

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft Minutes of the Tech. Committee Meeting held on 18.2.92 at 9.30 A.M. in the Conference Room of Vikas Minar Delhi Development Authority at 5th Floor, I.P. Estate, N. DELHI.

The following were present:-
DELHI DEVELOPMENT AUTHORITY

1. Mr. C. Nerenha, Vice-Chairman, (In the chair)
2. Mr. H. D. Sharma, E.M.
3. Mr. J. C. Gambhir, Commr. (plg.)
4. Mr. Santosh Auluck, C.A.
5. Mr. B. L. Khanna, C.E. (E;ect)
6. Mr. S. C. Gupta, Dir. (DC&P)
7. Mr. R. G. Gupta, Dir. (TYA)
8. Mr. P. C. Jain, Dir. (AP&B)
9. Mr. P. N. Dongre, Jt. Dir. (TYA)
10. Mr. V. N. Sharma, Jt. Dir. (J&D)
11. Mr. Chander Ballabh, Jt. Dir. (AP)
12. Mr. N. K. Aggarwal, Jt. Dir. (WC&SA)
13. Mr. Prakash Narain, Jt. Dir. (T)
14. Mr. C. P. Rastogi, Jt. Dir. (CCG)
15. Mr. A. K. Gupta, Jt. Dir. (B)
16. Mr. M. N. Khullar, Addl. C.A.
17. Mr. Ashok Kumar, Jt. Dir. (Dwarka)
18. Mr. Pradeep Behari, S.A. (EZ)
19. Mr. B. K. Saluja, Dy. Dir. (T)
20. Mr. S. P. Bansal, Dy. NCR&UE
21. Mr. Anant Dass, Dy. Dir. (P&B)
22. Mr. D. B. Kakkar, Arch. (R)
23. Mr. J. S. Sedy, Dy. Dir. (AP)
24. Mr. Shamim Ahmed, Dy. Dir. (L)
25. Mr. Anil Barai, Dy. Dir. (MP)
POLICE DEPARTMENT (TRAFFIC) (Convenor)
26. Mr. Balbir Singh, ACP
27. Mr. U. K. Choudhary, ACP
M. C. D.
28. Mr. P. K. Khanna, S.E. (B)
29. Mr. O. P. Gupta, S.E. (Plg.) For item No. 19/92
C. P. W. D.
30. Mr. P. S. Khanna, Arch.,
(PWD, DELHI ADMN.)
31. Mr. K. S. Gangadharan, C.E.
32. Mr. B. R. Dhir, S.E. (fly over) For item No. 23/92
33. Mr. Prabash Singh,
D. E. S. U.
34. Mr. Y. P. Singh, C.E. For item Nos. 22/92 & 24/92.
!DO!
35. Mr. B. R. Sawheny, A.C.E.
36. Mr. S. P. Chopra, S.E. (plg.) I
37. Mr. B. K. Suri, XEN (Plg.)
38. ~~38x~~ N. C. R. P. B.
38. Mr. R. P. Rastogi
39. SPECIAL INVITIES:
D. T. C.
39. Mr. P. Dutta, Chief Genl. Manager For item No. 20/92
40. Mr. A. K. Chawla, AEPMC -de-
41. Mr. K. P. Seshadri, AEPMC -de-
42. I&F DEPTT:
42. Mr. R. V. Roysikka, S.E. (Floods)
43. MIN. OF RAILWAYS:
43. Mr. Shanti Narain, Ex. Dir. Traffic Rl. Board. For item 28/92
44. ~~44x~~ C. C. I.
44. Mr. A. K. Kheli, G.G.M. Item No: 28/92
45. Mr. N. C. Jain, Ex. Dir. (plg.) -de-
46. Mr. A. K. Sinha, G.M. -de-
47. NATPACE
47. Mr. A. R. Pal (Consultant) For item No.

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & PLG.WING)
.....

Sub : Draft minutes of the meeting of the Technical
Committee held on 18.2.92 at 9.30AM in the
Conference Room of Vikas Minar, DDA, New Delhi.
.....

The following items ^{were} ~~are~~ deferred.

Item No.217/91, 4/92

Construction of dispensary at Kh.No.28/2/2 land,
18 biswas in village Madanpur Dabas, Khanjhwa.
F.13(4)/88-MP

Item No.219/92(6/92)

Higher purchase Transit Camp sites: disposal off;
F.20(7)91-MP/Pt.I

Item No.211/91

Grant of NOC for storage of petroleum class 'A' and
'B' products in Union Territory of Delhi.
F.7(7)/91-MP

Item No.180/91

Alignment plan of Mehrauli Mahipalpur Road on Mehrauli
Gurgaon road NH-8
F.6(8)82-MP

Item No.180/91

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

Item No.188/91

Pending action on the decisions of the Tech. Committee
for the period Jan.1990 to Dec.1990 and Jan.1991 to
June 1991.
F.1(51)/91-MP

Item No.13/92

Standard Cross Section for Road 28 mtrs. R.W.
F.5(24)/91-MP

Technical Committee desired that in the first instance
the Commr.(Plg.) may examine the proposal before it is dis-
cussed in the next meeting of the Technical Committee.

Item No.14/92

Notification of the Archeological Survey of India for
declaration of the area as prohibited and regulated for
the purpose of construction around the monument.

F.Commr.(Plg.)/91/1692/OR-520

Deferred.

Item No.19/92

Development Control norms as provided in MPD-2001 in
respect of Residential plots and group housing- various
representations in this regard.

F.15(1)91-MP

Deferred.

Item No.20/92

Definition of Bus Depot and Bus Terminal.

F.20(10)/88-MP

Deferred.

Item No.21/92

Change of land use of an area measuring about 215.28 hec from 'Public & Semi-public facilities and recreational to residential, institutional, commercial and green in the west of J.N.U., New Delhi.

The Technical Committee ^{observed} noted that the ^{proposals submitted by} item had been put up by Chief Architect ^{the Chief Archt. for} wherein ^{sectors may} proposed change of land use in various categories ^{prescribed under so much} are not in the format of MPD-2001 and therefore, Technical Committee desired that the matter be examined by the Development Control & Plg. Wing and be placed before the Technical Committee ⁱⁿ in the proper format ^{for} for the proposed land use changes ⁱⁿ or west of JNU scheme.

Item No.22/92

Permission for erection of 220 KV S/Stn. at Siri Fort Road in South of Delhi and 220 KV DD Tower line between existing Okhla 220 KV S/Stn. and the proposed S/Stn. at Siri Fort.

F.6(3)91-MP

Deferred.

Item No.23/92

Processing of Fly-overs/Grade Separator.

F.5(9)/92-MP

Secretary(Transport), Delhi Admn., who was present in the meeting, informed the Technical Committee that he had fixed a meeting in his office on 20.2.92 to discuss the CRR report and, therefore, ^{requested} ~~desired~~ that this item may be deferred.

^{In the meantime,} Further, the Technical Committee ~~also~~ desired that Commissioner(Plg.) may discuss the Andrews Ganj fly-over ^{with} by ~~inviting~~ the consultants appointed by Delhi Admn. ^{as well as} and the ^{those} consultant appointed by DDA to study the transport problems of Nehru Place and its vicinity.

3

Item No. 24/92

66 KV Grid sub-station in South of I.I.T.

F.6(25)/85-MP

The Technical Committee observed that route alignment had already been approved and that if there was an objection only to the height of the towers to be erected as per the said alignment plan, it was for DESU to reduce the height accordingly in the concerned cases.

Item No.25/92

Addition, alteration in the Asian Hotel Ltd. commonly known as Hotel Hyat Regency.

F.13(78)/80-Bldg.Pt.

The Technical Committee observed that part ^{of the} first basement which had been sanctioned for parking as per terms of auction/lease conditions, was now proposed to be used instead as a discotheque/restaurant/club. This would call for specific permission under the terms of lease in the first instance for which a reference would have to be made to Land Deptt. ^{Subject to such} permission being accorded, ^{and under the terms & conditions of the lease} the clearance by the C.F.O. being ^{+ subject also to} obtained with respect to the proposed change of use of the basement area, the revised building plan may be examined and cleared on merits, within the permissible FAR.

Item No.28/92

Proposed circulation proposals for entry/exist to Inland Container Depot from Mehrauli-Badarpur Road.

F.3(41)/89-MP

Laid on table.

Additional Item:

Inter State Bus Terminal at Sarai Kale Khan:

It was brought to the notice of the Committee that the proposal to locate an ISBT at this site ^{had been} ~~was~~ strongly opposed by the Ministry of Environment. LG, Delhi, was also not in favour of the same. Commissioner-cum-Secretary (Transport) Delhi Admn., who was present in the meeting, mentioned that Delhi Admn. had already made the payment for the said land. As such, he requested that the site be handed over to them immediately so that they could arrange to have it levelled, fenced and saved from encroachments, pending a final decision on the question of its permissible land use.

~~The Technical Committee observed that there was no objection to the site being handed over to Delhi Admn. subject to the proviso that it would not be developed for an ISBT without~~

① After consideration of various aspects of the case, on the light of the relevant provisions of the Master Plan, the Committee felt that

obtaining specific clearance of DDA from the land-use point of view.

Item No.28/92

Sub: Proposed circulation ^{plans} proposals for entry/exist to Inland Container Depot from M.B.Road, New Delhi.

F.3(41)/89-MP

Subsequent to the discussions in the sub-group the plans prepared by CONCORE were presented by their consultants in the Technical Committee and discussed in detail. The same were approved subject to the following:

- i) CONCORE shall draw up a composite plan for the proposed external circulation ^{scheme on M.B. Road, on} ~~pattern drawn to~~ a scale of 1:500, ^{by} ~~and~~ integrating the detailed plans ^{for} of all the four junctions ^{between} ~~intersections~~ between the Mathura Road and ~~Andrews~~ ^{Maya Marg} Ganj intersections;
- ii) Automatic signal control equipment to be ^{as part of the ICD project,} ~~provided~~ to regulate the projected traffic entering ICD from M.B.Road ^{on the lines discussed.}
- iii) The approach to the existing railway quarters to be provided from the proposed new road leading to the I.C.D.

P The following decisions were also taken

- a) Sites for such essential facilities as a police station, ^{etc.} fire station, may be provided in the adjacent land of DDA which shall be ^{allotted} ~~transferred~~ to CONCORE for planning and development. ^{accordingly} ~~and~~ ^{and} ~~and~~ ^{adjacent facilities}
- b) Detailed plans for the I.C.D. showing allocation of land for various purposes, to be submitted by CONCORE so that the change in the prescribed land use can be processed, ^{by DDA,} ~~accordingly~~, ^{as per DD} ~~Act.~~
- c) The site earmarked for fire station to be handed over to Delhi Fire Services in due course. ^(d) As the ICD is scheduled to commence functioning in the new site from July, 92, matters relating to transfer of adjacent DDA land and removal of squatters from land forming part of ICD complex may be processed ^{with} pending formal change in land use. ^{The} ~~The~~ proposed CCI siding and level crossing to be provided at the intersection of the CCI siding with the new approach road to the ICD was also cleared in principle by the Technical Committee. Necessary changes in prescribed land use to be processed along with the case relating to change in land use in respect of ICD & adjacent facilities.

Item No.24/92

56 KW Grid sub-station in South of I.I.T.
F.6(25)/85-MP

The Technical Committee observed that route alignment had already been approved and ^{that} therefore, if there is ^{any} an objection ^{only to} for the height of the towers, DESU may examine to have ~~lower high towers~~ in the same alignment.

Item No.25/92

Addition, alteration in the Asian Hotel Ltd. commonly known as Hotel Hyat Regency.
F.13(78)80-Bldg.Pt.

The Technical Committee observed that ~~the~~ ^{had been} (in the proposal) part first basement which is sanctioned for parking as per terms of auction/lease conditions, ^{was now} is proposed to be used as a discotheque/restaurant/club. ^{This would call for specific} Hence, permission under the terms of lease from the Lesser ^{in the first instance for which a reference would have} ~~be made to Land Dept.~~ ^{Subject to such} space in the basement for this purpose. In case, the permission is ^{being} ~~accorded~~, ^{the} revised building plan may be examined by the Bldg. Deptt. ^{and} subject to the clearance by the C.F.O. ^{being obtained} with respect to the ~~proposed change of use of the basement~~ ^{the} fire safety for use of this space for this purpose, further ~~subject to that there is no increase in the FAR prescribed.~~

Item No.28/92

Proposed circulation proposals for Entry/Exit to Inland Container Depot from Mehrauli-Badarpur Road.
F.3(41)/89-MP

Laid on table.

Additional Item:

Inter State Bus Terminal at Sarai Kale Khan.

Commissioner cum Secretary (Transport) Delhi Amn. ^{who} was present in the meeting, ^{mentioned} explained that Delhi Admn. had already made ^{the said land} ~~payment for this site/land~~ ^{he had} earmarked for ISBT at Sarai Kale Khan. He also mentioned that un-authorised squatting/encroachment is going on ⁱⁿ on the site and it appears that nobody is responsible to save this site from encroachment and suggested that as Delhi Admn. has already made payment for the land, ^{the land} should be handed over to them ^{immediately} so that they can save the land from encroachment and assured that they will use the same for Inter State Bus Terminal, ^{only} if cleared by the Ministry of Environment. ^{and after the land use is modified.} Meanwhile, the land will be ^{levied} ~~levied~~, fenced and saved from encroachment, pending a final decision on the question of ~~land use~~ ^{its permissible land use}.

