITORY OF DELHI.

File No.F20(20)87-MP

Chief LPG Manager(Engg.) IOC Ltd., New Delhi,
in a reference, raised the following issues:-

- a) Allotment of 50 acres of land adjacent to IOC's LPG bottling Plant at Tikrikalan for providing additional bulk tankage.
- b) Approach road alignment for the New LPG bottling plant site at Madanpur Khadar in South Delhi where 72.4 acres of land is allotted.
- c) Allotment of land for siting additional LPG bottling plant either in North Delhi or East Delhi in an area measuring 75 acres as one plot or 2 plots each about 30 acres.

2. The above issues have been examined in detail.
The report is as below:-

a) Request for 50 acres of land adjacent to IOC LPG bottling plant at Tikrikalan for handling additional bulk was examined on an earlier reference and the Joint Secretary, Govt. of India, Ministry of Petroleum and Natural Gas, was informed on 19.10.91 that no additional land is available for this purpose adjacent to Tikrikalan project and for additional land requirement, IOC should approach to the Member Secy., NCR for location of suitable land outside the Union Territory of Delhi. Addl. General Manager, LPG (IOC Ltd.) was also informed.

b) Regarding the approach road to the new sites in Madanpur Khadar. Although, the land was allotted to IOC for a new bottling plan at the time when there was no proposal for urbanisation of this area, however, as urbanisation is proposed to the extended right upto Agra Canal, therefore, the land already allotted would not be suitable for the LPG bottling plant and this land should be taken back from IOC and they may be advised to identify a suitable site in NCR area.

c) Regarding the land for location of new LPG bottling plant either in North or in East Delhi, as there is no suitable site available the IOC should approach NCR Planning Board.

contd..../-

3. It is also observed that in MPD-2001, in the land use category shown as 'Warehousing Depot', the locations are marked on land use map of MPD-2001, where this type of activities are allowed but keeping in view the concept of de-centralisation of activity from Delhi, MPD-2001 needs amendment to that extent.

4. The land vacated by IOC at Shakur Basti area is earmarked for green and circulation and IOC was informed accordingly.

5. The matter is placed before the Technical Committee for consideration the above points, before the IOC is informed further.

(35) 

DELHI DEVELOPMENT AUTHORITY

Minutes of the Technical Committee meeting held on 30.10.92 at 11.00 A.M. in the Conference Room of Delhi Development Authority, Vikas Sadan, INA, New Delhi.

The following were present:

1. Sh.S.P.Jakhanwal, Vice-Chairman (In Chair)
2. Sh. H.D.Sharma, Engineer Member
3. Sh. J.C.Gambhir, Commr.(Plg.) Member Secy.,
4. Sh. S.Roy, Commissioner(Lands)
5. Sh. Santosh Auluck, C.A.
6. Sh. S.C.Gupta, Director(DC&P)
7. Sh.R.G.Gupta, Director(TYA)
8. Sh. P.C.Jain, Director(AP&B)

TOWN AND COUNTRY PLANNING ORGANISATION

9. Sh. S.Maurya, T.P.

POLICE DEPARTMENT

10. Sh.Roop Chand Sharma, ACP(T)

LAND AND DEVELOPMENT OFFICE

11. Sh. L.D. Ganotra

N.D.M.C

12. Sh. C.L. Mehta, Architect.

M.C.D.

13. Sh.R.C.Chaudhary, C.E.III
14. Sh. O.P.Aggarwal, S.E.(Plg.)
15. Sh. C.M.Vij, S.E.IX

INVITEES:

16. Sh.A.Minaldher, Ch.Reg.Mgr. & State Co-ordinator(HPCL)
17. Sh.R.N.Mathur, Dy.Manager, HPCL(State Co-ordinator)



ITEM NO.108/92

SUB : Allotment of land to IOC for LPG Bottling Plants in Capital Territory of Delhi.

F20(20)87-MP

The Technical Committee discussed all the three issues listed in Para 1 and made the recommendations as below:-

a) IOC should submit a layout plan of the utilisation of 100 acres of land of LPG Bottling Plant and also the proposal of utilisation of another 50 acres for the project. The Lands Deptt. of DDA should conduct a survey of 50 acres land earmarked for this purpose. Also, the IOC should examine whether gas could be supplied through the pipe.

b) An approach road/excess be provided as part of the schemes being formulated by the DDA of this sector. IOC should make proper arrangement of safety zone within their own land area.

c) IOC should approach to NCR Planning Board for suitable site for North & West Delhi.

ITEM NO.97/92

Sub : Proposed diversion of Auchandi Bawana Road and Construction of RO(B on Railway level crossing on Delhi Karnat Lines at Samaypur Badli.

F5(34)72-MP-Pt.I

The proposal of over bridge was discussed and it was decided that Commr.(Plg.) & Chief Engineer, MCD should have an inspection to examine the feasibility of under bridge for light vehicles.

ITEM NO.111/92

SUB : Change of land use of an area measuring 31.0 acres from 'Recreational' to 'Residential' at INA, New Delhi.

F20(11)92-MP

The Engineer Officer of L&DO Deptt. explained the proposal of Govt. for change of land use of 31.0 acres of land from 'Recreational' to 'Residential' near INA. After detailed discussion, the Technical

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Committee recommended the change of land use subject to a) deleting pocket already developed along the road as green; b) for the area earmarked as air funnel area, a the comments of Civil Aviation deptt. for having buildings in that area. The Technical Committee desired that the matter be placed before the Authority after making necessary adjustment and ^{after} obtaining comments of the Civil Aviation deptt.

ITEM NO.112/92

Sub : Composite alignment plan of road no.35 (Marignal Bundh Road) from Vikas Marg to NH-8 bye pass integrated ROB proposal on Delhi Ghazibad railway lines.

F5(19)91-MP

Composite alignment plan was recommended for approval with the observations of Irrigation & Flood Deptt. and Railways.

ITEM NO.87/92

Sub: Shifting of Hazardous and Noxious units from Delhi.

F3(133)/73-MP

Laid on Table.

Discussion of the item was deferred.

This issues with the approval of Vice-Chairman, DDA.

(ANIL BARAI)
DY.DIR. (MP)

No.F1(35)92-MP

Dated: 12.11.1992



DELHI DEVELOPMENT AUTHORITY

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- 3. Sh. J.C.Gambhir, Commr.(Plg.) Member Secy.,
- 4. Sh. S.Roy, Commissioner(Lands)
- 5. Sh. Santosh Auluck, C.A.
- 6. Sh. S.C.Gupta, Director(DC&P)
- 7. Sh.R.G.Gupta, Director(TYA)
- 8. Sh. P.C.Jain, Director(AP&B)

TOWN AND COUNTRY PLANNING ORGANISATION

- 9. Sh. S.Maurya, T.P.

POLICE DEPARTMENT

- 10. Sh.Roop Chand Sharma, ACP(T)

LAND AND DEVELOPMENT OFFICE

- 11. Sh. L.D. Ganotra

N.D.M.C

- 12. Sh. C.L. Mehta, Architect.

M.C.D.

- 13. Sh.R.C.Chaudhary, C.E.III
- 14. Sh. O.P.Aggarwal, S.E.(Plg.)
- 15. Sh. C.M.Vij, S.E.IX

INVITEES:

- 16. Sh.A.Minaldher, Ch.Reg.Mgr. & State Co-ordinator(HPCL)
- 17. Sh.R.N.Mathur, Dy.Manager, HPCL(State Co-ordinator)

ITEM NO.108/92

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F20(20)87-MP

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- b) An approach road/excess be provided as part of the schemes being formulated by the DDA of this sector. IOC should make proper arrangement of safety zone within their own ~~area~~ *land area*.
- c) IOC should approach to NCR Planning Board for suitable site for North & West Delhi.

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Committee recommended the change of land use subject to a) deleting pocket already developed along the road as green; b) for the area earmarked as funal ^{and} _{of funnel} area, a the comments of Civil Aviation deptt. for haviang buildings in that area. The Technical Committee desired that the matter be placed before the Authority after making necessary adjustment and ^{after} obtaining comments of the Civil Aviation deptt.

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F5(19)91-MP

✓ Composite alignment plan was recommended for approval ^{with} subject ~~to~~ the observations of Irrigation & Flood Deptt. and Railways.

ITEM NO.87/92

Sub: Shifting of Hazardous and Noxious units from Delhi.

F3(133)/73-MP

Laid on Table.

Discussion of the item was deferred.

Signature
11/1/92

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(35)92-MP

Dt.22.10.92

MEETING NOTICE

The Technical Committee meeting of DDA will be held on 30th October, 1992 at 11.00 A.M. in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed herewith.

You are requested to kindly make it convenient to attend the meeting.

(ANIL BARAI)
DY.DIR. (MP)

To:

1. OSD to VC for the information of the later.
2. Engineer Member
3. Principal Commissioner
4. Commissioner (Plg.)Member Secy.
5. Commissioner (Lands)
6. Chief Architect
7. Director (DC&P)
8. Dir.(TYA)
9. Director (AP&B)
10. Chief Town & Country Planner,
Town & Country Planning Office,
Vikas Bhawan, E Block,
New Delhi.

11. Chief Architect
NDMC, Palika Kendra
New Delhi.
12. Town Planner,
MCD, Old Hindu College Bldg.
Kashmere Gate, Delhi.
13. Secretary,
DUAC, NDMC Commercial Complex
Lok Nayak Bhawan, Khan Market,
New Delhi.
14. Land & Development Officer
Land and Development Office,
Nirman Bhawan, New Delhi.
15. Sr. Architect,
H&T P (I) Unit, Room No. 316,
'A' wing, 3rd floor,
Nirman Bhawan, New Delhi.
16. Deputy Commissioner of Police (T)
MSO Bldg. IP Estate,
New Delhi.
17. Chief Engineer (Plq.) DESU
Bhakti Sadan,
Dindayal Upadhaya Marg,
New Delhi.



