

DELHI DEVELOPMENT AUTHORITY

No:Fl(28)93-MP

Dated : 6.7.93.

Minutes of Technical Committee meeting held on 11.6.93 at 11.00 A.M. in the Conference Room of Vikas Sadan, I.N.A., New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.J.C.Gambhir, Commr.(Plg.)
3. Sh.S.Roy, Commissioner(LD)
4. Sh.Santosh Auluck, Chief Architect
5. Sh.S.C.Gupta, Director(DC&P)
6. Sh.P.C.Jain, Director(AP&B)
7. Sh.K.K.Bandyopadhyay, Project Planner(Rohini)
8. Sh.V.N.Sharma, Jt.Director(J&D)
9. Sh.N.K.Aggarwal, Jt.Director(WC&SA)
10. Sh.Prakash Narain, Jt.Director(T)
11. Sh.R.K.Jhingan, Sr.Landscape Architect
12. Sh.S.P.Bansal, Jt.Director(NCR&UE)

LAND & DEVELOPMENT OFFICE

13. Sh.I.D.Gupta, Bldg.officer

DELHI POLICE (TRAFFIC)

14. Sh.Lala Ram, A.C.P.

M.C.D.

15. Sh.S.S.Harit, Addl.Dy.Commr.
16. Sh.Sunil Mehra, Jr.Town Planner
17. Sh.J.R.Juidal, Admn.officer(Factory)

N.D.M.C.

18. Sh.J.P.Mittal, Dy.Architect

P.W.D.

19. Sh.K.S.Gangadharan, C.E. (DAZ-I)
20. Sh.S.R.Pandey, SE(PWD-CV)

SPECIAL INVITEES

CONTAINOR CORPN. OF INDIA

21. Sh.A.K.Kohli For Item No.26/93

C.E.S.(I)PVT. LTD.

22. Sh.S.P.Arora, G.M.
23. Mrs.Anju Mehra, Asstt.Engineer  
INDUSTRIES

24. Sh.B.S.Dalal, Asstt.Director For Item No.61/93

SCIENTIST DEPTT.OF ENVIRNONMENT

25. Dr.M.P.Goel For Item No.61/93



1. Item No.18/93

Sub : Regarding allotment of land to Anand Lok Cooperative House Bldg. Society for constn. of Community Hall and Utilisation & allotment of service personal area provided in Co.op House Bldg. Society/Co-op. Group House Bldg. Societies.

F2(36)86/12.

The Technical Committee noted that a decision has already been taken to utilise the service personnel area out of which 25% is to be utilised by the Society for construction of service personnel quarters for the use of the society and the remaining by DDA (25%) & MCD (50%). An area about 620 sq.yd. for community hall is already allocated out of the service personnel area. Allotment of land for the scheme for construction of community sports facility i.e. tennis, squash, badminton, swimming pool etc. may be considered subject to the payment of the land <sup>cost</sup> to the DDA at prescribed institutional rates. The Technical Committee constituted a sub-committee comprising Commr.(Plg.), Commr.(LD) and Chief Architect DDA & Dir. (AP) prepare an inventory and to the for service personnel housing in House Bldg. Societies within a period of three months.

land earmarked

2. Item No.57/93

Sub : Zonal Development Plan for Zone 'A' (other than Walled city).

PA/JD(SA)

The proposed draft zonal development plan for Zone 'A' (other than walled city) was explained by the Jt.Dir.(SA). After detailed discussion, the following observations were made:-

- i) Commercial streets: Criteria for identifying commercial streets should be clearly indicated. A list of commercial streets discussed in the meeting with the Engineer-in-Chief, MCD and the minutes should form part of the agenda.
- ii) Nursing Home & Guest Houses: Total number of existing nursing homes & guest houses should be mentioned. Further, these are to be dealt with as per policy guidelines for their continuance.



- iii. Slaughter House: The decision with regard to the existing slaughter house at Idgah and the land identified for the same be incorporated.
- iv. Polluting industries: Out of existing 41 polluting industries falling in this area, hazardous & noxious industries should be identified so that specific recommendations be given for the closure within the specified time.
- v. Jhandewalan Block 'B' : In Jhandewalan Block 'B', there are lot of temporary constructions in the green area. These needs to be removed/shifted from the green area.

3. ITEM NO. 58/93:

SUB: Sites for CNG re-fueling stations.  
File No. PS/D2M/DDA/92.

The Technical committee approved the proposed two CNG re-fueling station sites (i) adjacent to Bhikaji Cama Place along ring road and the other (ii) at the ring road near the proposed ISBT at Sarai Kale Khan. Site near Bhikaji Cama Place should be fenced to avoid trespass into the park and the cost of the fencing of the site may be charged. It was also observed that Gas Authority of India should seriously consider identifying existing petrol pump outlets located on Ring Road for providing CNG re-fueling facility rather than asking for new sites.

4. ITEM NO. 59/93:

Deferred.

5. ITEM NO. 49/93:

Sub: Alignment plan of NH-2 bye pass connecting Ring Road (near Kalindi Colony to Okhla/Badarpur/Faridabad.