The Technical Committee considered the proposal of Commr. cum Secy. (T) DA and found, ^{observed that there was} no objection, ^{the} if the land is handed over to Delhi Admn. as they have already made payment for this and desired that necessary action in the matter will be taken by the Commr. (Lands). ^{Subject to the condition} ~~the~~ ^{provision that} it would not be developed for an 15 years.

① L be erected as per the said alignment plan, it was for DESU to reduce the height accordingly in the concerned cases.

② The Committee felt that the proposal & prime focus could be accommodated within the framework of the MPD-2001.

③ The DA has brought notice of this to his

* cleared in its merits, within the permissible FAR *

from the land use point of view,
Laid on table:

Item No.28/92

Sub : Proposed circulation proposals for entry/
exit to Inland Container Depot from M.B.
Road, New Delhi.
F.3(41)/89-MP

Subsequent to the discussions in the sub-group
the plans prepared by CONCORE were presented by their
consultants in the Technical Committee and discussed in
detail. *The same were approved subject to the following*
Following observations were made:

- i. CONCORE shall submit a composite *draw up* proposal *plan for the* of ~~external circulation pattern, drawn~~ *the proposed* M.B. Road to a scale of 1:500 between Mathura Road and Andrews Ganj intersection, integrating the detailed plans of all the four junctions/intersections *between Mathura Road & Andrews Ganj intersections.*
- ii. Necessary management measures for controlling *Necessary Automatic traffic* the signals shall be taken. *the signals shall be taken. flow of heavy duty ICD from M.B. Road, and ensure that the*
- iii. Existing approach road of railway quarters from *the approach to the existing railway quarters to be* proposed new road of I.C.D. Complex.
- iv. *The leading to the ICD* In the available land with DDA outside ICD complex along M.B. Road, sites for *such essential facilities as a* Police Station, Fire Station and other public facilities shall be *provided in the adjacent* *proposed.*
- v. *Change of land use as per DDA Act, be processed.* *Change of land use as per DDA Act, be processed.*
- vi. CONCORE may also obtain the clearance from Ministry of Environment.

(c) The site earmarked for fire station
Further Technical Committee desired that the site, which will be available after identifying the land required for the entry points may be utilized for the location of a Fire Station and after making proper layout plan, the site be handed over to Delhi Fire Services.

in due course *As the proposed*
ICD is scheduled to commence functioning in the

(a) traffic, road vehicle, bus, auto and traffic from M.B. entering ICD from M.B. Road, on the lines discussed
(b) adjacent land of DDA which shall be transferred to CONCORE for planning & development
(c) plan to be prepared

new site from Jul '92, the matters relating
transfer of ~~adjacent~~ A land and removal of squatters
from that part of ICD complex may be
proceeded by the pending formal change in land use
the clearance of the proposed
CCI siding and level crossing ~~at the~~
to be ~~made at~~ the point of intersection of the
CCI siding with the new approach
road to the ICD was also cleared
in principle by the TC. Necessary
changes in prescribed land use to be
intended along with the core relativity
the change in land use in respect of ICD
and adjacent facilities

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the Meeting of Technical Committee to be held on 18.2.92 at 9.30 A.M. in the Conference Room of Vikas Minar, Delhi Development Authority., I.P. Estate New Delhi.

<u>S.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	217/91, 4/92	Construction of dispensary at Kh. No. 28/2/2 land, 18 biswas in Village Madanpur Dabas, Khanjhwla. F. 13(4)/88-MP To be presented by DD(NCR&UE)	
2.	219/92(6/92)	Higher purchase Transit Camp sites: disposal off; F. 20(7)/91-MP/pt. I To be presented by JD(AP)	
3.	211/91(Grant of NOC for storage of petroleum class 'A' and 'B' products in Union Territory of Delhi. F. 7(7)/91-MP To be presented by JD(WC&SA)	
4.	180/91	Alignment plan of Mehrauli Mahipalpur Road on Mehrauli Gurgaon Road NH-8. F. 5(8)/92 -MP To be presented by JD(T)	
5.	150/91	Preparation of Zonal plan of Trans Yamuna area. FR. 1(30)/91-Dir.(TYA) To be presented by Dir.(TYA)	
6.	188/91	Pending action on the decisions of the Tech. Committee for the period Jan. 1990 to Dec. 1990 and Jan. 1991 to June 1991. F. 1(51)/91-MP To be presented by DD(MP)	
7.	13/92	Standard cross section for Road 28 mtrs. R.W. F. 5(24)/91-MP To be presented by PP(R)	
8.	14/92	Notification of the Archaeological survey of India for declaration of the area as prohibited and regulated for the purpose of construction around the monument. F. Commr.(plg.)/91/1692/OR-520 To be presented by Commr. (plg.)	
9-	19/92	Development control norms as provided in MPD-2001 in respect of Residential plots and group housing-various representations in this regards. F. 15(1)/91-MP/ To be presented by DD(ZP)	

10. 20/92 Defination of Bus Depots and Bus Terminal. 1
F. 20(10)/88-MP
To be presented by JD(T)
11. 21/92 Change of land use of an area measuring about 315.28 hecets from 'Public & semi-public facilities and recreational to residential, institutional, commercial and green in the West of J.N.U., New Delhi. 2-3
F. 20(7)/89-MP
To be presented by DD(MF)
12. 22/92 Permission for erection of 220 KV S/stn. at Siri Fort Road in South of Delhi and 220 KV DC Towerline between existing Khla 220 KV S/stn. and the proposed S/stn. at Siri Fort. 4-5
F. 6(3)/91-MP
To be presented by DD(NCRA&UE)
13. 23/92 Processing of Fly-overs/Grade Separator F. 5(9)/92-MP 6-10
To be presented by
14. 24/92 66 KV Grid sub-station in South of I.I.T. 11-14
F. 6(25)/85-MP/
To be presented by JD(AP)
15. 25/92 Addition alteration in the Asian Hotel Ltd. commonly known as Hotel Hyat Regency. 15-17
F. 13(78)/80-Bldg.pt.
To be presented by Dir.(B)

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 NCC 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 found 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.TF/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. 219/91) 6/92

SUB: Higher Purchase of Transit Camp sites : Disposal of.
F.2007)/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 scheme of the Area Planning Unit with a view to access its further processing including the agenda of land use if required

Contd.....2

: . . :

4. In response, however the layout plan of only two localities namely Raghbir 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" Raghbir 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.

Item No. 211/91

SUBJECT:- Grant of NOC for storage of petroleum class 'A' & 'B' products in Union Territory of Delhi. F2(7)/91-116

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

Petroleum Act 1934 and Petroleum Rules 1976

Definitions

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

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

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

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

Item No. 180/91

Sub: Alignment Plan of Mehrauli-Mahipalpur Road on
Mehrauli-Gurgaon Road upto NH-8 (File No.
F.5(8) 72-MP.

.....
LOCATION:

This is a very important road connecting Gurgaon Road with NH-8 and provide a direct access to International Airport and Vasant Kunj. This is a major arterial Road passing through Bhasant Kunj Housing Complex. This road has also been connecting with other two major city arterial Road i.e. Road No.16 & 17 which are also linked with Outer Ring Road.

Mehrauli-Mahipalpur Road is a Master Plan Road with a proposed T/W of 75.0 mts. passing through the villages of Kishan Garh to Masoodpur, Mahipalpur etc. The key plan of Mehrauli Mahipalpur Road is placed at Annexure-I.

BACKGROUND:

- i) The alignment plan which was prepared by the City Planning Wing of DDA was sent to MCD for feasibility check up. MCD vide letter No. D/1467/EE(P)/II/AE(P) S-D(43) dated 28.8.87 has submitted the LOSC decision indicating the affected properties on the proposed alignment. In the LOSC comments it was also observed that the existing metalled width of this road is 6.60 mts. The proposed r/w is 75 mts. Thus busy and congested thorough fare falls in the South Zone of MCD. It was also observed that if the road is widened as per the proposed alignment plan a number of land and properties are affected in the r/w of this road. The affected land and properties have also been indicated on the plan. Thus, the alignment plan proposed by DDA is approved from the planning point of view. The Engg. Deptt. may take further appropriate action and sent comments to DDA.
- ii) The alignment plan was placed before T/C meeting held on 9.7.87 vide Item No. 9 in the said T/C meeting it was observed that the curve proposed.

contd...2/-

by one end of the alignment which joins NH-8 by the side of Mehrauli village was affect number of properties. It was therefore decided that the curve at this end be avoided and the alignment plan was found feasible and was recommended for approval. Thus, the decision of the T/C has been incorporated in the plan by the C.P.Wing of DDA.

- (iii) The modified alignment plan was placed before the Authority vide No.114 dated 21.9.87 in which it was resolved that "the alignment of Mehrauli-Mahipalpur Road from Mehrauli-Gurgaon Road upto New NH-8 bye-pass, as detailed in the agenda item be approved. It further desired that the department should take action for fencing and plantation on the road side with a view to prevent encroachment.

The feasibility of the alignment plan was also examined by Chief Engineer (South Western Zone), DDA.

- (iv) The land problem of Basant Kunj Scheme were discussed in the meeting held under the Chairmanship of E.M., DDA on 10.3.90. In this meeting it was decided that planning wing may be requested to examine the feasibility of re-aligning the Mehrauli-Mahipalpur Road to take available land for about 300 to 400 houses in Sector-D, Pocket-IV, V & VI. The record note of the meeting was issued by S.E., Civil Circle-I, DDA. Refer Annexure-II. Along with the said note the options suggested by HUPW, DDA were enclosed. In the said drawing the following III options were suggested.

- (1) Alignment along the existing road indicated as green.
- (2) Alignment avoiding the houses of Sector 'D' (first proposed road).
- (3) Revised proposed road as per approved plan.

3. JOINT SITE INSPECTION:

Commr.(Plg.), along with officers from MCD, PWD, DDA inspected the site on 8.6.90. During the site inspection it was decided that MCD shall supply the detailed physical survey incorporating the following aspects:-

- (i) Possibility of widening one existing road to achieve 250' r/w as envisaged in the Master Plan.
- (ii) Survey plan covering all the 3 alternate alignments as suggested by HUPW, DDA. Accordingly, Executive Engineer, MCD was requested to furnish the P.T. Survey vide letter dt. 15.6.90.

4. ACTION TAKEN BY PLANNING WING OF DDA:

The case was again discussed in the meeting held on 8.11.90 under the chairmanship of Commr.(Plg.). This meeting was also attended by S.E., Civil Circle-I, South Western Zone, SWZ, DDA, Executive Engineer, MCD. In this meeting after detailed discussion it was resolved that the revision in the already approved alignment of Mehrauli-Mahipalpur Road may not be desirable. MCD was requested to examine its feasibility at site before taking the final decision.

Based on the above decision vide dated 16.11.90 and 20.11.90 an approved alignment plan was sent to MCD as well as S.E., Civil Circle-I, DDA for its examination at site from feasibility point of view of the stretch in question.

However, Executive Engineer (P)II, MCD vide letter dated 22.1.91 has informed that as decided in the meeting held under the chairmanship of Commr.(Plg.) on 8.11.90 no further amendment in the alignment plan was needed and DDA may proceed with the scheme as per the plan already approved by LOSC of MCD and as per the plan with respect to feasibility sent by MCD to DDA (Refer Annexure-III).

Chief Engineer, South Western Zone vide note no. CE(SWZ)/15/34/91/1239 dated 10.5.91 has forwarded a photo copy of minutes of Project co-ordinating meeting of South Western Zone held on 28.1.91. In the said meeting it was desired that the case can be put up to Technical Committee by Commr.(Plg.) for review of the earlier decision.

in view of passage of more than 3 years time and also constraints advantages and disadvantages. Suptd.Engg.(I),DDA vide letter No.S.E.(I)/6/(72)/91/3503-8 dated 25.6.91 addressed to S.E.(Plg.) MCD, Town Hall has brought into notice that appropriate action from construction of this road failing which the entire land is bound to get encroached and then it will be very difficult to remove the encroachment and construction of the road.

Since, the road belongs to MCD, therefore it was the responsibility of MCD to act on the revised alignment and get the land acquired or taken over from DDA and undertake construction of this road.

As the road is very important connecting Gurgaon Road with NH-8 and provide a direct access to International Airport and Basant Kunj.

The item is placed before T/C for the consideration of:

- (i) The alternative proposal as suggested by HUPW may be considered after obtaining the physical survey of the area in question.
- or
- (ii) (a) The approved alignment plan with full cross-section and may be developed after examining the proposal at site from feasibility point of view.
- (b) The encroachment/unauthorised construction which were taken place on the r/w may be checked by demarcated the pillars on the site.

दिल्ली विकास प्राधिकरण

क्रम संख्या

दिनांक...18.7.198...