I N D E X

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3.	111/92	Change of land use of an area measuring 31.0 acs from 'Recreational' to 'Residential' at INA, New Delhi. F20(11)92-MP.	6
4.	112/92	Composite alignment plan of road no. 35 (Marginal Bundh Road) from Vikas Marg to NH-24 bye pass integrated ROB proposal on Delhi Ghaziabad railway lines. F5(19)91-MP	7-9



ITEM NO. 108/92.

**SUB : ISSUES RELATING TO IOC FOR LPG BOTTLEING PLANTS
IN CAPITAL TERRITORY OF DELHI.**

File No.F20(20)87-MP

Chief LPG Manager(Engg.) IOC Ltd., New Delhi,
in a reference, raised the following issues:-

- a) Allotment of 50 acres of land adjacent to IOC's LPG bottling Plant at Tikrikalan for providing additional bulk tankage.
- b) Approach road alignment for the New LPG bottling plant site at Madanpur Khadar in South Delhi where 72.4 acres of land is allotted.
- c) Allotment of land for siting additional LPG bottling plant either in North Delhi or East Delhi in an area measuring 75 acres as one plot or 2 plots each about 30 acres.

2. The above issues have been examined in detail.
The report is as below:-

a) Request for 50 acres of land adjacent to IOC LPG bottling plant at Tikrikalan for handling additional bulk was examined on an earlier reference and the Joint Secretary, Govt. of India, Ministry of Petroleum and Natural Gas, was informed on 19.10.91 that no additional land is available for this purpose adjacent to Tikrikalan project and for additional land requirement, IOC should approach to the Member Secy., NCR for location of suitable land outside the Union Territory of Delhi. Addl. General Manager, LPG (IOC Ltd.) was also informed.

b) Regarding the approach road to the new sites in Madanpur Khadar. Although, the land was allotted to IOC for a new bottling plan at the time when there was no proposal for urbanisation of this area, however, as urbanisation is proposed to the extended right upto Agra Canal, therefore, the land already allotted would not be suitable for the LPG bottling plant and this land should be taken back from IOC and they may be advised to identify a suitable site in NCR area.

c) Regarding the land for location of new LPG bottling plant either in North or in East Delhi, as there is no suitable site available the IOC should approach NCR Planning Board.

contd..../-

3. It is also observed that in MPD-2001, in the land use category shown as 'Warehousing Depot', the locations are marked on land use map of MPD-2001, where this type of activities are allowed but keeping in view the concept of de-centralisation of activity from Delhi, MPD-2001 needs amendment to that extent.

4. The land vacated by IOC at Shakur Basti area is earmarked for green and circulation and IOC was informed accordingly.

5. The matter is placed before the Technical Committee for consideration the above points, before the IOC is informed further.

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Sub: Proposed Diversion of Auchandi Bawana Road and construction of ROB on railway level crossing on Delhi-Karnal lines at Samaypur Badli.
F5(34)72-MP-PT.I

1. BACKGROUND:

Auchandi Bawana Road between G.T. Road and Sameypur Badli & beyond upto Shahbad Daulatpur is existing in a serpentine manner with lot of kinks. The stretch of this road between G.T. Road and Sameypur village has become part of Sanjay Transport Nagar and has thus to be abandoned. It is in this context that a diversion of this road has to be found and ROB/RUB is to be constructed in the alignment of the proposed diversion. The level crossing is frequently closed due to heavy rush of trains on this section. A large number light/heavy vehicles plying on this road get queued resulting in considerable delays. Location plan is placed as Annexure I.

2. EXISTING CONDITIONS

A diversion of the existing Auchandi Bawana Road at a distance of about 400 mtrs. from the existing road between G.T. Road & Samaypur village is shown in the layout plan of Sanjay Gandhi Transport Nagar. A part of the road has been constructed to join with the village road. The R/W of the village road joining with the diversion road may be hardly 40 ft. or so. The diversion road presently is a dead end road and does not crosses the railway line.

3. MPD-2001 PROPOSALS:

In the Urban Extension proposals of MPD-2001, a 45 mtr. R/W road is proposed at a distance of about 1.5 kms. from the existing Auchandi-Bawana Road/Rly. level crossing. From a broad reconnaissance of the area, it was seen that most of the area on the eastern side between G.T. Karnal railway lines and G.T. Road has been developed into plots and unauthorised constructin is built upon on many of them. However the area on the western side between the railway lines and the 30 mtrs. R/W and from Rohini (crossing Auchandi Bawana Road is mostly vacant except for few encroachments.

The position as it stands today is that an ROB/RUB at the existing level crossing is not desirable due to be zig-zag alignment of the road as also due to the fact that this road between G.T. Road & Samaypur



village has become part of Sanjay Gandhi Transport Nagar and has to be abandoned. An alternative to the existing alignment has thus to be found.

4. SUGGESTIONS:

For construction of the proposed 45 mtr. R/W Road as per MPD-2001, which would act as the diversion of Auchandi-Bawana Road, a reconnaissance survey was done in the alignment of the existing 30 mtr. R/W road from Rohini to join G.T. Road from the periphery of Siraspur village to find out the feasibility of the road. A part of the road in the South of Siraspur village between the railway lines & G.T. Road shall form part of Narela Project. If this is possible then the RUB may be constructed in the alignment of this road as it would not be desirable to construct two RUB's at a distance of 11.5 km. or so. Broad alignment is shown on the plan placed as Annexure I.

5. SITE INSPECTION AND COMMENTS OF MCD:

The site was inspected with Sh. B.R. Chauhan, Ex. Engg. MCD, incharge of this road. During inspection references were fixed from the reconnaissance survey. Thereafter we have received letters dt. 16.4.91 and 26.3.92 from Engg. in Chief, MCD (Copy placed as Annexure II) for consideration of the old RUB proposed on the existing level crossing.

It is further stated that as the diversion road is at a distance of about 1.5 km. RUB at that location may be taken as a separate proposal. It is also stated that as the tentative alignment of the diversion passess through various private and unauthorised built up areas which may involve major land acquisition and demolition of built area, finalisation of the same may thus to be considerable time. Lands Deptt. of DDA have not given us latest information about acquisition proceedings of the land falling under proposed 45 mtr. R/W Urban Extension road as desired vide our letters dt. 13.3.92 and 26.3.92.

6. Delhi College of Engineering has already been allotted land near Badli village. The construction work on the college building is in full swing. The main entry to the college is from the 45 mtr. R/W Urban extension road. In case if this road is not constructed the entire concept of the Engineering college planning would be affected.

7. As per the CRRI study a grade separator at the level crossing is envisaged.

8. The case is put to the Technical Committee for consideration of:

- i. Construction of ROB/RUB in the alignment of proposed 45 mtr. R/W urban extension road after land acquisition



- and removal of encroachments.
- ii. Expeditious land acquisition proceedings for construction of 45 mtr. R/W Urban extension road with ROB3RUB on level crossing and for providing the approach to Delhi College of Engineering.