File No. F5(8)89-MP

Road alignment of NH-2 (alternate one) was accepted in principle and it was decided that a joint survey and demarcation of the alignment should be taken up and done by a team of PWD & DDA officers. Special care will be taken by C.L.M. not to allow any constitutional demarcated area. Wherever the land is with the DDA it should be handed over to PWD as soon as the payment is made. The consent of the Irrigation & Flood Control Deptt. may also be obtained. The alignment should taken upto the Authority for consideration.



6. Item No.26/93

Sub : Regarding change of land use of an area (39 hect.) in Tuglakabad for ware housing and depot (Inland Container Depot).

F3(41)/89 m8.

The Technical Committee recommended the change/ adjustment of land use of land, measuring 39 hect. for ware housing/depot. (ICD).

7. Item No.62/93 : LAID ON TABLE

Sub : Proposed regulations for motels - National Capital Territory of Delhi.

File No: F 20(4) 83 m8.

The item was discussed in detail. The following regulations for the motel may be referred to the committee constituted by the Authority on the subject for its consideration

- i) Motel as defined in MPD-2001 may be permitted only in the 'rural use zone', specified in MPD-2001 as a case of 'special permission' by the Authority. The special permission may be subject to:
  - a) that the site is located on a national highway or on a state highway and where highways are not defined, on roads having minimum r/w of 60 mtrs.
  - b) that the motel site should <sup>have a</sup> be set back from the r/w by a 'green buffer' with a minimum width as specified in the NCR Plan for such a highway i.e. 100 mtr. wide for national highway and 60 mtr. wide for state highway.
  - c) The motel plot should have a minimum width of 50 mtrs.
- ii) The following zoning regulations may be applicable to a motel:
  - a) Plot Size - Minimum plot size - 1 hect. and maximum plot size - 2 hect.
  - b) FAR - maximum FAR - 15 (fifteen)
  - c) Ground coverage - maximum equivalent to FAR.
  - d) Height - maximum height - 6 mtrs.



e) Basement - basement below the ground floor to the extent for the essential services such as air-conditioning plant, electric sub-station and any other such services without counting in FAR.

f) Set Back - front set back minimum 15 mtrs. sides and rear - 9 mtrs.

g) Parking - minimum @ 1.67 ECS per 100 sqm. of floor area at the prescribed space standards.

iii) Activities - The following activities shall be permitted:

"motels; retail and service shops maximum 5% of the floor area".

iv) The following clearance/provisions will have to be obtained/provided for:

- a) Provision of municipal infrastructure such as power, water, sewer etc. Alternatively the owners to make provisions for these facilities by themselves to the satisfaction of municipal authority.
- b) Height clearance from Civil Aviation Deptt. wherever necessary.
- c) Any other NOC/clearance required in any other law, rules and regulations relating to utilisation of land for such purposes.
- d) Payment of "conversion charges" to DDA as per prescribed rates for use of 'rural area' for commercial use as a motel.

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

( ANIL BARAI )  
DY. DIR. (MP)

F.1(28)93-MP

Dt. 6.7.93



DELHI DEVELOPMENT AUTHORITY

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No:Fl(28)93-MP

Dated :

Draft minutes of Technical Committee meeting held on 11.6.93 at 11.00 A.M. in the Conference Room of Vikas Sadan, I.N.A., New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.J.C.Gambhir, Commr.(Plg.)
3. Sh.S.Roy, Commissioner(LD)
4. Sh.Santosh Auluck, Chief Architect
5. Sh.S.C.Gupta, Director(DC&P)
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8. Sh.V.N.Sharma, Jt.Director(J&D)
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11. Sh.R.K.Jhingan, Sr.Landscape Architect
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LAND & DEVELOPMENT OFFICE

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15. Sh.S.S.Harit, Addl.Dy.Commr.
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25. Dr.M.P.Goel For Item No.61/93



1. Item No.18/93

- 1/ Sub : Regarding allotment of land to Anand Lok Cooperative House Bldg. Society for constn. of Community Hall and Utilisation & allotment of service personal area provided in Co.op House Bldg. Society/Co-op. Group House Bldg. Societies.

F2(26)0614.

The Technical Committee noted that a decision has already been taken to utilise the service personal <sup>rel</sup> area out of which 25% is to be utilised by the Society for construction of service personnel quarters for the use of the society and the remaining by DDA (25%) & MCD (50%). An area about 620 sq.yd. for community hall is already ~~allocated~~ out of the service personnel area. Allotment of land for the scheme for construction of community sport facility i.e. tennis, squash, badminton, swimming pool etc. may be considered subject to the payment of the land <sup>cost</sup> to the DDA at prescribed institutional rates. The Technical Committee constituted a sub-committee comprising of Commr.(Plg.), Commr.(LD) and Chief Architect <sup>DDA, Jt.Dir.(P)</sup> to ~~identify~~ <sup>prepare an inventory &</sup> the lands earmarked for service personnel housing in various House Bldg. ~~societies and proposed identification for~~ <sup>within a period of three months.</sup> the utilisation by MCD, DDA and the Society.

2. Item No.57/93

- 2/ Sub : Zonal Development Plan for Zone 'A' (other than Walled city).