AGENDA ITEM FOR TECHNICAL COMMITTEE

Item No. 150/91

Sub: Preparation of Zonal Plan of Trans Yamuna Area.

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

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

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

दिल्ली विकास प्राधिकरण

क्रम संख्या

दिनांक.....198...

- 2 -

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.

-(2):-

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

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

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

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

0.3 Provisions as given in MPD-2001:

Zonal (Divisional) Plan:

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

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

148639

0.4 Broad facilities to be shown in the Zonal Plan:

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

0.5 Important factors on which zonal plans are based:

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

viii) Broad economics on development and construction of urban spaces

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

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

0.6 Zonal Plan of Trans-Yamuna Area:

i) Physical Dimensions:

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

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

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

ii) Decisions about comprehensive planning:

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

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

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

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

-:(7):-

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

22. Traffic & Transportation

23. Projects concerning to Slum Wing, DDA.

1. Residential Plotted Development:

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

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

2. Plotted Co-operative House Building Societies:

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

Action on following points should be taken:-

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

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

3. Resettlement Colonies:

There are 7 large resettlement colonies namely - i) Nandi Nagari-i & ii including Sunder Nagari in 50.58 hect.; ii) Gokapuri in 14.86 hect.; iii) Old and new Seemapuri in 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.

-(10):-

Proposed land use of the Complex is as under:-

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

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

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

The area has been proposed for -

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

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

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

8. Group Housing Co-operative Societies:

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

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

9. Unauthorised Regularised Colonies:

In this part of Delhi, there are 87 unauthorised regularised colonies which were transferred to MCD in 1987. Location of these colonies are - i) 3 in east of Loni Road; ii) 6 in Bhajanpura Complex; iii) 3 in Mayur Vihar Compoex; iv) 11 in Brahampuri Complex; v) 6 in Zaftrabad Compoex; vi) 9 in Usmanpur Complex; vii) 11 in Shakerpur 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 - Mandavali Fazalpur	5.25
16. FC-23 - near Mother Dairy	3.75
17. FC-24 - Kalyanpuri	8.5
18. FC-25 - Kondli	14.4
19. FC-26 - Dallupura	7.3

17. Wholesale Markets:

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

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

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

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

18. Commercial Complexes:

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

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

ii. District Centres:-

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

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

iii. Community Shopping Centres:

- a) Nand Nagari
- b) Dilshad Garden
- c) Yamunapuri
- d) Karkardooman
- e) Yojna Vihar
- f) Mayur Vihar Phase-1
- g) Preet Vihar
- h) Mandawali Fazalpu
- i) Kondli Gharoli
- j) Dallupura
- k) Loni Road
- l) Vihar Vihar (Societies area)
- m) Facilities-cum-Community Centre at Trilokpuri (Patparganj).

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

iv) Local Shopping Centres and Convenient Shopping Centres:

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

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

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

19. Social Infrastructure:

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

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

20. **Recreational Complexes:**

It is proposed to develop following Complexes:-

- i. Yamuna Sports Complex
- ii. Bidiwala Bagh on Loni Road
- iii. Near Shastri 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) 3X105.75 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 (1990-05)..

22. Traffic & Transportation:

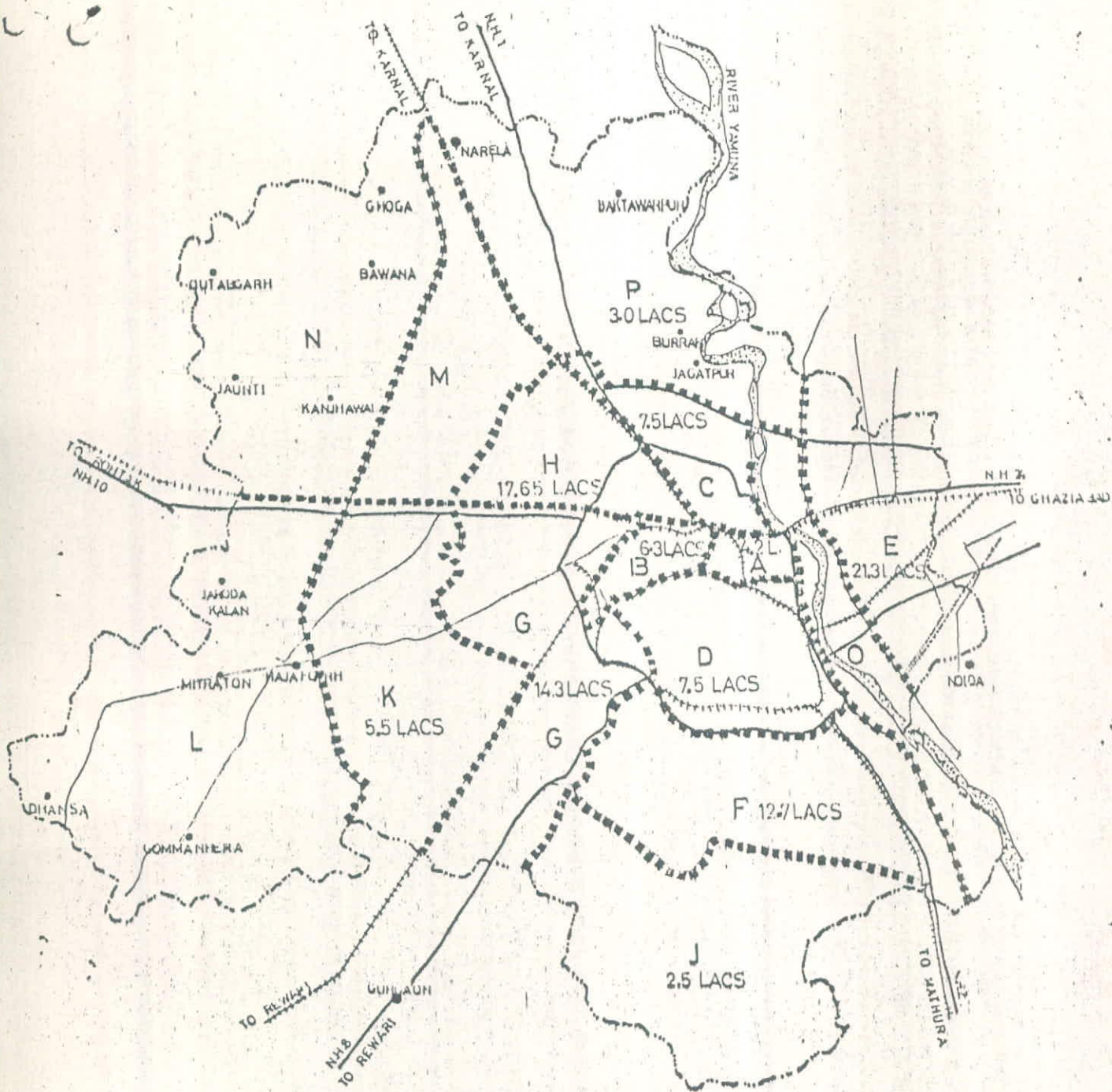
Different types of problems have been listed and are as under:-

- 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.

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.



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 1

Appendix no 2

PROGRESS OF ZONAL PLAN

	1. Approved by Central Govt.	2. Submitted to Govt./referred back	3. Approved by Authority/ Screening Board/being processed for submission to Govt.	4. Draft Published	5. Special Area/TYA	6. Railway/ Defence Area	7. 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.



Item No. 188/91

Subject: Pending actions on the decisions of the Technical
Committee for the period Jan.90 to Dec. 90 and
Jan.91 to June 91.
F.1(51)/91-MP

.....

Pending actions on the decisions of the Technical
Committee from the period 1.1.90 to 31.12.90 and 1.1.91 to
30.6.91 are enclosed for the information of the Technical
Committee.

MEMORANDUM FOR THE MEMBERS OF THE COMMITTEE ON THE PROGRESS OF THE WORK OF THE COMMITTEE DATED 15.1.90 TO 15.1.90.

S.NO. FILE NO.

SUBJECT

T.C.H. COMMITTEE
Dated

ACTION TO BE TAKEN BY
CONCERN OFFICER

CONCERN OFFICER

1.	F5(19)89-MP	Construction of fly-over at the intersection of outer Ring Road on J.B. Tito Marg	15.1.90 & 26.11.90	Approval of DUAC received and the case being examined for placing it before the Authority Agenda is under preparation.	JD(T)
2.	F5(20)89-MP	Fly-over at the intersection of Aurbind Marg in Outer Ring Road crossing IIT	15.1.90&26.11.90	DUAC has approved the flyover with some observations. The Authority Agenda is under preparation.	JD (T)
3.	F5(40)89-MP	Improvement scheme for outer Ring Road and G.K. II road Intersection.	15.1.90 & 26.11.90	Revised scheme is yet to be received from MCD in respect to surface improvement as desired by T.C. held on 15.1.90. A letter has been sent to Chief Engineer, MCD alongwith the TC decision for further action.	Action MCD
4.	F5(18)89-MP	Flyover proposal on Marshal Tito Marg lala Rajpat R.i Marg near Andru Ganj Central school	15.1.90 & 26.11.90	The option of providing the clover leaf has been submitted by DTDC. This has been submitted to Chief Architect, DDA to examine it with respect to the recommendations of Mrhu place circulation study coordinated by CA, DDA.	C.Arch.

5. FS(14)89-MP Proposed peripheral right of way road in urban extension.
6. FS(7)87-MP Grade separator at Sitarjung hospital crossing.
7. FWS(3)83/Dir.(CP) Integrated fresh complex in Gazipur Kundi Area
8. FS(8)90-MP Picnic spot on Narela Banana Road by MCD
9. FS(17)69-MP-pt. Widening of Shikhar Road

2.3.90

Revised scheme is prepared and approved by VC on 14.10.91. Dc(MCR&Uc)

2.3.90 &
26.11.90
10.12.90

UAC approval is yet to be received. Action PWD (DA)

12.4.90

Approval of the project assignment committee has been received and Dir. (TYA) is taking n/a in this regard. Dir.(TYA)

25.3.90

pending with MCD for sending a plan since 31.5.90. MCD

29.3.90

It is understood that Cmmr. (tpt.) has assigned the study of east West corridor between Wellington Hospital crossing to Najafgarh Road/Patel Road intersection to DTDC. The study shall also consider alternative proposals i.e. (a) widening (b) flyover on Shikhar Road. Action DTDC/ 3D (T)

Presently action is pending with DTDC for sending us the study as desired by Cmmr. (TPT)

- | | | | |
|-----|------------------|--|----------------------|
| 10. | F3(4)90-MP | Re-d link for pocket 'A' Sidhathu extn. from DLSU colony to Ring Road. | 16.7.90 |
| 11. | F3(143)82-MP | Modernisation of existing slaughter house at Iodah | 16.7.90 &
3.12.90 |
| 12. | DD/PP/UE/90/F-55 | Implementation of new en incorporation of informal sector in the planned development (nc. 1) | 3.9.90 |
| 13. | F3(15)90-MP | Proposed sites for MRTS depots, yards, interchange etc. | 10.12.90 |

Discussed in IPC meeting held on and file sent to DD (Nstl.) on 26.1.90

DD (Nstl.)

Discussed in TC on 3.12.91 & informed the MCD on 6.12.91 The TC recommended and identified for new slaughter house site in urban extn. and the case is being placed before the authority.

LG has required certain additional information for convening a meeting at Raj Niwas.

JD (WC&SA)

Clearance is yet to be received from railway board and other land owning agencies before placing it to authority. Reminder sent to concerned agency.

JD (NCR&ME)

Jt. Dir.(T)

-5-

PENDING ACTIONS ON THE TECHNICAL COMMITTEE DECISIONS FOR FIRST TWO QUARTERS OF YEAR 1991:

S.NO. FILE NO. SUBJECT T.C. DT.

ACTION TO BE TAKEN BY CONCERNED OFFICER
CONCERNED OFFICER.

1. F.PA/DD(P)Blog. Guidelines for utilisation of 14.1.91 Dir. (Lands)

community service personnel units in the G.H. Society scheme/CGHS/DDA's scheme. poor housing schemes of various deptt. of Govt. and semi-govt.

Decision alongwith file refer JD (Blog.) for implementation of decision and conveying the same to Commr.(L)CA HUPW, Commr.(H) JD (B) conveyed that file has been referred by him to Dir.(L) for framing norms. Norms are yet to be finalised.

2. FS(117)7c-MP

Alignment plan of New Rihatak Road from Rani Chandi Road to Anand Purbat integrated the functions/inter- section designs. 14.1.91

We have received a copy of the letter dt. 19.9.91 from Lt (Plg.)II, addressed to Town Planner, MCD for sending the information as desired by DDA via letter dt. 25.7.91, MCD is to send the r/w details between Military Road and Sarai Rihilla flyover as per the approved plan of the colonies on either sides of New Rihatak Road. Reminder has been sent on 20.11.91.