G.T. ROAD

Dalwa

Karnal

EXISTING ANANDPUR ROAD

EXISTING LEVEL CROSSING

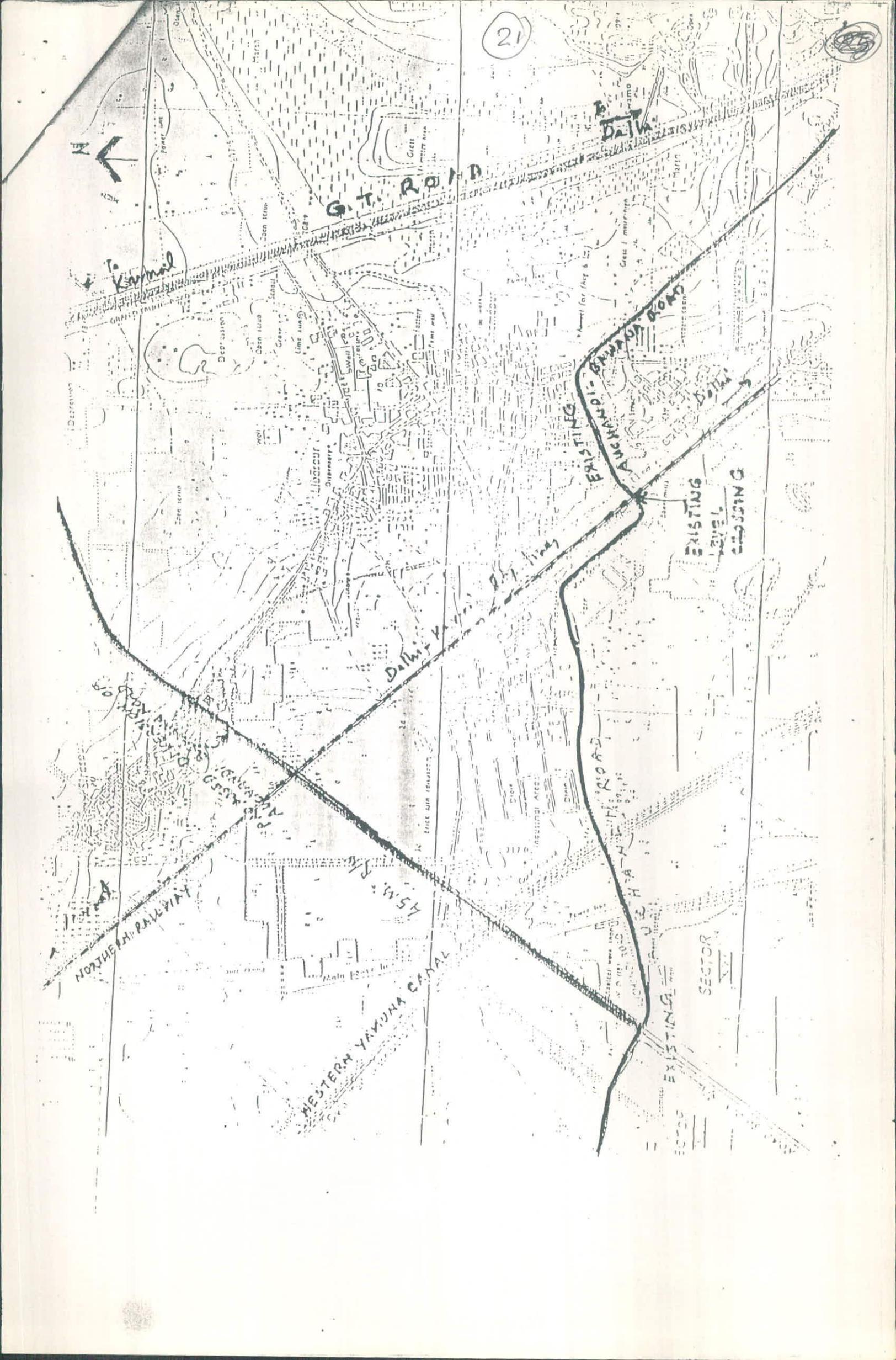
Dalwa Canal

EXISTING ROAD

NORTHERN RAILWAY

WESTERN YAMUNA CANAL

EXISTING SECTOR



R. Amburani
B. Tech. (Hons.)



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Annexure - II
Page - 1
Engineer-in-Chief
Municipal Corporation of Delhi
Town Hall, Delhi

A/1129
24/4

No. E E XXVI / 91-92 / 4
Dated: 16/4/91

Sub:-Const. of ROB at Railway crossing at Badli
at Auchandi Bawana Road.

Ref:- Your letter No.F.5(34)72MP Pt.1/341
dated 27.12.90.

डा. विवेक (डी) पी.पी.ओ. कार्यालय
बापरी नो. 615
दि. 26/4/91

The question of construction of a RUB/ROB at the junction of existing Auchandi Road with the Railway line had been discussed with Lt. Governor on 22.5.1988 and the same was agreed to be cleared. Accordingly, NATPAC prepared drawings for the construction of RUB at Sameypur Badli. This was taken up with the Northern Railway and it was considered that instead of a RUB we should provide a ROB. A proposal for a construction of ROB was formulated which was sent to D.D.A. DDA, however, informed that as the existing Auchandi Bawana Road has to be abandoned in the stretch passing through Sahjay Gandhi Transport Nagar. It shall be desirable to construct RUB/ROB in the alignment of the proposed diversion road after studying the feasibility of the same from the reconnaissance survey. In the south of Siraspur village a part of the proposed 45 mt. R/W road between the Railway line and G.T. Road shall form part of National project which has to be duly integrated with the Plan.

डा. विवेक (डी)
नो. पी.पी.ओ. कार्यालय
बापरी नो. 615
दि. 25/4/91

The new alignment plan suggested by the D.D.A. is about 1.5 Km. away from the existing crossing and tentative alignment of this road passes through various private farm lands and unauthorised built up area which may likely involve major land acquisition and demolition of built areas. Finalisation and approval of the new alignment, its implementation and construction of new alignment is likely to take considerable time.

It is, therefore, suggested that the proposal for the construction of a ROB at the junction of proposed diversion may be aken as a separate proposal and the proposal made by the MCD for the construction of a ROB at the junction of existing road may be placed before the competent authority for approval.

Handwritten signature and date: 25/4

Commissioner(Planning),
DDA, Vikas Sadan,
New Delhi.

Handwritten signature
Engineer-in-Chief

Handwritten notes: Pls put up with file
Mr. B. B. B.

R. Ambwani
B. Tech. (Hons.)



19

Annexure-II
Page - 2 No. 0111 Res.
Engineer-in-Chief
Municipal Corporation of
Town Hall, Delhi

No. EE XXVI/01-91/DO/825

Dated - 26/3/92

To

Shri Anil Barai,
Dy. Director (MP),
Delhi Development Authority,
Vikas Minar, I.T.O.
New Delhi.

578.M/
20.4.92

SUB; Construction of ROB at Railway crossing at
Badli at Auchandi B wana Road

Sir,

Please refer to your letter No.F5(34)72-MP-ET.I/992 dated 24.7.91 regarding above mentioned subject wherein it has been indicated 'proposed construction of ROB at level crossing could not be desirable.'

It is intimated that even if another ROB/RUB is provided in place about 1.5 m away from the existing crossing in near future, present level crossing at Sameypur Badli will remain in continuous use and question of abandoning/closing of the same does not arise due to recent built up of area and keeping in view requirements of its users.

In view of above, proposal for providing ROB at this level crossing already forwarded by Municipal Corporation of Delhi may kindly be placed before Technical Committee for approval so that necessary action for construction of ROB at this level may be initiated by this office.

Yours faithfully,

(R.G.R. AMBWANI)
ENGINEER-IN-CHIEF

fl. puter early
UP-III
25/4/92

ITEM NO.111/92/TC

Sub: Change of land use of an area measuring 31.0 acs. from 'Recreational' to 'Residential' at INA, New Delhi.
F20(11)92-MP

The Jt. Secy. Ministry of Urban Development vide his letter dt. 20.8.92 has requested the DDA for processing the change of land use of an area measuring 31.0 acs. from 'Distt. Parks' to 'Residential'. He has desired that the matter may be processed through the Authority.

2. The land use of the area u/r as per MPD-62 had been partly 'Residential' and partly 'Recreational' (ii) As per the approved zonal plan of D-20 the land use is 'Recreational' (Distt. Park and Neighbourhood Park), partly public and semi public facilities (Schools) (iii) As per MPD-2001 the land use is 'Recreational' (Distt. Park) About half of the proposed site is falling under the Air Funnel, which is "prohibited for construction", as shown in the ZDP.

3. The matter is placed before the Tech. committee for its consideration. The proposal received from the Ministry of Urban Development for change of land use.



17

Sub: Composite alignment plan of road no. 35 (Marginal Bundh Road) from Vikas Marg to NH-24 bye pass integrating ROB proposal on Delhi Ghaziabad railway lines. F5(19)91-MP

1. The above said case was discussed in the Technical Committee meeting held on 31.3.92 in which the following decision was taken.

"The Technical committee observed that in the first instance the proposal should be examined by the Flood Deptt. of Delhi Admn. The matter may also be taken up with railways for the provision of an additional level crossing if this road is to be developed".

2. As a follow up action on the decision of the Technical committee, copies of the alternative II proposal with widening of the road on either sides of the existing Marginal Bundh i.e. on the city side and on the river side were sent to Flood department and the railways. Chief Engineer (I&F) DA vide letter dt. 10.9.92 (copy placed as Annexure 'A') has given the following observations.

- i. The proposal of widening of the existing Marginal Bund towards the river side is practicable and hence it is recommended for adoption.
- ii. A large number of jhuggies have come into existence on the embankment and the removal of such jhuggies by rehabilitating the jhuggi dwellers elsewhere as per the policy decision of the Administration should be made a part of the project estimate and I&F Department would not have any responsibility in this regard.
- iii. During the eighth Five Year Plan, I&F Department is proposing to raise and strengthen the existing embankments on either sides of the river Yamuna to protect the urban areas from flood discharges upto 4.5 lakh cusecs. It needs to be recognised by your authority that this scheme is independent of the proposal of DDA to channelise the River Yamuna. As and when such proposal of raising and strengthening of banks is finalised, the embankment would be raised towards the river side by initiating a separate scheme by I&F Department. Hence any protection works required to be carried out for the safety of the embankmen

will be decided separately.

As regards the widening of the embankment on the city side, Chief Engineer (I&F) (DA) vide letter dt. 10th April 1992 (copy placed as Annexure 'B') has clarified that a policy decision has been taken by Secretary (I&F) for widening of river embankment towards the city and their subsequent maintenance would be vested with PWD, Ex-Engineer PWD (DA) Divn. XXIII in his feasibility report (Annexure 'C') has already recommended for construction of four lanes on the city side and four lanes on the river side. Further in his letter dt. 22.9.92 (Copy placed as Annexure D) Executive Engineer, PWD (DA) Divn. 23 while referring to the above said letter of Chief Engineer (I&F) has requested to get the alignment approved in the Technical committee as honourable LG has desired to complete the missing link of Transyamuna Ring Road at the earliest.

3. General Manager (Engg.) Northern Railway in his letter dt. 21.7.92 (copy placed as Annexure 'E') has given the following observation on the alternative II proposal sent to them for comments.

The existing bank height of railway formation is about 15 ft. above the general ground level. The proposed road level with the Road Over Bridge at the crossing of the marginal bank if constructed shall be about 45 ft. above the general ground level.

As regards the construction of Road Over Bridge at the site of the level crossing where a close gate exist, railway will provide a road over beidge as a deposit work of the concerned authority on such terms as are applicable to the deposit works.

As regards the utility of the road over bridge the same can only be assessed by the concerned authority.

4. With the said observations the case is placed before the Technical Committee for consideration of:

i. Approval of the Alternative II alignment propoasa with equal widening of the road from the central verge on existing bundh on either sides as per detail kgiven in the alignment plan including the

ROB proposal on Delhi Ghaziabad railway lines vide drawing no. TT-29.

PPW-92.

- ii. R/W as per the alignment plan shall be maintained by PWD(DA)
- iii. Resettlement of the affected structures shall be taken up with the land Deptt. of DDA.
- iv. Three times the number of trees requested to be cut shall be planted after obtaining approval of the competent authority.

(14)

13

Annexure - 'A'
1279 MP
15-9-92

DELHI ADMINISTRATION
OFFICE OF THE CHIEF ENGINEER (I&F)
17TH FLOOR ISBT BUILDING KASHMERE GATE: DELHI

No.CEF/P&D/S.M Bund/AE-IV/91-92/ 17081

Dated the 10th Sept., 92.