PA/JD(SA)

The proposed draft zonal development plan for Zone 'A' (other than walled city) was explained by the Jt.Dir.(SA). After detailed discussion, the following observations were made:-

- i) Commercial streets: Criteria for identifying commercial streets should be clearly indicated. A list of commercial streets discussed in the meeting with the Engineer-in-Chief, MCD and the minutes should form part of the agenda.
- ii) Nursing Home & Guest Houses: Total number of existing nursing homes & guest houses should be mentioned. Further, these are to be dealt with as per policy guidelines for their continuance.



- iii) Slaughter House: The decision with regard to the existing slaughter house at Idgah and the land identified ~~for which~~ *for the same* be incorporated.
- iv) Polluting industries: Out of existing 41 polluting industries falling in this area, hazardous & noxious industries should be identified so that specific recommendations be given for the closure within the specified time.
- v) Jhandewalan Block 'B': In Jhandewalan Block 'B', there are lot of temporary constructions in the green area. These needs to be removed/shifted from the green area.

The Technical Committee further observed, if need<sup>be</sup>, the proposals may be further discussed in the internal meeting of the Planning wing.

3. Item No.58/93

3. Sub : Sites for CNG re-fueling stations.

*File No. PS/R/2003/pt/193.*

The Technical Committee approved the proposed two CNG re-fueling station sites i) adjacent to Bhikaji Cama Place along ring road and the other ii) at the ring road near the proposed ISBT at Sarai Kale Khan. *Site near Bhikaji Cama Place should be fenced to avoid trespass into the park and*  
~~It was further observed that while handing over the site the cost of the fencing of the site may be charged to avoid encroachment on Govt. land. It was also observed that Gas Authority of India should explore the possibility for identifying some of the existing petrol pump outlets located on Ring Road for providing CNG re-fueling facility rather than asking for new sites.~~

4. Item 59/93. *Deferred.*

5. Item No.49/93

Sub : Alignment plan of NH-2 bye pass connecting Ring Road (near Kalindi Colony to Okhla/Badarpur/Faridabad.

*File No. F5(0)/89/308*

Road alignment of NH-2 (alternate one) was accepted in principle and it was decided that a joint survey and demarkation of the alignment should be taken up and done by a team of PWD & DDA officers. ✓  
Wherever the land is with the DDA it should be handed over to PWD as soon as the payment is made. The consent of the Irrigation & Flood Control Deptt. may also be obtained. *The alignment should taken up in*

*consideration in Authority for approval*

*Special Care  
will be taken  
by C.E. to not  
disturb any  
construction  
demarked area.*



6. Item No.26/93

6. Sub : Regarding change of land use of an area (39 hect.) in Tuglakabad for ware housing and depot (Inland Container Depot).

F3(41)/89 mp.

The Technical Committee recommended the change/ adjustment of land uses of land, measuring 39 hect. for ware housing/depot. (ICD).

Laid on Table

7. Item No.62/93

7. Sub : Proposed regulations for motels - National Capital Territory of Delhi.

File No: F 20(4) 83 mp.

The item was discussed in detail, <sup>the</sup> and following regulations for the motel <sup>may be referred to the Committee constituted by the Authority under the subject for its consideration</sup> were recommended by the Technical Committee in its meeting held on 11.6.93.

- i) Motel as defined in MPD-2001 may be permitted only in the 'rural use zone', specified in MPD-2001 as a case of 'special permission' by the Authority, <sup>the special permission may be</sup> however, subject to:

a) that the site is located on a national highway or on a state highway and where highways are not defined, on roads having minimum r/w of 60 mtrs.

b) that the motel site should <sup>have 2</sup> be set back from the r/w by a 'green buffer' with a minimum width as specified in the NCR Plan for such a highway i.e. 100 mtr. wide for national highway and 60 mtr. wide for state highway.

c) ~~minimum~~ width of the ~~access~~ from the highway to the motel site should be ~~minimum~~ 9 mtrs.

d) The motel plot should have a minimum width of 50 mtrs.

- ii) The following zoning regulations <sup>may</sup> shall be applicable to a motel:

a) Plot Size - Minimum plot size - 1 hect. and maximum plot size - 2 hect.

b) FAR - maximum FAR - 15 (fifteen)

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- e) Basement - basement below the ground floor to the extent for the essential services such as air-conditioning plant, electric sub-station and any other such services without counting in FAR.
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    - ~~"hotels;~~ <sup>motels</sup> retail and service shops maximum 5% of the floor area".
  - iv) The following clearance/provisions will have to be obtained/provided for:
    - a) Provision of municipal infrastructure such as power, water, sewer etc. <sup>Alternatively the owner to make provisions for these facilities by themselves to the satisfaction of municipal authorities.</sup>
    - b) Height clearance from Civil Aviation Deptt. wherever necessary.
    - c) Any other NOC/clearance required in any other law, rules and regulations relating to utilisation of land for such purposes.
    - d) Payment of "conversion charges" to DDA as per prescribed rates for use of 'rural area' for commercial use as a motel.
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*Ref no*  
14/6/83



DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN UNIT )

No. F.L(35)92-MP

Dated: 8.6.1993

MEETING NOTICE

The Technical Committee meeting of DDA will be held on 14.6.93 at 11.00 AM in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed.