3. FS(97)69-MP

Shifting of stone crushers from Lal Kuan, Badarpur, New Delhi. 21.1.91

Decision conveyed to ADM/collected (Mines) Commr. of Inds. Delhi Admn. GM,DSMDC and Member Secy. NCR Chief Planning Board, Min. of UD NCR Board is yet to convey about the identification of sites in NCR. Reminder sent. Planner NCR

12. F.32(11)90-Instt. Allotment of land 2.5 acre for NCERT staff Qr. at Adchini. 4.2.91
13. F5(46)90-MP Grave separator at the intersection of Ring Road and Africa Avenue. 3.6.91
14. PA/JO(P19.) Revised Master plan of Jamia Millia University 3.6.91
15. PA/JO/TVA/90 Approval of layout plan for small facility centre near Jail 17.6.91
16. PA/AD/TVA/90 Education cum facility complex (2.92 hect.) North of GT Shahadara Road. 17.6.91

Case referred to C.A. for preparation of comprehensive plan and the comprehensive scheme is being prepared.

A.A.

Again to be placed before TC with the report by Water Supply & Sewerage Undertaking. A joint inspection held on 31.10.91 along with the officials of DTDC, MCD, PWD

DU&SDU
DTDC

Since the report of IT Unit of ODA is awaited. The matter would be placed before TC for approval the Revised Master Plan.

Jt. Dir.(I

The case referred to the authority for approval of change of land use and declaration of development area.

The case referred to the authority for change of land use. Copies of plan sent to Land Deptt. for working out modalities of allotting the common playground area among the various institution to be accommodated within the layout as per decision of the TC.

17. PP/R/2006/Service Electrification of Rohini Ph. III reg. tower route and grid sub stn. 17.6.91
18. F.5(14)90-MP Reg. 40 mtr. wide road linking near Saker and passing to IGNOU. 11.2.91
19. DD/PP/UE/90 Review of policy on Tehbazari 11.2.91
20. F5(14)83-MP Proposer for constn. of grade separator at Ring Road/Najafgarh Road intersection/ Raja Garden crossing. 18.2.91
21. F20(11)91-MT Utilisation of land on the north of Wazirabad Road in between two existing bunds (River Yamuna) Def. items 2 & 5 18.2.91
22. Reg. approval of 139 DUs in respect of citizen CGHS at Rohini.

The case referred to Commr. (Lands) for allotment of land to Cessu.

Commr. (Lands)

The comprehensive scheme being worked out by Dir. (AP&B)

Dir. (AP&B)

The comprehensive scheme being worked out by Dir. (AP&B)

Dir. (AP&B)

PWD was requested to obtain approval of DUAC.

PWD.

File with decision sent Arch. Planner to JD (TYA) after joint Slum. site inspection with officers to slum wing further details are being worked out by Slum wing.

After the decision of the TC the case was ref. to JD(B) to take further n.a. as per decision. The JD (B) has again refer the case back to the TC for review of the decision, which was discussed in the TC meeting dt. 23.9.91 and it was decided that Dir. (B) will indicate the similar case in which section was given by DUAC/DDA. The case will again be placed before TC.

23. D/JD(Bldg.) CCU-91/D-38

Interim delineation Lutyen's 4.3.91
Bungalow zone/norms for
development controls.

The matter was discussed
on 17.12.91 and again
placed before the next TC
dt. 14.1.92.

24. D/JJ/UE/91/F-9

Integrated planning for water 18.3.91
supply system in Urban Extension-2001.

File with decision sent to
Mr. (NCR&UE) The extract
file has further been for-
warded to Commr.(L) for
negotiation of sites with
water supply Deptt. MCD as per
TC decision, the change of
land use be processed through
the authority seperately.

DD(NCR&UE)

4. FS(22)89-MP Grade separator proposal at Dhouda Kuan 28.1.91 inter-section.

DDA was requested to PWD for obtaining approval from DUAC before placing it to the Authority. DUAC approval not yet received. Action PWD

5. PA/JD(P19.)11 Modification in the Layout plan of 4.2.91 98/5-DD(T)1 Pritampur residential scheme.

As follow up action on the suggestions of the T/C the service road towards Pritam pura side has been deleted and the carriageway has been realigned in the r/w to save max. number of trees. The feasibility of this has been received from PWD, (DA) and Traffic. DUS&SDU

6. FS(12)89-MP Alignment plan of Road no. 37 extn. 17.6.91 in continuation of road no. 37 from Ring Road alongwith Southern side of Western Yamuna Canal.

As regards the development of an intersection of Road no. 37 with the road from Rohini on Outer Ring Road the joint site inspection with DUS&SDU, PWD, DA and Traffic police was held on 31.7.91. The case was discussed in the meeting of C.mmr.(P19.) copy of the plan showing the areas, required from DUS&SDU and the proposed areas to be given have already been sent to C.E, DUS&SDU

PWD, DA is to mark the profile of the Janta flts on the survey plan which is awaited. After this plan is received, the case may be discussed in TC. JD(T)

7. FS(12)90-MP Proposal of using footpaths for cyclist as well as for pedestrians. 11.2.91

The physical survey for the preparation of the cycle track alignment for Ma dangir to Shek Sarai have been completed preparation of alignment will take about 8 to 12 weeks.

8.	F.DD/PP/UE/91/F9	Integrated planning for sewerage system in Urban Extn. 2001.	1.4.91	Action to be taken by L and S Deptt. when handed over the sites and use to be changed processed by DD(NCR&UE)
9	PA/AP/1991/D-16	Police for the provision of community hall cum library in Old scheme.	15.4.91	The action is being taken, as per the decision of TC as well as the Authority's decision vide Res. no. 140 dt. 29.10.81. A modified policy note is being prepared for its further discussion in the TC/Authority. Individual requests forwarded by L and S Deptt. are being processed as per the existing policy.
14.	FACE(P19.&SLDC)	Proposal of 220 KV ESS site near Khyber Pass Distt. Centre.	15.4.91	Action by DESU (NO report so far received)
14.	F10(15A)DD/P19. II/90/DWK	Sewage Treatment Plant Sites in Durgam Cheruvu.	15.4.91	The location of the STP site earlier planned by the MCD/TC was forwarded to the International Airport Authority of India (IAAI) for their clearance. However, the said site was not cleared by them due to bird menace, as the location of the STP was falling within the zone of flight path. The matter was pursued vigorously with the IAAI. Now the IAAI has given their consent for the location of the sewage treatment plant in Sec. 16-D near Najafgarh Drain. Before taking any further action, the said site has been sent for consideration of the MCD and their clearance is awaited for processing the case further.

Item No. 13/92

11

SUB:- STANDARD CROSS SECTION FOR ROAD 28 MTR. R.W.

Technical Committee in its meeting held on 25-7-91 approved standard road cross sections for various type of roads. It included road cross section for a 30 mtr. R.W. In Rohini Phase-III, width of some roads has been kept as 28 mtr. and C.E. (Rohini) had asked for the standard road cross sections. In the absence of approved road cross sections for 28 mtr. R.W., it is proposed that minor following modification be done in 30 mtr. standard cross section. The width of the footpath be reduced by 0.75 mtr. from 4.25 mtr. to 3.5 mtr. and width of the central verge be reduced by 0.5 mtr. from 1.5 mtr. to 1 mtr. The proposal is marked on a copy of standard cross section.

The proposal is placed before the Technical Committee for its consideration and approval.

IL/10/14/92

Sub:- Notification of the Archaeological survey of India for declaration of the areas as prohibited and regulated for the purpose of construction around the monument.
F.Commr.(plg.)/91/1642/OR-520

This case is regarding Notification of the Archaeological survey of India for declaration of areas as prohibited and regulated for the purpose of construction around the monument.

2. It has been opined that such regulation/prohibition has to be within the frame work of the Delhi Development Act and also within the frame work of Master Plan, which take into consideration the comprehensive view point.

3- Director(Monuments) Archaeological survey of India has asked to comment on the specific sections/provisions of the Delhi Development Act which appear to clash with the proposed modifications. The same was referred to C.L.A.(DDA) for his opinion.

4. C.L.A.(DDA), has stated that the notification dated: 15th May 1991, by the Govt. of India (Archaeological survey of India) is under rule 31 of the ancient Monument and Archaeological sites and remains rule 1959 whereby,

i) Central Govt. has given notice of its intention to declare area upto 100 mtrs. from the protected limits and further beyond it up to 200 mtrs adjoining protected monuments as a prohibited and regulated areas for the purposes of both mining operation and construction. It may be pointed out that the rules referred to above have been framed under section 38 of the ancient monument and as archaeological site and remains Act 1958, hereinafter referred to, as ancient monument act of 1958.

ii) This act has been enacted by the parliament and applied to ancient monument etc of the national importance falling under entry 67 of the union list and to the Archaeological sites and remains falling under the entry 40 in the concurrent list of the 7th Schedule where as Delhi Development Act has been enacted by the Parliament for the Union Territory of Delhi under article 246(4) of the constitution of India. This is irrespective of the non obstate clause u/s 53(2) of Delhi Development Act.

iii) Therefore, the provisions of DD Act can not over ride the provision of ancient monuments act of 1958., referred to above & otherwise also we donot find that the provisions of ancient monument act in any manner clash with the provisions of the DD Act 1957.

5. Commr.(plg.) desired that the case may be discussed in the Tech. Committee where C.L.A.(DDA) may also be invited.

6. The case is now placed before the Tech. Committee for consideration.

Item No. 19/92

Sub: Development control norms as provided in MPD-2001 in respect of residential plots and group housing - various representations in this regards. F15(1)91-MP

The Master plan for Delhi-2001 came into force on 1.8.90. The development code as a part of the Master Plan provided comprehensive set of zoning regulations including use permissibility at two levels and the development control norms for selected use premises. After the enforcement of the plan, a number of representations from govt., private organisation/association and individuals have been received regarding certain clarification/interpretations/modifications in respect of various provisions for different use premises.

The item was taken before the TC which desired that a small group consisting of Dir. (B) DDA, SE (B) MCD & CA, NDMC, under the chairmanship of the Dir. (DC&P) DDA may discuss various issues and then bring the same before the TC.

3. In the two meetings, held on 5.9.91 and 4.10.91, the issues relating to residential plots and group housing were discussed in detail. The following were the consensus opinion / views of the group in respect of various issues as given in the annexure.
4. The case is placed before the Technical Committee for its consideration.

REVIEW OF DEVELOPMENT CONTROL NOTICES FOR RESIDENTIAL PLOTS AND GROUP HOUSING SCHEMES.

Annexure.

ISSUES RAISED IN
VARIOUS REPRESENTATIONS
RECEIVED IN LAWS 1983
IN RESPONSE TO
GAZETTE NOTIFICATION
MPD-2001.

PROVISION OF
BUILDING BYE
PLAN DELHI-2001

CONSENSUS OPINION/VIEWS OF THE SUB
GROUP CONSTITUTED BY TECHNICAL
COMMITTEE DT. 27.8.91.

INTERPRETATION/CLARIFICATION
AND IN CASE
AMENDMENT IS REQUIRED
WHERE IT WILL BE
CARRIED OUT IN MPD-2001.

I. RESIDENTIAL

PLOTS:

1. Basement

(a) Leaving 2 mt. distance from the adjoining plots creates the following problems:

(i) Structural design becomes complicated and expensive

(ii) Column for upper floors have to be provided separately thus entailing extra expense.

(iii) Due to 2 mt. distance from the adjoining plots the ingress & egress to the basement through the ramp for parking may not be possible.

(iv) In case of plots 0.9 mt. and max. of smaller width, it will not be possible to construct a basement surrounding ground level.

Basement permitted equal to ground floor coverage without counting in FAR. The area of kitchen, bathroom and toilet is permitted in the basement shall be counted towards FAR calculations. It is permitted unless the sewer is permitted plots above 250 sq.mt. same shall be counted in the FAR

The basement in case of plotted development shall be under the ground floor and max. to the extent of ground floor coverage subject to the condition that minimum of 2 mt distance shall be kept from the adjoining plot.

The basement equivalent to the ground coverage may be allowed without counting the same in FAR calculations. No kitchen, bathroom and water closet (toilet) shall be allowed in the basement. The basement within the permissible parametry of quantum may be extended below the internal courtyard and shaft etc.

However, no basement will be provided below the garage block.

In case the basement is more than 1.2 mt. above the surrounding ground level the same shall be counted in the FAR

Irrespective of its use, 2 mts. set back from the adjoining plot as given in MPD-2001 can be waived off if the owner/applicant submits a No objection certificate from the adjoining plot owner(s) and in case the adjoining plot(s) is not already built upon the owner/applicant shall have to indemnify the local body and the adjoining plot owners against any prospective damages.

Replace para (iv) on page 159.

2. HEIGHT OF BUILDING

The max. ht. of 11 mt. is impracticable as it is not possible to accommodate 3 floors with mezzanine & basement. This also restricts the designer to play with the spaces. The max. permissible ht. should be 13.3 mt. and in case of plots facing 24 mt. an above R/W it should be 165 mt.