To

Shri Anil Barai,
Deputy Director (MP),
Delhi Development Authority,
Vikas Sadan, I.I.T. Area, 6th Floor,
New Delhi.

Sub:- Alignment Plan of Marginal Bund Road from
Vikas Marg to NH-24.

Sir,

Kindly refer your letter No.F.5(19)/91/MP/
503 dated 9th June, 1992 vide which the draft Alignment
Plan of Marginal Bund from Vikas Marg to NH-24 has been
forwarded, which has been gone through. While regretting
the delay in responding, the following are the comments
on the proposal :-

1992-11-24/82

- (i) The proposal of widening of the existing Marginal Bund towards the river side is practicable and hence it is recommended for adoption.
- (ii) A large number of jhuggies have come into existence on the embankment and the removal of such jhuggies by rehabilitating the jhuggi-dwellers elsewhere as per the policy decision of the Administration and meeting the cost towards such rehabilitation should be made a part of the project estimate and I&F Department would not have any responsibility in this regard.
- (iii) During the Eighth Five Year Plan, I&F Department is proposing to raise and strengthen the existing embankments on either sides of the river Yamuna to protect the urban areas from flood discharges upto 4.5 lakh cusecs. It needs to be recognised by your authority that this scheme is independent of the proposal of DDA to channelise the River Yamuna. As and when such proposal of raising and strengthening of banks is finalised, the embankment would be raised towards the river side by initiating a separate scheme by I&F Department. Hence any protection works required to be carried out for the safety of the embankment will be decided separately.

This disposes of your latest reference No.F.5(19)/
91/MP/ dated 28th August, 1992.

Pls put up with the file

Yours faithfully,

[Signature]

UT III

[Signature]

(S. N. MURTHY)
CHIEF ENGINEER (I&F)

....2/-

Mr. Balraj

15/11/92

The file bearing No. 5(19)91-MP/ has been sent
to D.D.(7) on dt. 11/6/91.

OFFICE OF THE CHIEF ENGINEER (IRR. & FLOOD)
IV FLOOR : 18BT BUILDING : KASTURBA GANDHI MARG, DELHI

No. CEF/P&D/S.M.Bund/ABIV/91-92/

Dated the

April, 92

To

Shri K.S. Gangocharan
Chief Engineer (PWD) Zone-I
Delhi Administration,
Kasturba Gandhi Marg,
New Delhi.

Sub: Alignment Plan of marginal bund road from Vikas Marg to Wazirabad Road.

Sir,

Kindly refer to your Superintending Engineer, Circle II (DA) letter no. 23(135)/92-PWICII/D-23/397 dated 24th March, 1992, copy of which has been endorsed to your office. The undersigned strongly resents the contents of the letter. It is requested that you may kindly advise your officers not to take up such policy matters at their level with the Heads of other departments but rather process through your office so that the subject can be appreciated better and views exchanged.

Your Superintending Engineer is relying upon communications sent in 1987 and has concluded that I&F Department has conveyed no approval. You will appreciate that I&F Department had not agreed with the proposal that another department should take up works in land under their custody and had negated the proposal. Only in July, 1991 a policy decision was taken by Socy. (I) that the widening of the river embankments towards the city side and subsequent maintenance would be vested with PWD, Delhi Administration. It is also decided that the widening of the embankments towards the river side will be taken up by I&F Department. In view of this decision, this department has no comments to offer for widening of Left Marginal Bund from Vikas Marg upto Wazirabad Road towards city side. But it is relevant to add that the road requires widening towards river side at a few locations, (as conceded by SE, Circle-II) and it is requested that exact details of the same be sent to this office for initiating further action.

However, regarding widening of the Marginal Bund between Vikas Marg and NH-28, the undersigned would prefer to be apprised of the proposals of your department and you are requested to forward drawings in this regard, if finalised.

Yours faithfully,

(S N MURTHY)
CHIEF ENGINEER (I&F)

No. CEF/P&D/S.M.Bund/ABIV/91-92/ 6887 Dated the 10 April, 92

Copy forwarded for information & necessary action to:-

1. Superintending Engineer, PWD Circle II (DA), Kasturba Gandhi Marg, New Delhi.
2. Shri B.K. Saluja, Dy. Director (T), DDA, Vikas Minar, New Delhi.
3. Superintending Engineer, Flood Control Circle, Delhi Admn., Delhi alongwith copies of reference for his information.

CHIEF ENGINEER (I&F)

*Abputup with lead
no. 53 file 12/16/92*

Sub:- Alignment plan of Marginal bundh Road from Vikas Marg crossing to NH-24 crossing. A.H. II

FEASIBILITY REPORT PROFORMA

1. Details of affected structures/ properties in the road R/W.

	Pucca			Semi Pucca	Kutchha
	S/D	D/S	T/S		
a) Total no. of structures/ properties affected in the alignment.	8	-	-	12	Jhuggies 105
b) No. of properties with boundary wall and set backs only affected in the alignment.	About 8m strip of land from two Rainey wells shall be affected.				
c) Width of properties affected in road R/W.					
d) No. of shops affected.					

2. Is there any deviation in the approved alignment prepared by TCPO earlier. If yes, give details. Alignment plan is yet to be approved.

3. Whether the alignment confirms to the R/W as shown in the approved layout plans & regularisation plans of the colonies abutting this this road. If not, give details. R/W is as per Master Plan.

4. Details of affected services

	Length in mtr.	
a) Overhead high tension lines:	220 KV lines- 66 KV lines- 33 KV lines- 11 KV lines-	HT pylon falls in R/W this may be adjusted after carriageways.
c) Underground sewerage lines	Length & depth of the lines.	No. of manholes affected.
d) Underground water supply lines:	Length	No. of sluice valve chambers affected Nil

- : 2 :-(17)
- Annexure 'e'
Page 2
- (11)
- e) Storm water drainagelines Nil Length
 f) No. of electric poles Nil
 g) No. of telephone poles Nil

5. Details of affected trees

Total nos. 30
 species Safeda 20 others 10 Girth No.

6. Other miscellaneous affected structures

Temple, Mosque/Church/Garudwara One pucca built up area temple in about 450 sq.mtrs. in affected in R/w, but part of it can be retained after four lanes.

Milk Booth

Bus stand

Taxi stand Nil

Levelled part with or with at railing Pole mounted S/Stn. 11 KV. Nil

7. General comments about the feasibility to implement the alignment proposal.

Alternative II with four lanes on city side and four lanes on river side is more feasible. Alternative I is not desirable as all the eight lanes are proposed on the city side due to which about 250-300 structures, entire built up temple, HT pylons and service lines from Rainey wells shall be affected.

Sd/-
 AE/PWD-23(DA)

Sd/-
 AE-IV/PWD-23.

मुख्य याचना अनुयायक
आयरी सं. 1307MP
दिनांक 22-9-92

-45-

(10)
Annexure - 'D'

PUBLIC WORKS DEPARTMENT (DA)

No. 23(30)/P&D23/DA/NA/1110

Dated: 22/9/92

To

Shri Anil Barai
Deputy Director (EP)
Delhi Development Authority
Vikas Ninar, I.P. Estate
New Delhi.

व. वि. सं. 1650 दि. 29/9/92

Sub:- Alignment of Marginal Bund Road from Vikas Marg to NH24.

Kindly refer to the Chief Engineer (IEP) Delhi Admn. letter No. CEF/P&D/ J.Bund/ALIV/91-92/17081-82 dated 10.9.92 wherein the comments were sent by him in response to your letter No. F.5(19)/91/II/505 dated 7.6.92. It is requested to get the above alignment approved in the Technical Committee meeting at the earliest possible as the honourable L.G. has desired to complete this missing link of trans Yamuna ring road at the earliest possible.

Executive Engineer
P. & D. Divn. No. 23 (DA)
New Delhi.

Copy to:-

1. The Chief Engineer (I) P&D Delhi Admn. with reference to his endorsement No. 9(6.74)/91-2/DA dated 16.9.92 for information.
2. The Superintendent of the P&D DC. II (DA) ^{with} reference to the Chief Engineer (I) ^{and necessary action} 92-2/DA dated 16.9.92 for information Delhi.
3. The AE. IV/P&D Divn.

Executive Engineer.

Signature

Signature

Signature

23/9/92

The above ref. file has been sent to DD(T)-I on dt. 11.6.92.

Signature

DD(T)-I

Signature

28/9/92

25/9

9

34

44

Annexure - 'E'



NORTHERN RAILWAY

No. 260-W/384/BR(S&D)

Headquarters Office,
Baroda House,
New Delhi.

Dated: 21.7.92.

To
The Dy. Director(MP),
Delhi Development Authority,
Vikas Marg,
Indraprastha Estate,
New Delhi

मुख्य योजना धनुषाच
धायरी सं. 1087 MP
दिनांक 7-8-92

Sub:- Alignment Plan of Marginal Bandh Road
from Vikas Marg to NH-24.

Ref:- Your letter No. F5(19)91/MP/504 dated
9.6.92.

....

The existing bank height of railway formation
is about 15ft. above the general ground level. The proposed
road level with the Road Over Bridge at the crossing of
the marginal bank if constructed shall be about 45ft.
above the general ground level.

As regards the construction of Road Over Bridge
at the site of the level crossing where a close gate exist,
railway will provide a road over bridge as a deposit work
of the concerned authority on such terms as are applicable
to the deposit works.

As regards the utility of the road over bridge
the same can only be assessed by the concerned authority.

(P. N. Sengal)
for General Manager (Engg.)

With the file No.

Mr. B.P.S.