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

( ANIL BARAI )  
DY. DIR. (MP)



# I N D E X

| S.No. | Item No. | Particulars   | Page No. |
|-------|----------|---|----------|
| 1.    | 18/93    | Regarding allotment of land to Anand Lok Co-operative House Bldg. Society for Constn. of Community Hall and Utilisation and allotment of service personal area provided in Co-op. House Bldg. Society/Co-op. Group House Bldg. Societies. F.2(36)86-IL. | 1        |
| 2.    | 57/93    | Zonal Development Plan for Zone 'A' (Other than Walled City)<br>PA JD SA.   | 3        |
| 3.    | 58/93    | Sites for CNG Re-fueling Stations.<br>PS/DLM/DDA/92   | 5        |
| 4.    | 59/93    | Road Net Work around Sub-city Centre in Rohini, Phase-I & II.<br>PP/R/2003/Pt./93   | 15       |
| 5.    | 49/93    | Alignment Plan of NH-2 bye-pass connecting Ring Road (Near Kalindi Colony to Okhla/Badarpur/Faridabad.<br>F.5(8)89-MP   | 17       |
| 6.    | 26/93    | Regarding change of land use of an area (39 hect.) in Tughlakabad for ware-housing and depot. (Inland container depot.)<br>F3(41)89-mp  | 30       |

Laid on table

|    |       |  |  |
|----|-------|--|--|
| 7. | 62/93 | Sub : Proposed regulations for motels -<br>National Capital Territory<br>of Delhi.<br><br>F.20(4)83-MP |  |
|----|-------|--|--|



Sub:- Regarding allotment of land to Anand Lok Cooperative House Building Society for construction of Community Hall and utilisation and allotment of service personnel area provided in Co-op House Bldg. Society/Co-op. Group House Bldg. Society.

File No: F.2(36)/86-IL.

The Anand Lok Cooperative House Building Society had applied for allotment of land measuring 1788 sq.yds which is earmarked for service personnel and Dhobhi Ghat in the layout plan of the Society. The procedure for allotment of such land to Cooperative Housing Building Society has been notified by the Government of India vide circular No.7-1(5)/69-UP, dated 26/27/30th June, 1970 which inter-alia states that:

"The President has been pleased to decide that a part of the land in colonies developed by House Building Cooperative Societies under the scheme other than residential plots leased out to Cooperative House Building Societies, may be allotted to such societies, as had incurred expenditure on premium and development, wherever asked for, for a specific institutional purpose viz. a 'community centre' or a 'Club' or a 'School' free of cost. The area of the land to be allotted shall be determined by the Lt. Governor. The land will vest in the President and it will be given to the society on lease on usual terms but on nominal ground rent of Rs.1/- per annum for which purpose a separate lease deed will be executed."

2. The Master plan norm for quantum of land for Community Room is 660 sq.mts.
3. The Anand Lok Cooperative House Building Society has been pressing for allotment of the entire plot of land available for service personnel. The Society intends to develop the entire area as a Community Hall cum service complex for the benefit of the society.
4. The matter was placed before the Hon'ble Lt. Governor on 21.11.1992 who has desired that the method of disposal for development of service complex may be decided expeditiously. It may be decided by the Technical Committee whether the site can be allotted to the above society on the rates to be decided in consultation with the Finance Wing.
5. He has also desired that the Technical Committee may also take a comprehensive view regarding disposal of such plots in respect of other Cooperative House Building Societies.
6. The Technical Committee in its meeting dt.28.1.93 observed that the existing approved policy for disposal of service personnel area be submitted to LG for his perusal and information. Tech. Committee also observed that the circular quoted in the preamble for allotment of sites to Cooperative House Building Societies does not cover allotment of service personnel area to the Society.



7. The LG, in this case, vide his note dt:8.2.93 directed to allot and give possession of 620 sq.yds.plot to the Society immediately. The service personnel idea will not work. Therefore for the balance area from 1168 sq.yds. The Society may be requested to offer a scheme for construction of Community sport facilities e.g. tennis, squash, badminton, swimming pool, service facilities such as laundromat, cobbler shop, electrical repair shop etc. or as a last resort a children park etc. It was directed to ensure that the land is not encroached upon.

8. As stated above for such allotments, a policy decision is to be taken. The lands section has opined that there is no harm if a policy decision is reached early as land for setting up residences for service personnel is often misused & encroached. It was further opined that, if DDA accepts LG's view point a two fold achievement can be made. Such valuable land can be protected and community development can take place simultaneously.

9. In view of above the case is put up before the Tech. Committee for considering the allotment of the site for Community Hall and for taking a comprehensive view regarding utilisation of sites of service personnel housing within the cooperative house bldg. /Co.op, group housing societies.

  
11/5/93



Sub:- Zonal Development Plan of Zone(Division-A)- Other Than Walled City.