3. DISTRIBUTION OF NO. OF DWELLING UNITS ON DIFFERENT FLOOR.

Plot size	No. of DU's	Area of the plot (sq.mt)	No. of DU's	In residential plots where three storeys are allowed the max. ht. shall be 12.50 mt. and in case of residential plots where four storeys are allowed as per density calculations max. ht. shall be 15-metre	The max. ht. as given in the table for residential plot on page 159 and clause (ii) applicable for the 250 sq. mtrs. and above plots on 14 mtrs. and above road shall be revised
Not exceed- ing 500 sqmt. each floor.	one DU's	Below 50	1 (one)	Parapet wall and water tank shall not be counted in max. permissible ht. of the building.	
In the case of low cost housing for low income group and slum re-housing the minimum plot size should be 80 sq.yds. for two DU's one on each floor and about 40 sq.yds. for single DU's two storey building without a barsati floor.	each floor.	50 to 100	2 (two)		
		Above 100 to 250	3 (three)		
		Above 250 to 500			
		In case of residential plots above 250 sq.mt. facing 24 mt. and above road four dwelling units shall be allowed. The mezzanine if constructed shall be counted in the FAR.			
		Page 159 (sr. no. 1 to 4 of the table showing DU's FAR ht. etc. and			
		In certain cases in the approved layout plan where barsati was allowed for plot size ranging from 50 to 100 sqmt three dwelling units shall be permitted instead of two the owner(s) so desires.			
		to be added on page no. 160 as note (ix) under the heading residential plots plotted housing.			

4. RESIDENTIAL AREA
PRIOR TO CONSTITUTION
OF MCD.

Plot Area	Per ground
Not exceeding 100 sq.yds.	75% on each floor

Above 100 sq. yds, and not exceeding 200 sq.yds.	66 2/3% on each floor
--	-----------------------

Plot 90 under clause (b) of plot coverage.

The ground coverage norms and set backs for such schemes shall be as prescribed in the approved layout plan. However, other development controls like FAR and max. ht. etc. shall be governed by provisions of MPD-2001.

To be added on page 160 note no. (x) under heading Residential plot plotted housing

5. PARKING;

The requirement of parking @ 1.33 car space per 100 sq.mt. of built floor area is very much on the higher side. It is not possible to provide parking as per the norms laid down in MPD-2001. The parking cannot be provided in the basement because of the narrow width of such plots in which approach & exit ramp cannot be accommodated.

The parking provision is not required.

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

Page no. 159 clause no. (vii) under heading Residential plot-plotted housing.

On residential plots upto 250 sq.mt. there is no need of providing any parking. In case of plots above 250 sq.mt. the parking shall be provided as per prescribed norms after deducting the permissible floor area on a plot of 250 sq.mt.

Clarification to note no. (xii) on page 159 under heading Residential plot plotted housing.

6. SERVANT QUARTERS

Plots above 300 sq.yds. one servant's qr. per dwelling unit (250 sq. mt. Page 88 clause (b) under heading RESIDENTIAL USE

The number of servant quarters of the garage block and the number of floors shall be governed as per the provisions of approved layout plan and the Master plan. In case the garage is not proposed by the owner and the space is to be merged in the main building, then the construction of servant qr. shall not be allowed as part of the main building.

It is a elaboration and is covered under clause 8(4) relating to approved layout plans cut plans of page 149 of Gazette

7. STANDARD PLANS

8. STILTS

Stilted ground floor in place of a basement may be allowed for parking (not to be counted in FAR calculations), as it was felt that the basement is more expensive.

In individual plots exceeding 167.23 sq.mt (200 sq.yds.) a building

raised on stilts may be permitted provided the stilt floor shall be treated as one of the main floors of the building. Page 90 clause (c) for floors under heading

INDIVIDUAL PLOTS.

Parking lock up garages shall be included in the calculation for floor space for FAR calculations unless they are provided in the basement of a building or under a building constructed on stilts with no external wall

Page 21 clause no.13.6 under heading PARKING SPACES.

There are certain schemes where standard designs are available for shop cum residential plot which shall continue and in case of any difference in the FAR, the counting the mazzanine floor in the FAR the residual FAR may be utilised within the permissible ht. On the same lines, in certain local commercial areas (e.g. PCC% cum residential plots) ground coverage shall continue to hold good and the remaining FAR can be utilised on 1st and upper floors. FAR permitted to them before the enforcement of MPD-2001 shall also hold good

If the building on a residential plot is constructed on stilts, the same shall be counted in the FAR irrespective of its use.

To be added to note no.(Vii) on page 159

Clarifications which is already covered under clause 3 (4) code of development page 148 & 149

II. GROUP HOUSING

1. BASEMENT

Where the use, set backs and coverage is not provided in the Master Plan provisions, the same shall be allowed to be allowed to be constructed in the plot leaving mandatory set backs and can be put to any of the following uses;

(i) Storage of house hold or of or goods for non-flammable materials.

(ii) Airconditioning equipment and other machines used for services and utilities of the building.

(iii) parking places and garages.

(iv) Dark room

(v) Stack room of libraries.

The above uses of basement shall not be reckoned for the purpose of FAR.

Office of commercial purpose provided it is air-conditioned the basement coverage shall be reckoned for the purpose of FAR.

Page 36 clause 14.12.1.1

Basement shall be allowed under the ground floor to the maximum extent of ground coverage for provision of parking and services and shall be excluded from FAR.

Page 160 clause (iii) under heading Residential plot Group Housing (002)

Since group housing is an integrated scheme, the basement can be proposed beyond outfalls of the building blocks equivalent to the ground coverage and within the set back lines and within the set back lines for use in this case can be used for parking, services, storage and electric sub-station.

Note no. 3 on page 160 shall be replaced.

2. STILTS

Parking lock up garages shall be included in the calculation for floor space for FAR calculations unless they are provided in the basement of a building, or under a building constructed on stilts with no external wall.

Page 31 clause 13.6.

Basement shall be allowed under the ground floor to the max. extent of ground coverage for provision of parking and services and shall be excluded from FAR. The Basement shall be flush with the ground in case of stilts and up plinth level when without stilts.

Page 160 clause (iii) under heading Residential Plot Group Housing (002)

If the group housing is provided over stilts and the height of the stilts is of non-habitable ht. and is proposed to be used for parking, landscaping, play area etc. then it shall not be counted in the FAR. In case of basement also being provided below the stilts and if used for parking and services it shall not be counted into the FAR. However, it has to be flushed with the ground level with the provision of mechanical ventilation.

This is not the development area of the DDa. As per the provisions of the MPD-2001, a comprehensive urban design scheme is to be prepared for this area by the concerned local body under whose jurisdiction the area is falling. However, the comprehensive urban design scheme prepared by the local body would need the approval of the DDa under the provisions of Master plan.

Item No. 20/92

Sub : Definition of Bus Depots and Bus Terminal
File No. 20(10)88-MP

Technical Committee vide item No. 3 (item is placed at Annexure I) in its meeting held on 30.7.90 desired that a Sub-group with Director(DC&P) from LDA, Sh. P. Dutta, G.M.(Traffic) and Sh. K.C. Tiwari, Transport Planner, DTC should study the various issues involved and submit a report within a month's time to the Tech. Committee for its consideration.

A sub-group met on 30.10.90 and 13.1.92 and the decision of the sub-group are as under :-

1. (i) Amendment is not required in the definitions as given in MPD-2001.
(ii) Regarding the bus-terminals, the definition as given in the MPD-2001 is not required to be amended(refer Annexure II).
(iii) regarding the development of bus terminals sites adjacent to Community Centre and District Centre, it was desired that these terminals should be treated as a part of integrated scheme and to be developed by the Development Authority and the Delhi Transport Corporation will just be the user. The DTC shall pay to the LDA, reasonable charges towards the use of this space as a terminal. This provision will be for the project which are yet to be approved by the Delhi Urban Art Commission and for the future project.
2. DTC will work out a proposal of multi-storeyed depot on one of the existing depot sites to examine its economic viability. The same proposal can be submitted to LDA to examine it with relation to the traffic circulation and urban form etc. After examining the feasibility for one site, the decision could be finalised.

The item is placed before Technical Committee for its consideration.

Item No. 3 of the Technical Committee Meeting held on 30.7.90

.....

Sub : Definition of Bus Depot and Bus Terminals.

F.20(10)/88-MP

DTC has requested to revise norms for bus terminals and depots in the Draft Master Plan for Delhi-2001 as follows :

- | | | |
|-------------------------------|--|---|
| i.DTC local Terminal | 1 No. of 30,000 (to be developed by local authorities. | 2000 sq. mt. to be shown in the ZDP/ Div. Plan. |
| ii.DTC Depot-cum-Bus Terminal | 1 no. for 1.5 lakh population (about 30,000 families. | 3.0 ha. to be earmarked in the development plans. |

DTC has also suggested to change the definition of Bus Terminal as under :-

"The premises used by public Transport agency to park buses, provide passenger amenities and operational requirements including fuelling, running repairs, servicing of buses, body building and administrative offices. Residential accommodation for essential staff be provided. Any compatible activity like commercial or lodging accommodation to serve commuters should be permitted.

2. The norms proposed in the Draft Master Plan for Delhi 2001 are :

Population served	Use	Nos	Area per unit(smt.)
1,00,000	Bus Terminal	1	2,000
5,00,000	Bus Terminal	1	4,000 (as part of Distt. Centre)
5,00,000	Bus Depot	2	20,000
1,00,000	Bus Depot		Depending on requirement.

Two separate definitions are proposed in Draft MPD-2001 for bus terminal and bus depot.

1. Bus Terminal

A premises used by public transport agency to park the buses for short duration to serve the population, It may include the related facilities for passengers.

ii Bus Depot

A premises used by a public transport agency or any other such agency for parking maintenance and repair of buses. This may or may not include a workshop.

3. Total land requirement for one million population as per Draft MFD-2001 is 6.8 ha. plus for bus depot for one million population. The requirements as per the norms suggested by DTC is 10.66 ha. The major variation is in case of bus terminal to be provided for 30, 00 population.

Regarding definitions, the activities like fuelling, repairs, servicing of buses, body building, watch and ward residence (upto 20 sq. mt.) are permitted only in bus depots and not in bus terminals.

4. A meeting was held on the same subject in the room of Director (PP) on 3.3.88 in which Dr. Tiwari, Transport Planner, DTC was also present. In the meeting, it was agreed that :-

- i. The provision of two to three small terminals of about 800 to 1000 sq. mtr. each be made for 30 to 40 thousand population. Location of these terminals shall be ear-marked in division/zonal plan.
- ii. The provisions for Bus Depot shall be 3 for 5,00,000. The allotment and management policy for the depots for subscription and contract buses which would be inclusive of DTC and subscription and contract buses shall be worked out by DTC & Transport B. P. ., D.A.
- iii. It was agreed by Dr. Tiwari that for working out the actual area requirement of terminals at various levels as agreed DTC shall submit the sketch plan details of facilities envisaged in various level terminals and also the justification of the area requirement and operational details.

5. The case is put up to the Technical Committee for the approval of the following guidelines for locating the bus ways for 5 to 6 buses each on both sides of the road at neighbourhood level (15000 population) and the bus depots. This shall be in addition to the norms prescribed in Draft FDP-2001 and given in para 2 above.

Population	Use	Nos.	Area per unit (sq. mtr.)
10,00,000	Bus Depot	2	20,000

6. The matter has been considered by the Technical Committee in its meeting held on 18.10.88 and it has observed that the modification of norms, proposed for provision of bus depots for a population of 10,00,000 in the Draft Master Plan for Delhi-2001. The number and area per unit of the bus depot as proposed in the agenda was approved, it was further decided that the bus depot sites should be located in "Industrial Area Warehousing locations and" not in 'facility area'.

7. Decision of the Technical Committee was conveyed to Transport Planner, DTC vide his letter No. F.20(10)/88-MP/252 dated 21.5.90. In response to this communication Sh. Bhaguraj Singh, General Manager, LTC, in his L.O. letter No. D&SD/55.1/85/303 dt. 1.6.90 addressed to Director (LC&P) has desired that they should be given personal hearing in the Technical Committee. As desired by Commissioner Planner, Shri Singh is being invited in the Technical Committee meeting scheduled for 16.7.90.

8. The matter is placed before the Technical Committee for personal hearing to the representative's of the DTC.

Sh. R. Raj Singh, General Manager (Transport). DTC was given a personal hearing by Technical Committee of the DDA. He explained that before 1981-82, there were only two bus terminals in the city of Delhi, the one at Central Secretariat (North Block) and the other at I.S.B.T. Kashmiri Gate. He also made a reference to a meeting of the Planning Commission relating to the provision of the Bus Terminals during and after A.I.D. Shri Singh also told the Committee that it besides DTC there were other agencies operating public buses under ATA permits in Delhi. After detailed deliberations, the Technical Committee desired that a sub-group with Director (LC&P) as convener and Chief Arch., and Joint Director (T) from DDA, with Sh. P. Datta, G.M. (Traffic) DTC and Dr. K.C. Tawari, Transport Planner from DTC, should study the various issues involved and submit a report within a months time to the Technical Committee for its consideration.

Extract from MFL-2001 and other related decision(i) Bus Terminal(a) Definitions

A premises used by public transport agency to park the buses for short duration to serve the population. It may include the relate facilities.

(b) Activities permitted

Bus Terminal, Soft Drink & Snack Stall, Administrative office, other offices.