11/8

304 अगस्त 1992
नियमित रूप से
30 अगस्त 1992

11/8

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718792

11/8

The file bearing No. 5(19)91 has been sent

(8)

to DD(T)I on 11/6/92 so the
reference letters will be sent to DD(T)I.

Headquarters Office,
Foreign House,
New Delhi.
Date: 21.7.92.

(P)(M)

DD(T) - I

100-23844-000

The Dy. Director (I),
Delhi Development Authority,
Vikas Marg,
Industrial Estate,
New Delhi.
21/7/92

(5)

ITEM NO.87/92

Sub: REGARDING SHIFTING OF HAZARDOUS AND NOXIOUS
UNITS FROM DELHI.

F.3(133)73-MP

1. BACKGROUND:

As per MPD-2001 hazardous and noxious industrial units are not permitted in Delhi. The existing units of this type are proposed to be shifted within maximum period of 3 years. Project report to effectuate shifting is to be submitted by the concerned unit to the Authority within a maximum period of 1 year. In view of this provision M/s. Shriram Food and Fertiliser Ltd. (SFFI), located on Shivaji Marg, New Delhi has submitted a project report for shifting vide letter dt. 29.7.91 to Lt.Governor, Delhi, Commissioner (Indus.) Delhi Admn. vide his letter dt. 9.10.91 has sent the same with the views to L.G., Delhi conveyed through the letter are as follows:

- i. Most of the items manufactured by the unit fall within the category of hazardous & obnoxious items listed in Annexure III-H of the Master Plan-2001. In view of this the unit should close down its operations in Delhi and shift their establishment out of Delhi.
- ii. The unit has to finance the cost of shifting from its own resources.
- iii. That the DDA should encourage the party so as to allow it to redevelop the land which would become available after its closure in Delhi in such a manner that the company and its employee find it worthwhile to do so. suitable provision for this purpose should be made by the DDA in the zonal plans, which are to be prepared by the DDA under the revised Master Plan.
- iv. Implementation of the Master Plan is the statutory responsibility of the DDA and, therefore, DDA should also monitor redevelopment of area, consistent with said zonal plan.

v. As regards labour presently employed, the management should devise its own plans, subject to legal requirement.

2. The Project Report of SFFI provides the following:
i. A list of non-conforming units as per MPD-2001 to be relocated.

ii. On account of this, they have indicated requirement of land, housing infrastructure etc. (about 235 acres) at relocation site.

iii. Financial assistance from Govt. to meet the relocation investment (about Rs.250 crores)

iv. Application and other formalities as listed in the Project Report (PP-5) to be made only after allocation of land is made to them.

v. It may be noted at page 9 of the report that some of the plants are proposed to be retained e.g.,

- Vanaspati, refined oil which are said to be classified permissible in Annex-III ground B, oil industry, item 102 in MPD-2001. But, as far as vanaspati is concerned it comes under 'vegetable oil' category of Annexure III Group H (Industries prohibited within Union Territory of Delhi) Hence, as per MPD-2001, the vanaspati oil and other units which come under the category of hazardous and noxious units in MPD-2001 should all form the list of plants to be shifted.

vi. A brief gist of the report is at Annexure-A indicating the salient feature of the product process proposed to be retained and relocated.

3. The case has been examined with reference to the a) provision of MPD-2001; b) observations of Chairman, DDA dated 30.8.92; and c) the decision of the Technical Committee dt. 31.8.92. The main points are as below;

i) The industry is located on a piece of land, measuring 181.04 acre which was sold by DDA

to DCM as per the indenture dt. 20.5.64 registered 30.5.64 registry no.5461 in additional No.1, Vol.1.1108 on page 167, 165 at sub registrar office, Delhi.

ii) The matter was discussed in Technical Committee meeting held on 31.8.92, wherein the observations of the Hon'ble Lt.Governor, Delhi (vide note dt.30.8.92) were also noted and the following views were expressed:

- a) This Unit is of hazardous and obnoxious nature as per MPD-2001. Such units are to be closed/shifted by August, 1993. Any permission for change over at this stage from 'coal base' to 'gas base' should not be permitted as this permission would be cited as an argument for not shifting/closing the unit within the stipulated period.
- b) Another view was that shifting/closure of industries in compliance of Master Plan has always met with considerable resistance all over India. It involves financial loss to the owner and loss of jobs to the labour. It was, therefore, felt that a suitable package of incentives should be worked out by the local administration so that hazardous and obnoxious industrial units are encouraged to shift and use the available land for more gainful purposes.
- c) Chairman, Technical Committee wanted to know the extent of danger to the life of the people in the areas surrounding the unit, in case of any sudden gas leak or an accident. It was explained that the unit manufactures, apart from other gases, chlorine which in the case of accidental leak, can cause considerable damage to the people in the area. Chairman also wanted to know whether there will be objection if the unit gives an undertaking that switch over from coal to gas will be without any prejudice to the Master Plan provisions regarding closure/shifting of the unit. Addl. Chief Planner, TCPO explained that modernisation

under the Master Plan has not been permitted in respect of hazardous and obnoxious units and is limited to some other units.

- d) It was finally decided that a quick expert opinion be obtained from the Chemical Engineering Deptt. of IIT, Delhi and IIT, Kanpur on the potential danger, if any, which such units carry if, they are allowed to continue in case of any accidental leak or otherwise.

iii. In compliance of decision of the Technical Committee IIT, Delhi and IIT Kanpur have been requested for expert opinion about the extent of danger to the life of people in the areas surrounding the units in case of any sudden gas leak or an accident; as the unit is manufacturing gases of chlorine which in case of accidental leak may cause considerable damage to the people in the area in case the unit is allowed to continue.

3. The report submitted by the unit as in paras 1 & 2 above is put up to Technical Committee for its consideration.

Gist of the contents of Project Report - Relocation of Hazardous/Noxious Plants at Shriram Foods & Fertiliser Industries, Shivaji Marg, New Delhi.

1. The Deputy General Manager, Corporate Planning Division of Shriram Industrial Enterprises Ltd. has submitted the above project report to Lt. Governor, Delhi regarding the issue of shifting of hazardous/noxious units from Delhi as suggested by MPD-2001.
2. The report is divided into chapters/sections as given under:
 - A) The Shriram Foods and Fertiliser Industries has the industrial licenses for the manufacture of the following products at the location under reference:
 - (1) Sulphuric Acid, Oleum, Liquid SO_2 , Liquid SO_3 Chloro-Sulphonic Acid.
 - (2) Liquid Chlorine, (3) Sodium Hypochlorite, (4) Active Earth; (5) granulated fertilisers; (6) soap (7) Vanaspati Refined Oils (8) T.H.Oil, (9) Glycerine (10) tins (11) Superphosphate (12) Alumina ferric (13) high test calcium hypochlorite (14) Drums (15) Caustic soda (16) Hydrochloric Acid (17) Sodium Sulphate (18) Stable Bleaching Powder
 - B) The report then identifies the products of the plants to be shifted and
 - B.1 These classified products to be shifted are:
 - (1) Caustic Soda (2) Liquid Chlorine, H_2 , (3) HCL (4) Stable Bleaching Powder (5) Sodium Hypochlorite (6) Sodium Sulphate (7) H_2SO_4 , Liquid SO_2 & Liquid SO_3 (8) Oleum (9) Chloro-sulphonic Acid (10) Super phosphate plain/granulated (11) Alum and (12) Active Earth.

(Since alum and active earth are by-product of H_2SO_4 and Caustic Soda these are proposed to shift out).

B.2 The classified products to be retained are:

- (1) Vanaspati, (2) Refined Oil (3) T.H.Oils (4) Washing Soap and (5) Tins/Drums.

C. The SFFI submitted the requirement of land and infrastructure for relocation of the plants for the products to be shifted.

C.1 The land area requirement proposed is about 235 acres (95.14 ha.) as per break up given:

- i) Manufacturing Plant - 65 acre (26.31 ha.)
- ii) Office building - 05 acre (2.02 ha.)
- iii) Provision for expansion 25 acre (10.12 ha.)
- iv) Green belt around the plants. - 60 acre (24.29 ha.)
- v) Housing Colony - 80 acres (32.40 ha.)

C.2 The proposal submitted the requirement of infrastructure; since the plants are water and power based, they wanted location near water source (e.g. river, canal, ground open).

For power, captive power source has been proposed. Therefore, the location near a gas source is suggested for the gas based captive power source.

Requirements:

- a) Power
 - From Captive Plant 25 MW
 - From State 5 MW
- b) Water 3 million litres/day.
- c) Natural gas 0.25 million cubic water per day.

C.3 The SFFI need Railway siding for movement of raw materials like salt, sulphur, bauxide, lime, raw phosphate etc. and for despatch of finished products.

C.4 They have proposed some measures e.g. environmental protection, R&D Centre, Training Centre, Housing Colony, Welfare Putintis for employees.

D. Cost of the project shown is approx. Rs.250 crores (at the price level as on 1.6.91).

Various break up are:

1. Land 235 acres	As per the rate to be charged by the govt.
2. Plant, building & sheds (50,000 M ² Approx.)	10.0 scrores
3. Plant & Machinery	131 crores
4. Utilities	70 crores
5. Office & commercial blocks	3 crores
6. Housing area with welfare facilities	25 crore
7. Roads, lighting, boundary wall and misc.	3 crore
8. Safety, monitoring & control equipment for hazardous liquids & gases	2 crore

Total 244 crores
Say Rs. 250 crores.

E. Implementation Schedule:

A total of 48 months expected time is shown required after the transfer of land and grant of approvals.

6. MOTELS:-

(1) Motels are permitted within the Agricultural Green Belt and the Rural Zone of the Master plan and if allowed by the Authority after special appeal; provided that

- (i) the motel is located along roads declared as National Highways and the building is set-back by at least 400 metres (1,320 feet) from the right-of-way of such a highway;
- (ii) the motel is not within 1 k.m. (3281 feet) from the urbanisable limits of Delhi and (iii) no two motels are within 1 k.m. (3,281 feet) from each other.