File No. PA/JD(SA)/

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1. The preparation of Zonal Development Plan is statutory responsibility of the DDA under the Delhi Development Act, 1957 Section 8 of the Act provides that simultaneously with the preparation of the Master Plan as soon as may be the authority shall prepare the Zonal Development Plan for each zone in which Delhi may be divided.

2. Under MPD-2001, Union Territory of Delhi is divided into 15 Zones(Divisions). Zone-A, Old City, covers an area of 1159 ha., which has been further sub-divided into 2 parts:-

- (i) Walled City.
- (ii) Other Than Walled City.

The present Zonal Plan is for the area other than Walled City & ad-measures app. 559 ha. This area has further been sub-divided into 12 Sub-Zones, (earlier known as Zones) numbering from A-1 to A-12, out of which Sub-Zonal Plan for A-2, A-6, A-7 & A-8 are already approved by the Central Government(earlier called Zonal Plans).

3. MPD-2001, has categorised the area u/r as Special Area. It also details out guidelines for Special Area keeping in view the character & predominant land-use.

4. Draft Zonal Development Plan with a text for Zone-A (Other Than Walled City) has been prepared within the framework of MPD-2001. While preparing the Zonal Development Plan - already approved Zonal Plans, Layout Plans & other policy decisions of Technical Committee/Authority, the report of the sub-committee on unauthorised use in the Special Area of MPD-2001 set by the Delhi High Court and mixed landuse streets identified by MCD have been taken into consideration to the required extent.

*dm*

.....2/-



5. From the studies conducted in the zone it is revealed that the zone is general lacks organised parking places and recreational facilities like parks and open spaces etc. Though the Public & Semi Public Facility are by the large sufficient in number but lack in space standards and thereby separate space standards for such facilities have been proposed to be followed in the Special Area.

6. A detailed study of existing land-use & those proposed in MPD-2001 have also been undertaken and it is noted that in 2 cases, the change of land-use is to be processed under Section aa(A) of DD Act-1957, Annexure-I, plan laid on the table.

7. Zonal Development Plan is to be processed under Section 10 the DD Act-1957 by publishing a Public Notice. The Master Plan changes are to be processed under Section 11 of Delhi Development Act, 1957. As for the Delhi Development(Master Plan and Zonal Development Plan, Rules) 1958 as amended vide rules of 1966 under Rule 5, the Zonal Development Plan is to be published in the form of a public notice inviting objection/suggestions, for which 30 days time is to be given. Thereafter, the objection/suggestions received in response to the Public Notice will be considered and the Zonal Development Plan will be finalised.

8. The Zonal Development Plan proposals are placed before the Technical Committee for its consideration.

Dr.



Sub: Sites for CNG re-fueling stations.

File no. PS-DLM-DDA-92.

I. BACKGROUND

Joint Secretary, Ministry of Petroleum and Natural Gas (Conservation Cell) vide letter No. P-27013/21/92-CC dated 13.11.92 forwarded to Chairman, DDA an interim study report conducted by CRRI for identification of safe and suitable Compressed Natural Gas dispensing stations in Delhi. The CRRI in its interim report has recommended number of sites on the ring road for locating CNG dispensing stations in Delhi.

Government of India has initiated variety of measures to conserve petroleum products and reduce pollution caused by the automobiles in metro cities. The one of the alternative which appears most promising at present is Compressed Natural Gas (CNG) in the transport sector. Gas Authority of India Limited has been nominated as nodal agencies by Government of India to implement programme of introduction of CNG in road transport sector in Delhi, Bombay and Gujarat.

The sites have been indicated on a Delhi Map placed at Annexure-1.

II. SITES UNDER CONSIDERATION

The Joint Secretary, Ministry of Petroleum and Natural Gas requested that the following sites be earmarked for CNG re-fueling stations.



| S.No. | Site Location  | Existing facility    | Land owned by    |
|-------|--|----------------------|------------------|
| 1.    | Plot No. 2, Bhikaji Cama Place.  | Reserved for cinema  | DDA, Delhi Admn. |
| 2.    | Kalai Sarai, Ring Road Vill: Behlolpur, near Nizamuddin Yamuna River Bridge.             | Low lying green area | DDA, Delhi Admn. |
| 3.    | Near land for Transport Department, Opposite Ashish Service Station, Village: Behlolpur. | Low lying            | DDA, Delhi Admn. |

Chairman, DDA forwarded the report and letter to VC, DDA with following observations:

"I would like to help this very important environmental programme".

This case was discussed by VC, DDA with LG on 17.12.92. VC, DDA with following remarks forwarded the case to Commissioner (Plg.).  
"This was discussed with LG in presence of GAIL officers. VC, desired that a few (2,3) sites suitable for CNG retail outlets be suggested by DDA in the area suggested by the CRRI".

On the basis of the recommendations of the planning wing and Land Section of the DDA, LG vide D.O. No. 16(3)/93-RM/163/1131 dated 20th January, 1993 offered the following three sites to Secretary, Ministry of Petroleum and Natural Gas for CNG refuelling stations.

#### Site No. 1

This site is located in south Najafgarh drain - ring road crossing near Flood Control Site Office.

#### Site No. 2

This site is located in the north of the drain running from R.K. Puram to Moti Bagh on Ring Road.