(c) Control for building/buildings within the use premises

Maximum coverage on different floors

Ground floor	3.00% (for passenger facilities)
1st floor	3.00% (for facilities)
2nd floor	10.00% (for terminal office)

Maximum Height

Other controls

(i) The space on 1st & 2nd floors shall be essentially used for public services like Post & Telegraph Office, Police Post & other essentially services.

(ii) Bus queue shelters are not be included in the coverage & F.A.R.

(d) Norms

(i) As per MFD-2001

Population	Use	Nos.	Area/Unit in Sq. mtr.
5,00,000	Bus Terminal	1	4,000
1,00,000	-do-		2,000

(ii) As per Technical Committee Item No. 17 dt. 18/10/88

(e) Permission of use premises in use zone

Bus Terminal is permitted in all the 5 use Zones.

15000	5 to 6 Busways	on road side
-------	----------------	--------------

In addition to this the sub-group has recommended that the development of bus terminals adjacent to Community Centre & District Centres be treated as a part of integrated scheme and be developed by the Development Authority and the Delhi Transport Corporation will be just be a user. The Delhi Transport Corporation shall pay the minimum reasonable charges for the same. This may be examined by Chief Arch.

for the Project which are yet to be approved by the Delhi Urban Arts Commission and for the future project. For this purpose, the G.M., DTC also agreed to give the reasonable bus-ways requirements for Distt. Centre & Community Centres to Chief Arch., DDA.

Bus Depot

(a) Definition

A premises used by Public Transport Agency or any such agency for parking, maintenance and repair of buses. Thus may or may not include a workshop.

(b) Activities permitted

Bus Depot, Workshop, watch & work residence (upto 20 sq. mtr.), soft drink & snack stall, administrative offices of DTC.

(c) (c) Control for building/Building within use premises

Not provided in MPD-2001. However, Depots are being developed as per the standard plan approved by DDA & DUAC.

(d) NORMS

(i) As per MPD-2001

<u>Population</u>	<u>Use</u>	<u>Nos.</u>	<u>Area/Sq.mtr.</u>
5,00,000	Bus Depot	2	20,000
10,00,000	Bus Depot	As per requirements	

(ii) As per Technical Committee Meeting held on

5,00,000	Bus Depot	2* + 1*	20,000
10,00,000	Bus Depot	3	20,000

For subscription of contract buses.

The allotment & management policy for the depots for subscription & contract buses shall be worked out by DTC & Transport Deptt., Delhi Admn.

(e) Permission of Use Premises in Use Zones.

Bus Depots & Workshops are only permitted in MI (manufacturing - Light & Service Industry including flatted. group industries) and M-2 (Extensive Industry)

Item No. 21/92/dt. 18.2.92

Sub:- Change of land use of an area measuring about 315.28 hec. from 'public and semi-public facilities and recreational' to 'residential Institutional, Commercial and green' in the west of JNU, New Delhi.
F.20(7)/89-MP/

The Authority vide its res.No.36 dated:16.5.89 and the approved the change of land use of an area 100 hec. from 'recreational' to 'various facilities like hotel, shopping mall, foreign mission, cultural complex and other community facilities,

2. Accordingly, the Govt. of India, Ministry of Urban Development 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 or suggestion from the public. The approval of the Central Govt. is awaited.

3. A comprehensive scheme has been prepared of an area measuring about 315.28 hec, including 100 hec. duly indicating the various uses i.e. residential, foreign mission, institutional, commercial, hotels and green etc. The break of the proposed land uses are under:-

USE	Area in ha. as MPD-2001.	%	Area in ha. as proposed.	%
Residential	112.00	36	125.28	33.5
a. Foreign Mission	36.00		33.72	26.5
b. Resedintal.	76.00		21.56	7.00
Institutional	25.00	8.5	19.36	6.0
Commerical	4.40	1.5	19.15	6.0
Hotel	--	--	12.00	3.8
Green	173.88	54.0	159.49	50.7
Total:	315.28	100.00	315.28	100.00

Further, the details of community facilities as per MPD-2001 has been proposed in the plan, details as under:-

Population/Embessay Foreign Mission = 125x80 =10000
Residential = 250x21 = 5250
12250
Persons.

Facilities:

Hr.Sec.	2 Nos.	1.6 ha.each	3.2 ha.	3.2 ha
P.School	3 Nos.	0.4 ha. each	1.2ha.	1.2 ha.
Dispensary	2 Nos.	0.2 na.each	0.4 ha.	0.4 ha.
ESS	2 Nos.	0.46 ha each	0.92 ha.	0.92 ha.
Local/ Service Centre		0.46 has.	0.40ha.	0.45 ha.
Taxi/Scooter 2 Nos. Stand.			5.35ha. or 5.04 ha,	

4. The proposal was considered by the Screening Committee in its meeting held on 8,4,91 and approved the scheme.

5. The proposal is placed before the Technical Committee to recommend to the Authority for approval of change of land use of an area measuring 315.28 hect. for various uses as mentioned in para 3 above.

Item No. 22/92

Subject:- Permission for erection of 220 KV S/stn. at Siri Fort Road in South Delhi and 220 KV DC Towerline between existing Okhla 220 KV S/stn. and the proposed S/stn. at Siri Fort.

F6(3)/91-110

1. BACK GROUND:

Executive Engineer(PL.IV) of DESU vide letter No.XEN.(pl IV) 180/1752 dt:27.2.91 requested for allotment of a plot measuring 250 mts. x 200mtrs. for a proposed 220 KV S/stn., near Siri Fort Road and permission for erection of 220 KV DC Towerline between 220 KV S/stn. existing at Okhla and that of proposed at Siri Fort Road.

In this respect a filled-in-proforma for examining High Tension line alignment cases of DESU/NDMC sent to DESU, has been submitted to DDA.

2. THE CASE:

A note of DESU submitted alongwith the 'proforma' in favour of the case is as under:-

The road demand in the South Delhi area is increasing very fast. DESU is finding lot of difficulties in meeting the demand of the area and accordingly a number of grid-sub-stations have been added and are scheduled to be added in future to come up with this growth of the road.

In order to provide source to these sub-stations it is proposed by DESU to establish a 220 KV s/stn. in south Delhi in the vicinity of the Siri Fort Road area. On conducting a reconnaissance survey of the area DESU had been able to identify a suitable location for the proposed 220 KV S/stn. In the park near Siri Fort Road. DESU proposed that a plot of land measuring 200 m x 250m be allotted to them for establishing the 220 KV S/stn. This S/stn. is a part of the planned works covered under 8th plan proposals. Also this forms that the part of overall plan for the 220 KV S/stn. required to be established for the year 2001 condition as already submitted to DDA.

3. OBSERVATIONS:

The case has been examined in the NCR&UE unit.

Following are the observations:-

- (i) DESU submitted the filled-in proforms supplied in respect of this case and annexed.

The route alignment of 220 KV DC Towerline from existing 220 KV S/stn. at Okhla to 220 KV S/stn. proposed at Siri Fort Road by DESU follows the Okhla-Badarpur Road (in front of Tughlakabad Fort).

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

8. Proposals for performance improvement

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

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

(a) Journey speed of DTC bus and private bus is more or less same. But the journey speed of mini bus is slightly higher than the DTC and private buses. Time spent by different buses at bus stops and intersections are more or less the same. Journey speed of buses (about 20 kmph) is quiet 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 geometrics 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 seperated, this delay cannot be brought down. Grade seperators 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

then through City forest (Jahanpanah) Panchsheel Marg upto Siri Fort Road. A land measuring 200 M x 250 M is also proposed by DESU at Siri Fort Road for establishing 220 KV S/Stn. (plan laid on table) As per master plan the area for sub station proposed is 40,000 sqm.

(ii) Part of the route passes through Master Plan Recreational Area (city forest), part (near Masjid Mohr intersection) passes over the land use - playground, sports complex etc. p3 (Recreational), as per PD-2001. These may have to be considered so that the H.F. Route does not cut across the lands of above stated landuse.

(iii) The proposed site for 220KV s/stn. at Siri Fort Road, falls within land use:

District Park

(iv) The proposed towerline passes in front of Tughlakabad Fort along M-B Road which may not be favoured from urban Aesthetics point of view.

(v) Recently DESU have submitted that the proposed 220 KV DC towerline would not affect any trees and as such the cutting of trees is not involved. Also the towerline does not affect any existing structures/properties.

(vi) After examining the case when later requested for DESU has submitted two (2) drawings showing the (A) plan of the 220 KV S/Stn. existing and required to be established upto the year 2001. (drg. no. PL IV 769) and (B) the details of all the 220 KV x 66 KV times from Okhla 220 KV S/Stn. (Drg. no. PL IV 751) It is proposed to have only 220 KV and 33 KV lines voltage level at the Siri Fort S/Stn. and as such there would not be any 66 KV lines emanating from the S/Stn.

The 33 KV lines proposed to be taken out from this s/stn. would mainly be undergroundcables. The road sections with the tower line position as shown on the drawing (Drawingslaid on table)

4. The case of 220KV DC Towerline and 220 KV sub station at Siri Fort Road proposed by DESU is put up to TC for its consideration.

Sub : Processing of Fly-overs/Grade Separator.
(F.5(9)/92-MP)

I. BACKGROUND

During the meetings held at Raj Niwas on 15.6.90, 5.7.90 and 20.7.90 to review the progress of fly-overs in Delhi-Policy on various parameters, It was decided that the various parameters concerning the provision of fly-overs and their design be discussed with concerned agencies and processed for the approval of the Authority.

II. AUTHORITY RESOLUTION NO. 54 DT. 13.3.90

Accordingly on the basis of various observations made by DUAC, Min. of Urban Dev., Technical Committee etc. following issues were identified :-

- (i) Whether the grade separator should be 2 level or 3 level.
- (ii) Whether grade separator should be an over-bridge or under bridge.
- (iii) Whether the grade separator should be on the Ring Road or on radials or on both the roads.
- (iv) What should be the width of the carriageway provided at different grades.
- (v) Whether the pedestrian su ways are required at the intersection or near the bus-stop.
- (vi) Whether the service road near grade separator is required or not.
- (vii) Need for comprehensive transport studies for locations and priorities of grade separators.

To frame the guidelines, above issues were discussed in number of meetings held among Commr.(Plg.), DDA.

Chief Engg.(PWD), Delhi Admn., Chief Engg., DTDC, Sh. D. Sanyal, Traffic Consultant and other Senior Officers of the DDA and PWD on 3 occasions. Sh. O.P. Goel, Chief Engg., PWD, also discussed these issues with Addl. Director General, Min. of Surface Transport. Based on these discussions the following guidelines were submitted for the consideration of the Authority.

The Authority vide resolution No. 54 dt. 13.8.90 approved the Planning & Design Guidelines for the Grade Separators. These are placed at Annexure I.

These guidelines laid the following broad criterias for the location of grade seperators.

1. Priorities should be given to traffic on the Ring Road and Outer Ring Road & Grade Seperators should be provided on Ring/Outer Ring Road. (Para 1(i) of Annexure I).
2. New proposals for grade seperators should be taken up on the basis of the priorities identified in the comprehensive study entitled 'Road Development Plan Priorities for Delhi-Urban Area-2001' being awarded to CRRI.
(Para VIII of annexure I)
3. The grade seperators presently under consideration, shall be reviewed in the light of these guidelines before further processing/approval (Para VI of Annexure I).

III. Action of Authority Resolution

Accordingly the implementing agencies reviewed the following cases of fly-over which were under consideration in DDA as on 13.8.90.

- (i) Rohtak Road & Ring Road (Punjabi Bagh).
- (ii) Wazirabad & Loni Road.
- (iii) Aurbindo Marg & Outer Ring Road (IIT)
- (iv) Marshal Tito Marg & Outer Ring Road (Chirag Delhi)
- (v) Sardar Patel Marg & Ring Road (Ibaura Kuan)
- (vi) Aurbindo Marg & Ring Road (ALL)
- (vii) Najafgarh Road & Ring Road (Raja Garden)
- (viii) Marshal Tito Marg & Lala Lajpat Rai Marg (Central School)

The revised proposals were processed in DDA and the status is as under :-

- | | |
|--------------------------------------|---------------------------|
| Approved by Authority | - Sl. No. (i), (ii) |
| Being processed for Auth.'s approval | - Sl. No. (iii) & (iv) |
| Approved by T.C. | - S. No. (v), (vi), (vii) |

The proposal of trumpet at Marshal Tito Marg & Lala Lajpat Rai Marg was not submitted to Tech. Committee because of following reasons.

- (i) Not Located on Ring/Outer Ring Road as per guidelines of the Authority.
- (ii) Also linked with Nehru Place Traffic Studies by DDA.

In addition to the above flyovers the scheme of traffic improvement at Ring Road & Approach to old Yamuna Bridge also stands approved by Authority.

IV. Recommendations of the CRRI Study entitled - 'Road Development Plan Priorities for Delhi Urban Area - 2001'.

The total road improvement plan has been divided into two phases.

Phase I (1992-1996)

- Widening of existing road 385 kms. 816 lane kms
- New roads in urban ext. 253 kms. 695 lane kms
- Road over/under bridges 20 nos
- Grade separated Rly. Crossing widening of ITO, Nizamuddin & Wizarabad Yamuna Bridge.