(2) The following Zoning Regulations shall apply to motels:-

- (i) a maximum plot size of 1.21 hectares (3.00 acres)
- (ii) a maximum floor area of 1,858 square metres (20,000 sq. feet);
- (iii) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear;
- (iv) parking at an equivalent car space of at least 0.85 per 92.90 square metres (1,000 sq. feet) of floor area.

sd/-

(H.N. FOTEDAR)
SECRETARY

DELHI DEVELOPMENT AUTHORITY.

VIKAS MINAR,
INDRAPRASTHA ESTATE,
NEW DELHI- 110002.

*INDICATES AMENDMENTS MADE VIDE NOTIFICATION
NO.F.1(17)74-MP Dated 1ST JULY 1978.

- (b) for the total Institutional plot as approved by the Authority in the Rural Zone of the Master Plan after special appeal:-
- (i) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear or as specified in the Master Plan zoning Regulations in case of agricultural green belt/ rural zone whichever is more;
 - (ii) a maximum height of 7.62 metres (25 feet) from road level to the top of the building;
 - (iii) parking at an equivalent car space of at least 0.85 per 92.90 square metres (1,000sq. feet) of floor area.

5. LODGING HOUSES:

- (1) Lodging Houses are permitted on plots within areas shown for residential use in the Zonal Development Plans* if allowed by the Authority after a special appeal*
/or detailed Plans
- (2) The following zoning regulations shall apply to Lodging Houses:-
- (i) plots shall not be less than 334.45 square metres (400 square yards) in net area and is located on a minimum 13.233 metres (60 feet) wide road.
 - (ii) other regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans and detailed plans as the case may be.

or by the Delhi Urban Art Commission or as required by Airport regulations;

(v) parking provision as per item IV-2a (iii) above.

(c) within plots shown for Residential use in the Zonal Development Plans or Detailed Plans and ~~net~~ qualifying for Group Housing:

Regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans and Detailed Plans as the case may be.

(3) The following zoning regulations shall apply to Hostels attached to Institutions :-

(a) for the total net plot within areas shown for institutional use under Public and Semi-public facilities and for Government Offices in the Master Plan and or Zonal Development Plans :-

(i) the minimum set-backs and basement shall be as specified for the institutional use under the categories of public and semi-public facilities and Government offices in the Master Plan, Zonal Development Plans and Detailed plan as the case may be.

(ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building), unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

(iii) Parking provision as per item IV-2a (iii) above.

- (iii) parking at an equivalent car space of at least 0.35 per 92.90 sq. metres (1,000 sq. feet) of floor area. (This can be reduced where a public form of pooled parking exists to be availed of by the Boarding House, Guest House or Hostel and if the extent of this is determined by the Authority).
- (b) Within areas shown for Residential use in the Zonal Development Plans or detailed Plans and wherein Group Housing is permitted:-
 - (i) a maximum floor area ratio and a maximum coverage per floor as specified for Group Housing in the particular residential area in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
 - (ii) unless otherwise specified in the Detailed Plan, minimum set-backs of 15.24 metres (50 feet) in the front; 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear;
 - (iii) unless otherwise specified in the Detailed Plan, basements within minimum set-back lines and provided they are used only for the parking of vehicles and/or the servicing and maintenance of the building;
 - (iv) a maximum height of 24.33 metres (80 feet) from road level to the top of the building (excluding the lift room and other Mechanical equipment areas on the top of the building) unless otherwise specified by the Authority

wide road.

In addition, Hostels are permitted within areas shown for Institutional use under the category of Public and Semi-public facilities and for Government Offices in the Master Plan and or the Zonal Development Plans and in the Rural Zone of the Master Plan, provided that in each case the Hostel is attached to an Institution and its total floor area does not exceed 25 percent of the total floor area achieved on the institutional plot as per the Master Plan, Zonal Development Plans and Detailed Plans as the case may be.

- (2) The following zoning regulations shall apply to Boarding Houses, Guest Houses and Hostels not attached to Institutions :-
 - (a) within areas shown in the Master Plan for General Business and Commercial use; District Centres and Sub-District Centres; and for Community Centres in the Zonal Development plan :-
 - (i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
 - (ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building) unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

can be reduced where a public form of pooled parking exists to be availed of by the Hotel and if the extent of this is determined by the Authority).

- (b) Within areas earmarked in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres and for Community Centres in the Zonal Development Plans:-
- (i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal Development Plan and the detailed plan as the case may be;
- (ii) a maximum height as per item III-2 a (iv) above;
- (iii) Parking provision as per item III-2a (vi) above;

4. BOARDING HOUSES; GUEST HOUSES AND HOSTELS:

- i) Boarding Houses, Guest Houses and Hostels are permitted:-
- (a) within areas shown in the Master Plan for General Business and Commercial use, District Centres and sub-District Centres;
- (b) within areas shown in the Zonal Development Plans for Community Centres;
- (c) within areas shown for Residential use in the Zonal Development Plans or Detailed Plans and if allowed by the Authority after special appeal and provided no such plot is less than *334.45 square metres (400 square yards) in net area and is located on a minimum 18.288 metres (60 feet)

equipment areas on the top of the building), unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

(v) basements within minimum set-back lines and provided they are used only for the parking of vehicles and or the servicing and maintenance of the building; in case part of the basement is used for providing kitchen facilities, the same be taken into floor area ratio calculations;

*(vi) Parking standards for a 5 Star Hotel:-1.14 Car Spaces per 92.9 square metres (1000 square feet) of built up space within the curtilage of the building/basement, and an additional parking, where required, limited to the extent of 1.14 car spaces per 92.9 square metres (1000 sq. feet) of the built up space, subject to the condition that 50 percent of the open space around the building should in any case, be left for greenery/landscaping.

Parking Standard for other hotels at an equivalent car space of at least 1.95 per 92.90 square metres (1000 square feet) of floor area for uses like shopping, restaurants, banquetting and convention facilities inclusive of areas for circulation, kitchens storage and the like; and parking at an equivalent car space of at least 0.35 per 92.90 square metres (1000 square feet) of floor area for the rest of the Hotel. (This

persons travelling in mechanically-propelled vehicles;

- (12) 'Zonal Development Plan' means a plan prepared for a Development zone under section 8 of the Act.

HOTELS :

3(1) Hotels are permitted:-

- (a) On sites specifically shown for this use in the Master Plan;
- (b) Within areas shown in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres; and
- (c) Within areas shown in the Zonal Development Plans for Community Centres.

(2) The following Zoning Regulations shall apply to Hotels:-

- (a) for sites specifically shown for this use in the Master Plan:-
- (i) a floor area ratio not exceeding 150; however for sites in the vicinity of large recreational areas shown on the Master Plan, the floor area ratio should not exceed 200;
- (ii) a maximum coverage * on ground and First floors shall be 30 percent and on remaining floors not exceeding 25 percent of the net plot;
- (iii) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear.
- (iv) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical

- (2) 'Authority' means the Delhi Development Authority constituted under section 3 of the Act.;
- (3) 'Boarding House' means a building in which rooms are let out on a long term basis as compared to Hotels;
- (4) 'Detailed Plan' means a plan prepared for an area within the framework of the Master Plan and the relevant Zonal Development Plan or Plans;
- (5) 'Equivalent Car Space' means the space required for the parking of mechanically-propelled vehicles and bicycles inclusive of ingress and egress to such spaces, expressed in terms of car spaces. Each such space is normally 32.52 square metres (350 sq. feet) within buildings and 23.23 square metres (250 sq. feet) outside buildings;
- (6) 'Guest House' means a building for housing the staff of Government, semi-government, * the Public Undertakings and Private Companies for short Durations;
- (7) 'Hostel' means a building in which rooms attached to 'Institutions' or otherwise are let out on a long term basis;
- (8) 'Hotel' means a building used for the lodging of 15 persons or more on payment with or without meals;
- (9) 'Lodging House' means a house in a residential area used for the lodging of less than 15 persons;
- (10) 'Master Plan' means the Master Plan for Delhi prepared and approved under the Act;
- (11) 'Motel' means a Hotel located near to main highways for catering to the convenience of

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DELHI DEVELOPMENT AUTHORITY

NO.F.1(17)/74-M.P.

New Delhi-1, the 15th Jan., 1977

NOTIFICATION

In exercise of the powers conferred by sub-section (1) of Section 57 of the Delhi Development Act, 1957 (No. 61 of 1957), the Delhi Development Authority, with the previous approval of the Central Government, hereby makes the following regulations:-

SHORT TITLE, COMMENCEMENT AND INTERPRETATION:

- (1) These regulations shall be called "The ~~Hotel~~Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977.
- (2) They shall come into force with immediate effect;
- (3) All words and expressions used in these regulations but not defined shall have the meanings assigned to them in the Delhi Development Act, 1957 or the Master Plan prepared and approved under the said Act or the Delhi Municipal Corporation Act, 1957 as the case may be;
- * (4) If any question arises relating to the interpretation of these regulations, it shall be decided by the Government.

DEFINITION:

2. In these regulations unless there is anything repugnant in the subject or context:-
 - (1) 'Act' means the Delhi Development Act, 1957 (No.61 of 1957);

.....2/-

* THE HOTELS, BOARDING HOUSES, *
* GUEST HOUSES, HOSTELS, *
* LODGING HOUSES AND MOTELS *
* (BUILDING STANDARDS) *
* REGULATIONS. 1977 *

4

6. MOTELS:-

(1) Motels are permitted within the Agricultural Green Belt and the Rural Zone of the Master plan and if allowed by the Authority after special appeal; provided that

- (i) the motel is located along roads declared as National Highways and the building is set-back by at least 400 metres (1,320 feet) from the right-of-way of such a highway;
- (ii) the motel is not within 1 k.m. (3281 feet) from the urbanisable limits of Delhi and (iii) no two motels are within 1 k.m. (3,281 feet) from each other.