Site No. 3

This site is a part of proposed second ISBT at Sarai Kale Khan and can be adjusted in the lay out plan of second Inter State Bus Terminal.

Secretary, Ministry of Petroleum and Natural Gas vide D.O. No. P-27013/21/93-CC dated 17th March, 1993 accepted the sites given at serial number 2 & 3 above.

III. RECOMMENDED SIZE OF CNG REFUELLING STATIONS

The recommended size of CNG re-fuelling stations is 25 mtrs x 25 mtrs.

The geometrical features such as frontage buffer zone visibility etc. are similar to the layout plan recommended by IRC (IRC: 12: 1983) for motor fuel filling station (Ann.II) Other staff and operational requirements such as smoking and ignition source distance, electric connection etc. are shown on a layout placed at Annexure-I. *III*

IV. IDENTIFICATION OF SPECIFIC LOCATIONS

To identify these sites meeting was held on 3.5.93 at 5.30 PM under the chairmanship of Commissioner (Plg.). This meeting was attended by Officers of the DDA, GAIL, CRRI and Transport Department, Delhi Administration. The minutes of this meeting are placed at Annexure-IV. Accordingly following two sites have been identified.

Site No. 2: North of drain running from Rama Krishna Puram to Moti Bagh.

*2*  
A triangular site bounded by drain on one side and ring road on other side has been identified. The location plan is placed at Annexure-V. *laid on table.*



The Senior Landscape Architect, DDA has prepared a landscape plan (drawing No. F.5 MPG-3) of park at R.K. Puram, Sector 12, opp. Hyatt Regency. The land of this area as per MPD 2001 is Master Plan Green.

The MPD 2001 provisions for locating Petrol Pumps are given in Para V below.

Site No. 3: As a part of proposed second I.S.B.T. at Sarai Kale Khan.

A site measuring 25m x 25m has been identified towards Gurudwara adjacent to the area under stay. *The location plan is laid on table.*

The Landuse of this pocket is Master Plan Green. However, T/C vide item no. 16 dated 13.1.89 has agreed for the request of Delhi Administration for locating second ISBT at Sarai Kale Khan but the change of landuse could not be processed through authority due objections raised by Ministry of Environment. Commissioner (T), Delhi Administration was requested to obtain no objection from Ministry of Environment so that case for change of landuse could be processed further. This is yet to be submitted by Transport Department, NCT of Delhi.

V. PROVISIONS OF MASTER PLAN OF DELHI 2001 FOR PETROL PUMPS.

Petrol pumps are permitted in central and sub central business district centres and community centres (only filling stations) and in residential and industrial use zones in the urban area. The MPD 2001 has also recommended that the location of petrol pumps should be indicated as per norms at the time of preparation of layout plans of residential, commercial, industrial and other areas.



The item is placed before Technical Committee to consider:

1. The proposed sites for CNG re-fuelling stations with reference to the request of Ministry of Petroleum, MPD 2001 landuse. Other recommendations related with Petrol Pumps and the objective of the Ministry of Petroleum to reduce pollution due to emission of vehicles and also conserve petroleum products.
2. Location of specific sizes of the sites under consideration for CNG re-fuelling stations.
3. Allotment of sites shall be processed by Land Section of DDA.