Phase II (1997-2001)

- Widening of Existing Road 361 kms. 998 lane kms
- New Road in Urban Ex. 157 kms. 633 kms.
- Road over/under bridges 15 Nos.
- Grade separated Rly. 4 Nos.
- crossing two New Yamuna bridges.

The intersections recommended for the grade separation in Phase I & II is placed at Annexure II. The table also indicate the present status of these intersections. In brief the

S.NO.	Status	Total	Phase I	Phase II
1.	Schemes under process	9 Nos.	7	2
2.	Schemes yet to be submitted	21 Nos.	13	8
3.	Schemes related with U Ext.	5 Nos.	-	5
Total		35 Nos.	20	15

The drawing indicating the location of these intersections is laid on the table.

V. Observations

1. The CARI report has indicated that by 2001 about 21% of the total road, length will carry more than 15000 passenger trips during peak hour and road based bus system along will not be able to cater to such heavy loads.

Thus the immediate steps are required to either transfer these trips on rail based transport system wherever is available.

OR

To plan for grade separated bus corridors to meet the projected, mass transport requirements.

2. The roads like ring road between intersection with Rohtak Road & G.T. Road where almost all the intersections have been recommended for grade separation may need further study to evaluate both options :-

(i) Grade separation at all intersection.

(ii) Continuous Grade separated bus bays.

3. The MCD may review the two level G.T. road proposal already under const. for integration of following intersections.

1. ISBT bridge eastern approach & G.T. Road.

2. Junction of Road No. 66 - G.T. Road

3. Junction of Road No. 65 - G.T. Road.

4. The CARI study needs to be extended for integrating MRTS assignments & road assignments to fix the priority in following manner :

1. Grade separators required even in case total network of MRTS is available.

2. Grade separations required after 1st phase of MRTS is implemented (after 2001)

5. Till such time the Grade separators falling on MRTS routes/ corridors having demand of 20000 persons/Hour for public transport be not processed and remaining locations could be processed by respective implementing agencies.

6. The pending cases be reviewed accordingly & only grade separators covered, (under point 5 above) be brought before Technical Committee for approval.

VI The item is placed before the Technical Committee for its consideration.

GUIDELINES AS APPROVED BY AUTHORITY VILE RESOLUTION

NO. 54/13.8.90

1. On the basis of these indepth discussions following guidelines have emerged for the planning of Grade Separators on ring road & outer ring road.

I. I. Priority should be given to the traffic on the ring road & Outer ring road and the grade separators should be provided on ring road/outer ring road so that the flow of traffic on these roads is made free.

II. The grade separators shall be aesthetically well-designed & fit in with the environment. Considering the problems of storm water drainage and the cost, the grade separators should be over-ground as two level flyover provisions could be made for 3rd level below ground which could be taken up later on when found necessary. The peculiarities of location and economic of the scheme should also be taken into consideration in each individual case.

III.A. On the ring road (60 mtr. R/W) and a parts of the outer ring road (width 60 mtrs. R/W) the fly-over shall consist of 3 lanes (of 3 mtrs. each) in each direction and 3 lanes of 3 mtrs. each in each direction shall be on at surface. In case addit onal space is available the carriageway at surface would be increased.

III.B. In case of part of the outer ring road where the R/W is 45 mtr. the above section is not possible. In such cases efforts should be made to increase the right of way in case Outer ring road in 300 mtr. length on and both sides of the centre of intersection to 50 mtr. to provide a fly-over of 2 lanes (7.5 mtr. width) on each side and similar width should be provided for carriageways on surface. Where service road is not required this could be adjusted in 45 mtr. R/W.

III.C. The three lane grade separators should be 11 mtr. wide in either direction, wherever space permits on both ring road & outer ring road, provided which could be reduced to 4.5 mtr. in case of 45.0 mtr. R/W in specific cases where service road is not required, the space could be used in increased the surface carriageways.

D. Footpath on both sides to the minimum width of 2.0 mtr. should be provided. The pedestrian subways should be provided at appropriate locations.

E. The clear height of the grade separator shall be 5.5 mtr. above road surface below.

F. 3.5 mtr. wide strip (as base on one side) shall be reserved for H.T. Tower lines. The approved standard section for 60 mtr. and 45 mtr. R/W roads has provisions of two H.T. tower lines on each side.

G. The longitudinal Section of flyover can be aligned at 1 to 30.

H. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic management.

IV. A. To optimise the use of grade separators, the road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator project.

IV.B. The circulation of the surrounding area covered in (A) shall be properly integrated with grade separator scheme so that grade separator does not become an obstruction for surrounding areas.

V. A proper landscape plan shall be prepared for the scheme.

VI. The grade separators presently under consideration by PWD & shall be reviewed in the light of the above/guidelines before further processing/approval.

VII. Specific conditions and environment at each crossing shall be given due consideration.

VIII. Regarding the issue of the preparation of traffic Master Plan for Delhi, it is submitted that Delhi Admn. has already awarded a study entitled 'Priorities for Road Development Delhi-2001' to CRRI. This study was in collaboration with DDA. The planning inputs for 1981 & 2001 have already been supplied by DDA to CRRI is likely to complete the study by Sep. 1990. It is, therefore, suggested that any new proposals for grade separators should be taken up on the basis of the priorities identified in this comprehensive study.

ANNEXTURE-II

STATUS OF INTERSECTION RECOMMENDED FOR GRADE SEPERATION IN DRAFT FINAL
REPORT 'ROAD DEVELOPMENT PLAN PRIORITIES FOR DELHI URBAN AREA - 2001.

PHASE-I - (1992-1996)

Sl.No.	Location.	Projected volume in 2001 PCU'S.	Status (1.2.1992)		Remarks.	
			Being proce- ssed in submit D.D.A.	Yet Urban to Extn,		
1.	2.	3.	4.	5.	6.	7.
1.	<u>Priority-I</u> Punjabi Bagh (Ring Road- Rohtak Road)	25,016	*			Refer Annexure-III Sl.No.1
2.	Britania Biscuit Factory (Ring Road-Road No.43)	15,039	*			
3.	Wazirpur Depot (Ring Road-Rd.No.41)	14,278	*			a: Refer Annexure-III-Sl.No.2 b. Needs further study w.r. to the demand of Public Trans- port Trips.
4.	T.V.Tower (Prem B:si Bridge (Ring Road-Road No.37)	20,750	*			Needs further study w.r. to the demand of Public Trans- port Trips.
5.	Ashok Vihar (On Ring Road)	10,020	*			-DO-
6.	Azadpur (Ring Road-G.T.Karnal Road).	15,340	*			-DO-
7.	Sanjay Gandhi Transport Nagar	22,264	*			-DC-
8.	Nizamuddin Bridge (West) Ring Road (NH-24 Bye-Pass)	17,622	*			To be linked with the proposal of Nizamuddin Bridge widening from 4 lanes to 8 lanes.

1.	2.	3.	4.	5.	6.	7.
9. Noida Corner (NH-24 Bye-Pass Marginal Bundh Road)		12,559	*			To be linked with the development of Marginal Bundh Road.
10. I.T.O. Bridge (East) Vikas Marg Margibal Bundh Road)		13,998	*			a. To be linked with the proposal of ITO Bridge widening from 4 lanes to 8 lanes. b. To be linked with the development of Marginal Bundh Road.
<u>Priority-II</u>						
11. Raja Garden (Ring Road-Najafgarh Road)		20,583	*			Refer Annexure-III S.No.3
12. Noti Nagar (Najafgarh Road-Patel Rd.)		18,601	*			On MRTS Alignment.
13. Mangloi-Peergarhi Crossing (Rohitak Road-Outer Ring Road).		20,909	*			Refer Annexure-III Sl.No.4
14. Lawrence Road (Rohitak Road No.37)		12,906	*			Does not falls on Ring/Outer Ring Road (Refer Guidelines para (i)).
15. Dhaula Kuan (Ring Road-Gurgaon Road)		17,146	*			Refer Annexure-III S.No.5
16. A.I.I.M.S. (Ring Road-Aurobindo Marg)		16,324	*			Refer Annexure-III Sl.No.6
17. Ashram (Ring Road-Mathura Road)		13,450	*			Refer Annexure-III Sl.No.7
18. I.S.B.T. Bridge (East) (G.T.Road - ISBT Approach Road)		13,624	*			To be examined by MCD in relation to 2 level G.T. Road (under construction) in East Delhi.

1.	2.	3.	4.	5.	6.	7.
19.	Junction of Road No. 66-G.T. Road	13,490	*	*		To be examined by MCD in relation to 2 level G.T. Road (under construction) in East Delhi.
20.	Junction of Road No. 65-G.T. Road	14,335	*			-DO-
21.	<u>Priority - III</u> Junction of Outer Ring Road Road No. 43.	15,262	*			To be linked with the Development of Road No. 43.
22.	Madhuban Chowk junction of Road No. 41 - Outer Ring Road	18,332	*			Refer Annexure-III Sl. No. 8
23.	Hyderpur junction of Outer Ring Road-Road No. 37.	18,278	*			To be linked with the proposal of the conversion of two T junction in on cross intersection in the alignment of Road No. 37 Extn.
24.	Junction of Koltak Road Road (Ring-3)	19,473	*			
25.	Vikas Puri (junction of Pankha Road Najafgarh Road).	20,064	*			To be linked with the development of the proposed road along Pankha drain & Najafgarh Drain.
26.	Papankalan (Junction of Ring-4 Najafgarh Road)	19,272	"			
27.	<u>Priority-IV</u> Kalindi Colony (junction of Ring Road-proposed NH-2 Bye-Pass.	15,402	*			To be linked with the finalisation of NH.2 bye-pass alignment.

1	2	3	4	5	6	7
---	---	---	---	---	---	---

28.	Delhi Gate	11,027	*	*		Does not fall on Ring/Outer Ring Road. (Ref. Guidelines Part 1)
29.	Yamuna Bazar (Ring Road-Jamuna Bridge fly over)	13,690	*			Ref. Annexure II S.No. 9
30.	Junction of ISET bridge approaches- Marginal Bund Rd.	15,475	*	*		To be linked with the final phase development of Marginal Bund Road
31.	E.S.I. Hospital (Ring Road-Patel Road Ints.)	13,677	*	*		To be examined with reference to Punjabi Bagh Grade separator.
32.	Junction of G.T. Karnal Rd.-Ring-3	12,686		*		
33.	Junction of Ring-3-Road No. NW-08	16,177		*		
34.	Junction of Najafgarh Rd.-Outer Ring Road	16,203	*	*		
35.	Junction of Najafgarh Road and Ring 03	12,504		*		

STATUS OF GRADE SEPARATOR PROPOSALS SUBMITTED BY PWD, DTDC & MCD TO DDA

a) Intersection included in Priority I & II of CRRI Report :

Sl.No.	Location	Approved by T/C	Approved by DUAC	Approved by Auth.	Pending for clarifica- tion	Yet to be processed	Remarks
--------	----------	--------------------	---------------------	----------------------	-----------------------------------	------------------------	---------

1.	Punjabi Bagh (Ring Road Rohatki Road)	*	*	*			
2.	Mazipur Depot (Ring Road Road No.41)				*		Linked with the final- ization of MRTS align- ment.

3.	Raja Garden (Ring Road- Wajafgarh Road)	*					
----	--	---	--	--	--	--	--

4.	Wangloi (Rohatki Road-Peeragarhi Outer Ring Road Crossing)				*		
----	---	--	--	--	---	--	--

5.	Dhaura Kuan (Ring Road- Gurgaon Road)	*					
----	--	---	--	--	--	--	--

6.	A.I.I.M.S. (Ring Road- Aurobindo Marg)	*					
----	---	---	--	--	--	--	--

7.	Ashram (Ring Road-Mathura Road)				*		
----	---------------------------------	--	--	--	---	--	--

8.	Madhuban Chowk (Junction of Road No.41 - Outer Ring Road)					*	
----	--	--	--	--	--	---	--

9.	Yamuna Bazar (Ring Road-Yamuna Bridge Approach)	*	*	*			
----	--	---	---	---	--	--	--

(B) Intersections not included in Priority I & II of CRRI Report

1.	Loni Road-Mazirabad Road Intersection.	*	*	*			
----	---	---	---	---	--	--	--

2.	Outer Ring Road-J.B. Tito Marg Intersection.	*	*	*			
----	---	---	---	---	--	--	--

3.	Outer Ring Road-Aurobindo Marg intersection.	*	*	*			
----	---	---	---	---	--	--	--

Being processed for the
consideration of the
Authority.

Sl.No.	Location.	Approved by T/C.	Approved by	Approved by	Approved Auth.	Pending for clarification.	Yet to be processed	Remarks
4.	Marshal Tito Marg & Lala Lajpat Rai Marg intersection						*	a. Not on Ring/Outer Ring Rd. c. Linked with Nehru Place. DM Traffic studies awarded
5.	G.T. Road & Satyawati Marg Int.							Not on Ring/Outer Ring Rd.
6.	Ring Road & Africa Avenue Intersection.					*		
7.	-Outer Ring Road & Lala Lajpat Rai Marg Intersection.						*	Linked with Nehru Place Traffic studies awarded by D.D.A.
8.	Shankar Road & Patel Road Intersection.						*	a. Not on Ring/Outer Ring Road. b. On proposed MRTS corridor.
9.	Ring Road & Shanti Path Intersection.						*	
10.	Jail Road & Majra Road Intersection						*	
11.	Outer Ring Road & G.T. II Intersection.						*	T/C recommended surface improvement in 1st Phase.
12.	A & W Point Intersection.						*	Not agreed by T/C.
13.	Two Level G.T. Road in E-Division.						*	

Item No: 24/92

Sub:- 66 K.V. Grid Sub-station in South of I.I.T.