(2) The following Zoning Regulations shall apply to Motels:-

- (i) a maximum plot size of 1.21 hectares (3.00 acres)
- (ii) a maximum floor area of 1,858 square metres (20,000 sq. feet);
- (iii) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear;
- (iv) parking at an equivalent car space of at least 0.85 per 92.90 square metres (1,000 sq. feet) of floor area.

sd/-
(H.N. FOTEDAR)
SECRETARY
DELHI DEVELOPMENT AUTHORITY.

VIKAS MINAR,
INDRAPRASTHA ESTATE,
NEW DELHI- 110002.

*INDICATES AMENDMENTS MADE VIDE NOTIFICATION
N.D.F.1(17)74-MP Dated 1ST JULY 1978.

- (b) for the total Institutional plot as approved by the Authority in the Rural Zone of the Master Plan after special appeal:-
- (i) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear or as specified in the Master Plan zoning Regulations in case of agricultural green belt/ rural zone whichever is more;
- (ii) a maximum height of 7.62 metres (25 feet) from road level to the top of the building;
- (iii) parking at an equivalent car space of at least 0.85 per 92.90 square metres (1,000sq. feet) of floor area.

5. LODGING HOUSES:

- (1) Lodging Houses are permitted on plots within areas shown for residential use in the Zonal Development Plans if allowed by the Authority after a special appeal or detailed Plans
- (2) The following zoning regulations shall apply to Lodging Houses:-
- (i) plots shall not be less than 334.45 square metres (400 square yards) in net area and is located on a minimum 18.233 metres (60 feet) wide road.
- (ii) other regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans and detailed plans as the case may be.

or by the Delhi Urban Art Commission or as required by Airport regulations;

- (v) parking provision as per item IV-2a (iii) above.
- (c) within plots shown for Residential use in the Zonal Development Plans or Detailed Plans and ~~not~~ qualifying for Group Housing:
Regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans and Detailed Plans as the case may be.
- (3) The following zoning regulations shall apply to Hostels attached to Institutions :-
 - (a) for the total net plot within areas shown for institutional use under Public and Semi-public facilities and for Government Offices in the Master Plan and or Zonal Development Plans :-
 - (i) the minimum set-backs and basement shall be as specified for the institutional use under the categories of public and semi-public facilities and Government offices in the Master Plan, Zonal Development Plans and Detailed plan as the case may be.
 - (ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building), unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;
 - (iii) Parking provision as per item IV-2a (iii) above.

- (iii) parking at an equivalent car space of at least 0.35 per 92.90 sq. metres (1,000 sq. feet) of floor area. (This can be reduced where a public form of pooled parking exists to be availed of by the Boarding House, Guest House or Hostel and if the extent of this is determined by the Authority).
- (b) Within areas shown for Residential use in the Zonal Development Plans or detailed Plans and wherein Group Housing is permitted:-
 - (i) a maximum floor area ratio and a maximum coverage per floor as specified for Group Housing in the particular residential area in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
 - (ii) unless otherwise specified in the Detailed Plan, minimum set-backs of 15.24 metres (50 feet) in the front; 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear;
 - (iii) unless otherwise specified in the Detailed Plan, basements within minimum set-back lines and provided they are used only for the parking of vehicles and or the servicing and maintenance of the building;
 - (iv) a maximum height of 24.33 metres (30 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building) unless otherwise specified by the Authority

wide road.

In addition, Hostels are permitted within areas shown for Institutional use under the category of Public and Semi-public facilities and for Government Offices in the Master Plan and or the Zonal Development Plans and in the Rural Zone of the Master Plan, provided that in each case the Hostel is attached to an Institution and its total floor area does not exceed 25 percent of the total floor area achieved on the institutional plot as per the Master Plan, Zonal Development Plans and Detailed Plans as the case may be.

- (2) The following zoning regulations shall apply to Boarding Houses, Guest Houses and Hostels not attached to Institutions :-
- (a) within areas shown in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres; and for Community Centres in the Zonal Development plan :-
- (i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
- (ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building) unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

can be reduced where a public form of pooled parking exists to be availed of by the Hotel and if the extent of this is determined by the Authority).

- (b) Within areas earmarked in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres and for Community Centres in the Zonal Development Plans:-
- (i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal Development Plan and the detailed plan as the case may be;
- (ii) a maximum height as per item III-2 a (iv) above;
- (iii) Parking provision as per item III-2a (vi) above;

4. BOARDING HOUSES; GUEST HOUSES AND HOSTELS:

- i) Boarding Houses, Guest Houses and Hostels are permitted:-
- (a) within areas shown in the Master Plan for General Business and Commercial use, District Centres and sub-District Centres;
- (b) within areas shown in the Zonal Development Plans for Community Centres;
- (c) within areas shown for Residential use in the Zonal Development Plans or detailed Plans and if allowed by the Authority after special appeal and provided no such plot is less than *334.45 square metres (400 square yards) in net area and is located on a minimum 13.233 metres (60 feet)

equipment areas on the top of the building), unless otherwise specified by the authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

(v) basements within minimum set-back lines and provided they are used only for the parking of vehicles and or the servicing and maintenance of the building; in case part of the basement is used for providing kitchen facilities, the same be taken into floor area ratio calculations;

*(vi) Parking standards for a 5 Star Hotel; -1.14 Car Spaces per 92.9 square metres (1000 square feet) of built up space within the curtilage of the building/basement, and an additional parking, where required, limited to the extent of 1.14 car spaces per 92.9 square metres (1000 sq. feet) of the built up space, subject to the condition that 50 percent of the open space around the building should in any case, be left for greenery/landscaping.

Parking Standard for other hotels at an equivalent car space of at least 1.95 per 92.90 square metres (1000 square feet) of floor area for uses like shopping, restaurants, banquetting and convention facilities inclusive of areas for circulation, kitchens storage and the like; and parking at an equivalent car space of at least 0.35 per 92.90 square metres (1000 square feet) of floor area for the rest of the Hotel. (This

persons travelling in mechanically-propelled vehicles;

- (12) 'Zonal Development Plan' means a plan prepared for a Development zone under section 3 of the Act.

HOTELS :

3(1) Hotels are permitted:-

- (a) On sites specifically shown for this use in the Master Plan;
- (b) Within areas shown in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres; and
- (c) Within areas shown in the Zonal Development Plans for Community Centres.

(2) The following Zoning Regulations shall apply to Hotels:-

- (a) for sites specifically shown for this use in the Master Plan:-
- (i) a floor area ratio not exceeding 150; however for sites in the vicinity of large recreational areas shown on the Master Plan, the floor area ratio should not exceed 200;
- (ii) a maximum coverage * on ground and First floors shall be 30 percent and on remaining floors not exceeding 25 percent of the net plot;
- (iii) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear.
- (iv) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical

- (2) 'Authority' means the Delhi Development Authority constituted under section 3 of the Act.;
- (3) 'Boarding House' means a building in which rooms are let out on a long term basis as compared to Hotels;
- (4) 'Detailed Plan' means a plan prepared for an area within the framework of the Master Plan and the relevant Zonal Development Plan or Plans;
- (5) 'Equivalent Car Space' means the space required for the parking of mechanically-propelled vehicles and bicycles inclusive of ingress and egress to such spaces, expressed in terms of car spaces. Each such space is normally 32.52 square metres (350 sq. feet) within buildings and 23.23 square metres (250 sq. feet) outside buildings;
- (6) 'Guest House' means a building for housing the staff of Government, semi-government, * the Public Undertakings and Private Companies for short Durations;
- (7) 'Hostel' means a building in which rooms attached to 'Institutions' or otherwise are let out on a long term basis;
- (8) 'Hotel' means a building used for the lodging of 15 persons or more on payment with or without meals;
- (9) 'Lodging House' means a house in a residential area used for the lodging of less than 15 persons;
- (10) 'Master Plan' means the Master Plan for Delhi prepared and approved under the Act;
- (11) 'Motel' means a Hotel located near to main highways for catering to the convenience of

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DELHI DEVELOPMENT AUTHORITY

NO.F.1(17)/74-M.P.

New Delhi-1, the 15th Jan., 1977

NOTIFICATION

In exercise of the powers conferred by sub-section (1) of Section 57 of the Delhi Development Act, 1957 (No. 61 of 1957), the Delhi Development Authority, with the previous approval of the Central Government, hereby makes the following regulations:-

SHORT TITLE, COMMENCEMENT AND INTERPRETATION:

- (1) These regulations shall be called "The ~~Hotel~~Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977.
- (2) They shall come into force with immediate effect;
- (3) All words and expressions used in these regulations but not defined shall have the meanings assigned to them in the Delhi Development Act, 1957 or the Master Plan prepared and approved under the said Act or the Delhi Municipal Corporation Act, 1957 as the case may be;
- * (4) If any question arises relating to the interpretation of these regulations, it shall be decided by the Government.