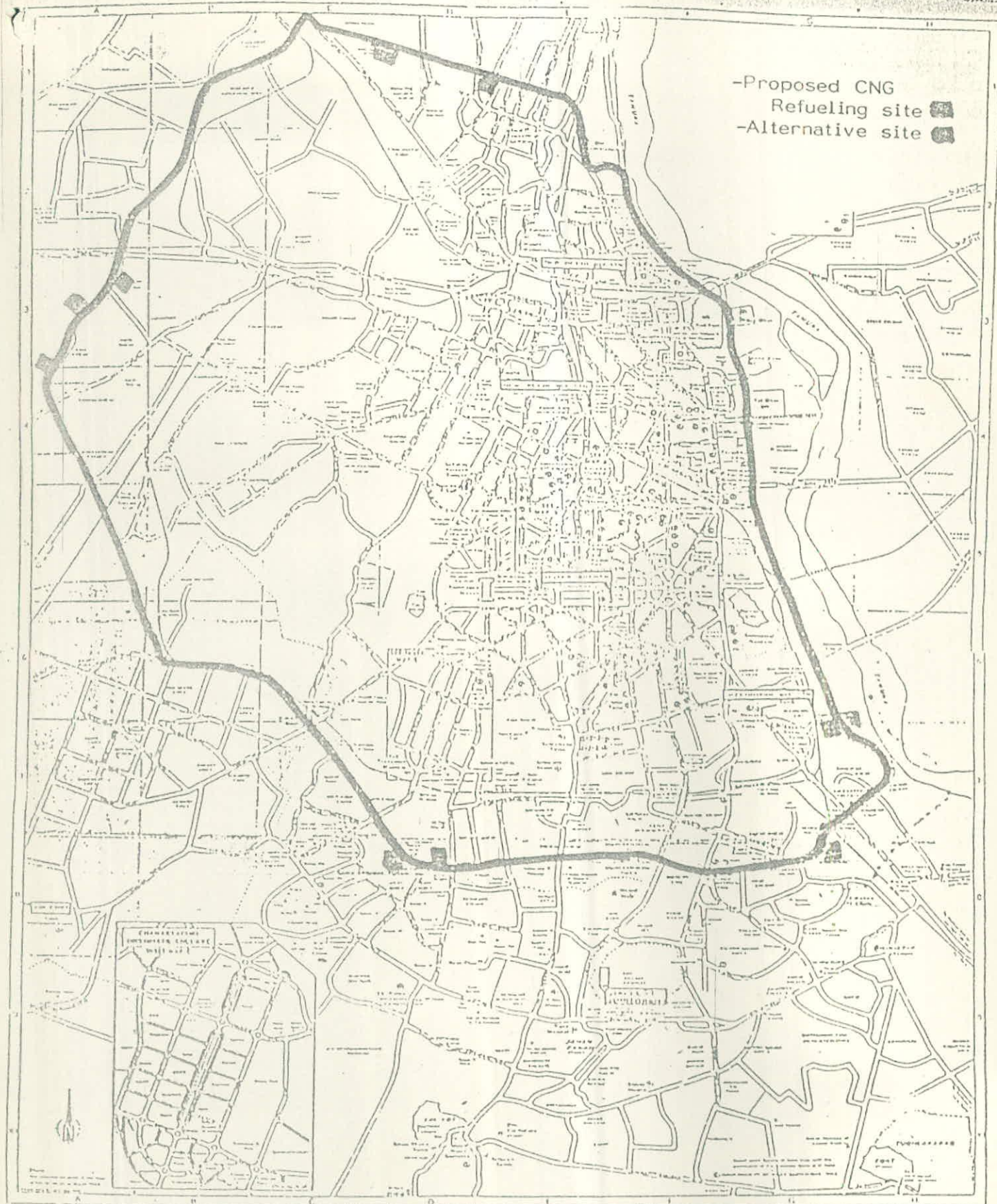
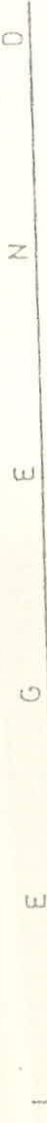


Fig.11.1 : Proposed Locations for CNG Refueling Station





RT - CULVERT IV BE PROPOSED SOUTH OF

FIG. 11-2 LOCATION AND LAYOUT OF MOTOR - FUEL FILLING AND MOTOR - FUEL FILLING - CUM - SERVICE STATIONS .