F.6(25)/85-MP/

A request has been received from DESU and Elect. Circle-I DDA with regard to electrification scheme for the location of electric sub-station and alignment of high tension line in Mehrauli-Mahipalpur Road, which was discussed by Director(PPW) in the presence of the officers from ~~DE~~ DES U, Electrical Circle, DDA land section, DDA Architects from Housing Urban Cell and perspective planning Wing.

2. After detailed deliberations on the power load, location of grid stations and corridors for the electric lines, the following have been agreed to:

a) Area to be served and the maximum demand:

<u>1. Residential Area.</u>	<u>Max. Demand</u>
No. of DUS- 20,000	62 MVA
<u>2. Commercial</u>	
Big. Distt. Centres- 10 HA	7 MVA
Others- 18 HA	2 MVA
3. Industrial Area- 60 HA	10.6 MVA
4. Recreation Area- 487 MHA	3.2 MVA
5. Existing Village- 85	<u>10.0 MVA</u>
	95.7 MVA

Say : 96 MVA

b) Requirement of grid sub station
for the load of 96 MVA, the requirement of grid sub-station would be as under:-

<u>1. 220 KVA Grid Sub-station</u>	<u>No.</u>	<u>Size of S/sn.</u>
	1	100mx240m
2. 60 KV grid sub station	5	90mx120 m

c) Location of grid sub-stations:

i) Site for 220 KV sub-station for

Size 180mx240m has been marked

as number(1) on the plan. A small

corner this site comes under court stay.

Officers from DESU were of the opinion that

this small corner would not cause hinderance

in erection of sub-station.

ii) Five sites each of size 90mx120m for 66 KV Sub-station have been marked as number(2) to (6) on the plan. Three sub-stations numbered(2), (3), and(4) have been marked at exact locations while the location of sub-station number(5) &(6) are tentative and would be decided while preparing the scheme for the area.

Grid sub-station numbered(5) would be located in industrial area, south of IIT Campus and sub-station numbered (6) would be located near Vasant Vihar.

Corridors:-

i) Two corridors each of 15 mtrs. width would be reserved for 220 KV tower line connecting existing Bijwasan Mehrauli, 220 KV grid line to 220 KV grid station numbered as(1).

Corridor of 8 mts. width connecting 220 KV grid sub-station numbered as (1) to 66 KV grid sub-station numbered as (6) and further to Dhaula Kuan Grid station would be reserved.

ii) Corridor of mts. width for 66 KV station would be reserved between sub-station numbered(1), (3) and further to 220 KV Mehrauli Grid Station.

Corridor of 8mts. width connecting grid station numbered (1) to 66 KV sub-station numbered(2) to sub-station numbered (4) and (5) and further Saket Electric Sub-station would be reserved.

Corridor of 8mts. width between sub-station numbered (2) and (4) has been proposed along the Southern wall of Jawahar Lal Mehru University. It would be prepared if the corridor of 8 mts. width may be reserved within the JNU Land because in future DESU may feed a little load of JNU with this power line. Location of grid regulators and power corridors as agreed is indicated on plan (placed on table).

3. The above proposal has been agreed to, however, a point was raised by Sh.T.S.Punn, Addl. Chief Architect, DDA regarding the route alignment and high tension line by the side of Southern boundary wall of JNU. It was pointed out by him that the sufficient space of 8 mtrs. between the boundary wall and the house under construction is not available.

4. As such the following two alternatives have been suggested for this high tension line:

- Alternative No. 1. The high tension line could be taken within the campus of JNU towards the North of boundary wall.
2. The high tension line could be taken on the alternative route shown in green on the ~~xxx~~ plan.

5. The proposal was considered by the Technical Committee in its meeting held on 17.10.85 under item no. 8. Subsequently DESU has written to Electrical Department of DDA vide their letter dt. 25.5.90 for handing over the approved site for erecting 66 KV Grid Sub-Station in South of IIT institutional area. As regards in Vasant Vihar/Vasant Kunj the matter is being separately dealt by C.A. in the plan of V.K. Phase II and the matter has been referred to Area Planning for putting up the case to the Technical Committee, vide ACA-II's note dt. 29.5.91.

The site while approval given by Technical Committee in 1985 was tentatively shown at the South west corner of the institutional area in the Master Plan green. However, due to existence of a DEEP Nalah and the Sanjay one Forest the feasibility was examined by Area Planning Wing in view of the extended institutional area in the MPD-2001. Considering the number of trees and side conditions a location on 45 mtr. proposed road near the entry to the Institute of Immunology and Mass Communication was found suitable due to existence of kicker trees and the site being sub-stantially levelled and the matter was referred to Electrical Department to discuss the matter with DESU.

S.E. (E) vide his note dt. 3.7.91 has informed that the alternative site proposed on 45 mtr. wide road, East of JNU for 66 KV grid sub-station (size 90x120 mtr.) is acceptable to DESU and requested to finalise the proposal so that the Lands Department could be requested for allotment at an early date.

6. The matter was referred to Dir. (Hort.) South and according to him the land proposed, though shown as institutional in MPD-2001, is a part of Sanjay-I notified under Forest Act 1980 which prohibits any activity on this land except plantation unless approval of the Central Govt. i.e. Ministry of Environment

and Forest is obtained. Director (Hort.) has suggested that a better and appropriate alternative site be considered for allotment to DESU other than the Sanjay-I. This has been further re-examined by Area Planning Wing and since there is no other land which could be considered for the purpose it is suggested that the matter may be discussed in the Technical Committee, in the light of its earlier decision and the requirement of Grid Sub-station.

7. The proposal was discussed in the meeting of the Technical committee held on 10.9.91 under item no. 162/91. The proposal was approved keeping in view that there is no other suitable alternative site available, subject to (a) that 45 mtr. R/W of the road would be demarcated/maintained (b) a suitable set-back by way of green area between the electric grid station and road R/W be provided and (c) clearance be obtained from the Ministry of Environment, the site being a part of notified Forest Area (Sanjay Van) It was also desired that a proper route alignment plan should be prepared and put up to the Technical Committee with respect to the proposed 66 KV electric grid sub-station.

8. A reference has also been received from Executive Engineer Planning IV, DESU for the approval of a part revised of the route alignment of 220 KV double circuit line connecting high tension line (along proposed Express Way & 220 KV Sub-station, in 'C' Block Vasant Kunj) approved earlier in the year 1985/1987.

9. The matter has been examined in consultation with DESU and both the proposals referred to above have been shown indicating the approvals of 1987 and the part revision now proposed. As regards the 66 KV Grid sub-station site on the basis of detailed physical survey and the recommendation of Technical Committee the site has been identified on the survey plan. The proposed site to be allotted to DESU will be 120mx90m alongwith a 10 mtrs. green strip between the sub-station and 45M road. A 9 mtr. entry has also been provided which should be allotted to DESU alongwith Sub-Station site i.e. additional 9x10 mtrs. = 90 sq.mtrs. for approach road.

10. The matter is submitted for consideration of Technical Committee.

Item No. 25/92:

Sub: Addition alteration in the Asian Hotel Ltd. commonly known as Hotel Hyat Regency.
F13(78)80-Bldg.Pt.

A proposal has been submitted by Asian Hotels Ltd. in the form of addition alteration plans (Laid on table) According to this proposal they have proposed to change the use of part of car parking space in the first basement into a dischotheque and equivalent area (537 sq.mtrs.) to that of the dischothe has been proposed to be used at the ground floor level as a coverage. Further it is proposed to use the space in the Eastern Wing as ground floor as health club etc. to be relocated from the area proposed to be used as covered parking.

BACKGROUND OF THE CASE:

2. A plot measuring 2 hect. was given to M/s Asian Hotels Ltd. as one of the hotel plots selected for provision of accommodation during Asiad-82. The building plans of this hotel were sanctioned by DDA on 16.10.81 after the approval of DUAC etc. The building comprises of ground floor, first floor, service floor plus 7 typical floors with provision of lower basement, service basement and upper basement. The occupancy certificate to the Hotel was issued on 11.9.86.
3. In the year 1990 it came to the notice that part of the area ear-marked for parking in the upper basement floor was converted and used as dischotheque/restaurant in the name and style of 'Oasis'. Action against the unauthorised construction was initiated as per the provisions of Section 31-A of D.D.Act 1957 and sealing orders were passed on 2.3.90 without issue of show cause notice, and the premises was sealed. This order was quashed by Division Bench on 12.3.90 according to which respondent to serve a fresh notice and pass a fresh order after hearing the petitioners. DDA filed an appeal in the Supreme Court of India and the Appeal was dismissed with the order "On the facts present we do not want to interfere with the order of the High Court. SLP Dismissed." A fresh notice dt. 17.3.90 was issued under Section 31-A of D.D. Act. Speaking sealing orders were passed on 9.4.90 and the premises was sealed. They went for appeal in tribunal under section 31-C of D.D. Act and on 17.10.90 the Appellate Tribunal passed a detailed order. Technically the sealing order was upheld by the Tribunal but the sealing orders were quashed on account of notification of delegation of powers and not initiating the proceeding under section 31(1). The notification for ~~xxx~~ delegation of powers was issued on 29.11.90. On the request of the DDA operation of the Order of the Tribunal was

stayed for 7 days by the Tribunal. DDA went for an appeal under Section 31-D of D.D.Act before Hon. L.G. However the final disposal is pending. Simultaneously as per the provisions of DD Act order of demolition of the said unauthorised construction was passed on 8.1.91 and for that also appeal is pending for disposal before the Appellate Tribunal.

While hearing the appeal through L.G. passed up and interim orders to consider the request of the party for additional FAR. This was examined and was rejected and communicated to M/s Asian Hotels Ltd. as it was not permitted. Thereafter in a subsequent hearing submission was made before L.G. by the party allow them to alter their plans to accommodate the said restaurant / dischotheque in the upper basement by converting the equivilent covered parking area on the ground floor out of the counted FAR.

3.

i. Provisions in the MPD-2001 is reproduced below:

"HOTEL"

Max. ground coverage	30%
Max. floor area ratio	150
Max. height	50m

Other controls:

i. 5% of the FAR can be used for the commercial space related to hotel function.

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

iii. Building Bye-laws 1983 provides as under:

"14.12 BASEMENT:

14.12.1 The construction of the basement shall be allowed by the Authority in accordance with the land use and other provisions specified under the Master Plan.

14.12.1.1 Where the use, set backs and coverage is not aprovided in the Master Plan provisions, the same shall be allowed to be constructed in the plot leaving mandatory set backs and can be put to any of the following uses:

i. Storage of house hold or other goods for non-flammable materials;

ii. Dark room;

iii. Strong rooms, bank cellars etc.

iv. Airconditioning equipment and other machines used for services and utilities of the building

v. Parking places and garages;

vi. Stack rooms of libraries; and

vii. Office or commercial purpose provided it is air-conditioned.

NOTE. Uses of basement from 14.12.1.1(i) to (vi) shall not be reckoned for the purpose of FAR whereas for uses in 14.12.1.1 (vii) the basement coverage shall be reckoned for the purpose of FAR.

14.12.1.2 The basement shall not be used for residential purposes."

(iii) Sale condition are (laid on table)

4. The following issues are submitted for consideration of the Committee:

1. As per the sale condition, the basements are to be used only for the purpose of parking, kitchen, laundry, air-conditioning plant any other equipments, storage and for the maintenance of services and the hotel infrastructure. In case the kitchen is provided in the basement that much floor area will be counted in the floor area calculations.

2. Keeping in view that if the area of the basement is to be counted in the FAR as per the provision of building bye laws and the provisions of MPD-2001, whether the use of part basement for the purpose of restaurant can be allowed by counting it is the permissible FAR.

3. Taking into the account the sale condition with respect to FAR, maximum ground coverage & height and the provision of MPD-2001, there is no change, whether the parking is provided in the basement or on ground floor. There is no additional floor space proposal, however MPD-2001 provide the norms for parking as 1.67 ECS per 100 sqm of floor area. Therefore it is to be decided if dischotheque/restaurant is provided in the basement for equipment FAR the provision of MPD-2001 for parking will be appreciated or it as per earlier sanctioned/sale condition provisions the parking spaces.

4. In case the proposal is agreeable by the Technical Committee, CFO's approval would be required as earlier CFO has objected this use in the basement vide their letter dt. 15.3.90.

5. According to the sale condition preliminary drawings are to be prepared in consultation with the Chief Architect, Commr. Lands and other concerned authorities including DUAC, Fire Deptt. and DESU etc. before preparing and submitting the detailed building plans for approval. Therefore, whether the proposal will require consultation/approval of such departments/organisation.