DEFINITION:

2. In these regulations unless there is anything repugnant in the subject or context:-

- (1) 'Act' means the Delhi Development Act, 1957 (No.61 of 1957);

* THE HOTELS, BOARDING HOUSES, *
* GUEST HOUSES, HOSTELS, *
* LODGING HOUSES AND MOTELS *
* (BUILDING STANDARDS) *
* REGULATIONS. 1977 *

- b) for the total institutional plot as approved by the Authority in the Rural Zone of the Master Plan after special appeal:-
- i) minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20 feet) in the rear or as specified in the Master-Plan zoning Regulations in case of agricultural green belt/rural zone whichever is more;
 - ii) a maximum height of 7.62 metres (25 feet) from road level to the top of the building;
 - iii) parking at an equivalent car space of at least 0.85 per 92.90 square metres (1,000 sq. feet) of floor area.
- 5) LODGING HOUSES:
- 1) Lodging Houses are permitted on plots within areas shown for residential use in the Zonal Development Plans or Detailed Plans if allowed by the Authority after a special appeal.
 - 2) The following zoning regulations shall apply to Lodging Houses:-
 - i) plots shall not be less than 334.45 square metres (400 square yards) in net area and is located on a minimum 18.288 metres (60 feet) wide road.
 - ii) other regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development Plans and detailed plans as the case may be.
- 6) MOTELS:
- 1) Motels are permitted within the Agricultural Green Belt and the Rural Zone of the Master Plan and if allowed by the Authority after special appeal; provided that
 - i) the Motel is located along roads declared as National Highways and the building is set-back by at least 400 metres (1,320 feet) from the right-of-way of such a highway;
 - ii) the motel is not within 1 K.M. (3,281 feet) from the unbanishable limits of Delhi and (iii) no two motels are within 1 K.M. (3,281 feet) from each other.
 - 2) The following Zoning Regulations shall apply to Motels:-
 - i) a maximum plot size of 1.21 hectares (3.00 acres).
 - ii) a maximum floor area of 1,858 square metres (20,000-sq. feet);

Housing is permitted:-

- i) a maximum floor area ratio and a maximum coverage per floor as specified for Group Housing in the particular residential area in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
- ii) unless otherwise specified in the Detailed Plan; minimum set-backs of 15.24 metres (50 feet) in the front, 4.57 metres (15 feet) at the sides and 6.10 metres (20-feet) in the rear;
- iii) unless otherwise specified in the Detailed Plan, basement within minimum set-back lines and provided they are used only for the parking of vehicles and or the servicing and maintenance of the building;
- iv) a maximum height of 24.38 metres (80 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building) unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport regulations;
- v) parking provision as per item IV-2a(iii) above.
- c) within plots shown for Residential use in the Zonal Development Plans or Detailed Plans and not qualifying for Group Housing;

Regulations shall be as specified for plotted residential development in the Master Plan, the Zonal Development plans and Detailed Plans as the case may be.

- 3) The following zoning regulations shall apply to Hostels attached to Institutions:-
 - a) for the total net plot within areas shown for institution use under Public and Semi-Public facilities and for Government Offices in the Master Plan and or Zonal Plans:-
 - i) the minimum set-backs and basement shall be as specified for the institutional use under the categories of public and semi-public facilities and Government Offices in the Master Plan, Zonal Development Plans and Detailed plan as the case may be;
 - ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building), unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;
 - iii) Parking provision as per item IV-2a(iii) above.

- District Centres;
- b) within areas shown in the Zonal Development Plans for Community Centres;
 - c) within areas shown for Residential use in the Zonal Development Plans or detailed Plans and if allowed by the Authority after special appeal and provided no such plot is less than *334.45 square metres (400 square yards) in net area and is located on a minimum 18.288 metres (60 feet) wide road.

In addition, Hostels are permitted within areas shown for Institutional use under the category of Public and Semi-Public facilities and for Government Offices in the Master Plan and or the Zonal Development Plans and in the Rural Zone of the Master Plan, provided that in each case the Hostel is attached to an Institution and its total floor area does not exceed 25 percent of the total floor area achieved on the institutional plot as per the Master Plan, Zonal Development Plans and Detailed Plans as the case may be.

- 2) The following zoning regulations shall apply to Boarding Houses, Guest Houses and Hostels not attached to Institutions:-
- a) within areas shown in the Master Plan for General Business and Commercial use, District Centres and sub-District Centres; and for Community Centres in the Zonal Development Plan:-
 - i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal Development Plans and Detailed Plans as the case may be;
 - ii) a maximum height of 36.60 metres (120 feet) from road level to the top of the building (excluding the lift room and other mechanical equipment areas on the top of the building) unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulation;
 - iii) parking at an equivalent car space of at-least 0.85 per 92.90 sq.metres (1,000 sq.feet) of floor area. (This can be reduced where a public form of pooled parking exists to be availed of by the Boarding House, Guest House or Hostel and if the extent of this is determined by the Authority)
 -) Within areas shown for Residential use in the Zonal Development plans or detailed plans and wherein Group

level to the top of the building(excluding the lift-room and other mechanical equipment areas on the top of the building), unless otherwise specified by the Authority or by the Delhi Urban Art Commission or as required by Airport Regulations;

v) basements within minimum set-back lines and provided they are used only for the parking of vehicles and or the servicing and maintenance of the building; in case part of the basement is used for providing kitchen facilities, the same be taken into floor area ratio calculations;

*vi) Parking standards for a 5 Star Hotel:-1.14 Car Spaces per 92.9 square metres(1000 square feet) of built up space within the curtilage of the building/basement, and an additional parking, where required, limited to the extent of 1.14 car spaces per 92.9 square metres(1000 sq.feet) of the built up space, subject to the condition that 50 percent of the open space around the building should in any case, be left for greenery/landscaping.

Parking Standard for other hotels at an equivalent car space of at least 1.95 per 92.90 square metres (1000 - square feet) of floor area for uses like shopping, restaurants, banquetting and convention facilities inclusive of areas for circulation, kitchens storage and the like; and parking at an equivalent car spaces of at least 0.85 per 92.90 square metres(1000 square feet) of floor area for the rest of the Hotel. (This can be reduced where a public form of pooled parking exists to be availed of by the Hotel and if the extent of this is determined by the Authority).

b) Within areas earmarked in the Master Plan for General-Business and Commercial use, District Centres and Sub-District Centres and for Community Centres in the Zonal Development Plans:-

i) a maximum floor area ratio, a maximum coverage per floor, minimum set-backs and basement regulations as specified for these areas in the Master Plan, Zonal-Development Plan and the detailed plan as the case may be;

ii) A maximum height as per item III-2 a(iv) above;

iii) Parking provision as per item III-2a(iii) above;

4) BOARDING HOUSES; GUEST HOUSES AND HOSTELS:

i) Boarding Houses, Guest Houses and Hostels are permitted:
a) within areas shown in the Master Plan for General Business and Commercial use and Sub-

space is normally 32.52 square metres(350 sq.feet) within buildings and 23.23 square metres(250 sq.feet) outside buildings;

- 6) 'Guest House' means a building for Housing the staff of Government, semi-government, *the Public Undertakings and Private Companies for short Durations;
- 7) 'Hostel' means & building in which rooms attached to 'Institutions' or otherwise are let out on a long term basis;
- 8) 'Hotel' means a building used for the logging of 15 persons or more on payment with or without meals;
- 9) 'Lodging House' means a house in a residential area used for the lodging of less than 15 persons;
- 10) 'Master Plan' means the Master Plan for Delhi prepared and approved under the Act;
- 11) 'Motel' means a Hotel located near to main highways for catering to the convenience of persons travelling in mechanically-propelled vehicles;
- 12) 'Zonal Development Plan' means a plan prepared for a development zone under section 8 of the Act.

HOTELS :

- 3 (1) Hotels are permitted:
 - a) On sites specifically shown for this use in the Master-Plan;
 - b) Within areas shown in the Master Plan for General Business and Commercial use, District Centres and Sub-District Centres; and
 - c) Within areas shown in the Zonal Development Plans for Community Centres.
- (2) The following Zoning Regulations shall apply to Hotels:-
 - (a) for sites specifically shown for this use in the Master Plan:-
 - i) a floor area ratio not exceeding 150; however for sites in the vicinity of large recreational areas shown on the Master Plan, the floor area ratio should not exceed 200;
 - ii) a maximum coverage *on ground and First floors shall be 30 percent and on remaining floors not exceeding 25 percent of the net plot;
 - iii) minimum set-backs of 15.24 metres(50 feet) in the front 4.57 metres(15 feet) at the sides and 6.10 metres(20-feet) in the rear.
a maximum height of 36.60 metres(120 feet) from road

DELHI DEVELOPMENT AUTHORITY

No.F.1(17)/74-M.P.

New Delhi-1, the 15th Jan., 1977.

NOTIFICATION.

In exercise of the powers conferred by sub-section(i) of Section 57 of the Delhi Development Act, 1957 (No.61 of 1957), the Delhi Development Authority, with the previous approval of the Central Government, hereby makes the following regulations:-

SHORT TITLE, COMMENCEMENT AND INTERPRETATION:

- i) These regulations shall be called "The Hotels, Boarding Houses, Guest Houses, Hostels, Lodging-Houses and Motels (Building Standards) Regulations 1977.
- ii) They shall come into force with immediate effect;
- iii) All words and expressions used in these regulations but not defined shall have the meanings assigned to them in the Delhi Development Act, 1957 or the Master Plan prepared and approved under the said Act or the Delhi Municipal Corporation Act, 1957 as the case may be;
- iv) If any question arises relating to the interpretation of these regulations, it shall be decided by the Government.

DEFINITION:

2. In these regulations unless there is anything repugnant in the subject or context:-
 - (1) 'Act' means the Delhi Development Act, 1957 (No.61 of 1957);
 - 2) 'Authority' means the Delhi Development Authority constituted under section 3 of the Act;
 - 3) 'Boarding House' means a building in which rooms are let out on a long term basis as compared to Hotels;
 - 4) 'Detailed Plan' means a plan prepared for an area within the frame work of the Master Plan and relevant Zonal Development Plan or Plans;
 - 5) 'Equivalent Car space' means the space required and the parking of mechanically-propelled such bicycles inclusive of ingress and egress. Each such space, expressed in terms of such

Contd....2/

THE HOTELS, BOARDING HOUSES,
GUEST HOUSES, HOSTELS,
LODGING HOUSES AND MOTELS
*(BUILDING STANDARDS)
REGULATIONS. 1977