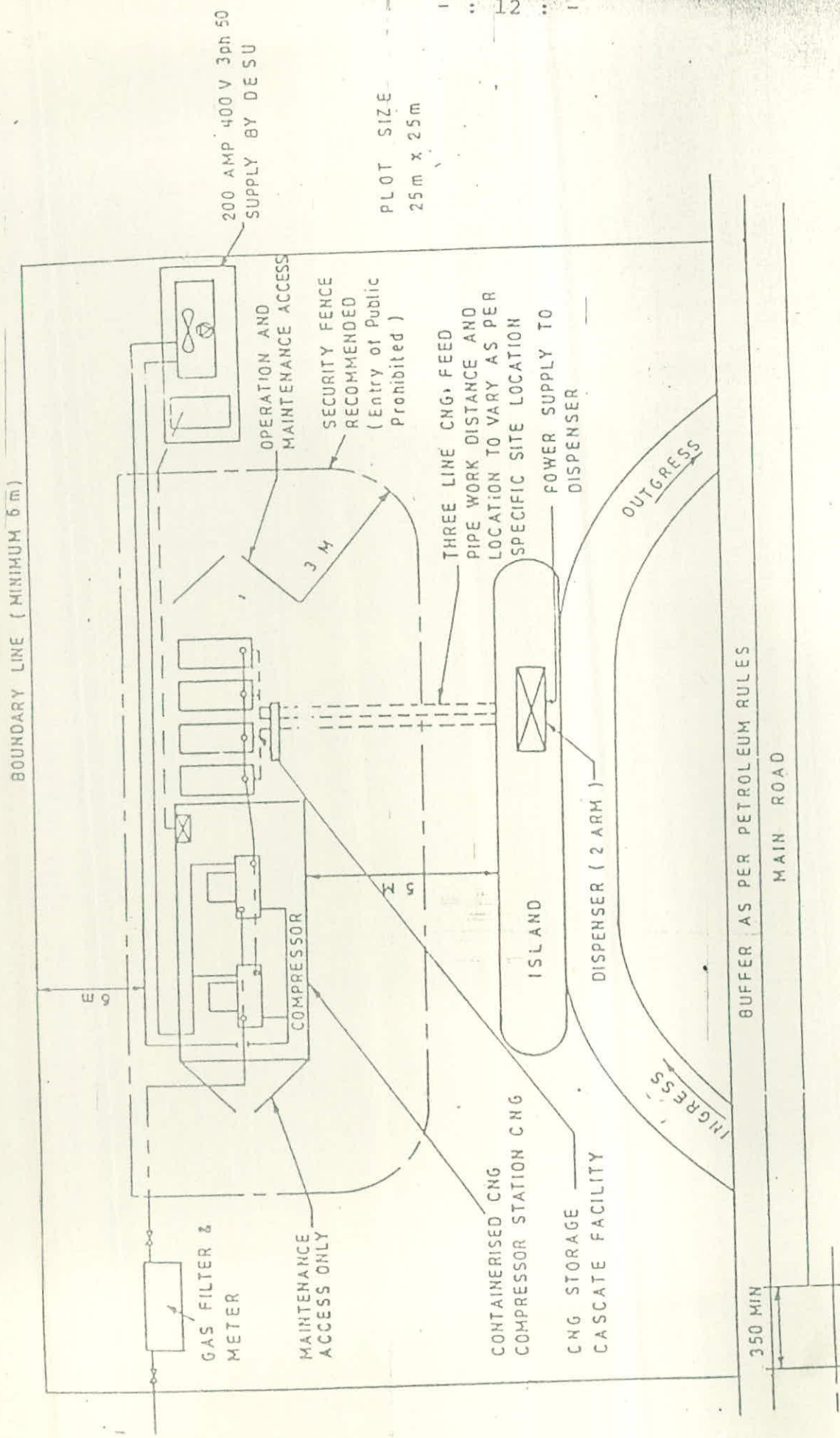


FIG.11.3 LAYOUT PLAN OF CNG REFUELING STATION



Annexure IV

- 13 -

**DELHI DEVELOPMENT AUTHORITY**

P.S./ALM/DDA/P3/127-38  
No. DD(B)/PPW/93/

Dated: 12.5.93

The meeting was held on 3.5.93 at 5.30 PM under the chairmanship of Commissioner (Planning), for allocations/identifications of specific locations of CNG dispensing/re-fueling stations.

The following officers attended this meetings:

1. Commissioner (Planning) In Chair
2. Sh. I.L. Budhiraja, Project Director (GAIL).
3. Mrs. Achla Singh, Dy. Director (T), Delhi Admn.
4. Dr. S.M. Sarin, Project Coordinator, CRII.
5. Sh. R.K. Jhingan, Senior Landscape Architect.
6. Sh. Prakash Narayan, Jt. Director (T).
7. Sh. B.P. Singh, Electrical Officer (GAIL).
8. Sh. K.N. Singh, Dy. Director (Survey).
9. Sh. Ajit Srivastava, Director (Lands), DDA could not attend the meeting.

The issue involving allocations/identifications of specific locations of following sites for CNG dispensing/re-fueling stations was discussed.

Site No. 2 (in the north of drain running from R.K. Puri to Moti Bagh on Ring Road)

This site was discussed and it was decided that a triangular site in the north of existing drain be earmarked for CNG re-fueling stations. The site be so earmarked that it may not effect the proposed walk-ways in the landscape plans prepared by Sh. R.K. Jhingan, Senior Landscape Architect, DDA. This site shall be identified by Senior Landscape Architect, DDA.

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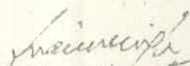
Site No. 3 (as a part of proposed second Inter State Bus Terminal at Sarai Kale Khan)

This site was discussed in detail. A site plan indicating the area being developed by FWD (DA) for second ISBT, area under-stay was also referred. It was decided that a site measuring 25m x 25m facing Ring Road in the south of the area under stay (app. 518 meters from the edge of the road leading to Sarai Kale Khan) after leaving the right-of-way on Ring Road (90M.) be earmarked.

Mrs. Achla Singh, Dy. Director (T), Delhi Administration also informed that Delhi Administration has already paid the cost of the total land measuring about 32 acres to the DDA. On this issue it was decided that land section of DDA may verify this and if need be the proportionate cost of 25m x 25m proposed to be allotted to the Ministry of Petroleum and Natural Gas be refunded to Delhi Administration.

After identification of both the sites the case may be brought to the Technical Committee for information; thereafter the allotments can be done by Commissioner (Lands).

The meeting ended with the thanks to the chair.

  
( K.N. Singh )  
Dy. Director (Survey), PFN

Copy to :-

1. Officer attended the meeting and to all concerns. (1) Commr. (Lands)  
(2) Commr. (Traffic)
2. P.S. to V.C. for information regarding TBR No. 288-TBR-Spl. A meeting was arranged on 3.5.93 in the room of Commr. (Plg.) which was attended by the representatives of concerned.



SUB:- ROAD NETWORK AROUND SUB-CITY CENTRE IN  
ROHINI PHASE-I & II.

File No. PP/R/2003/Pt. 193.

The proposed sub-city centre in Rohini Phase-I & II has been envisaged as focal point of Rohini and this will also cater to the population residing in North-West Delhi. In terms of area, this will be the biggest Distt. Centre in Delhi Urban Area. The distribution of area by uses in and around sub-city centre is as under:-

| <u>Use</u>                            | <u>Area in hect.</u> |
|---------------------------------------|----------------------|
| Commercial including local wholesale. | 63 hect.             |
| Recreational                          | 100 hect.            |
| Public & semi public                  | 50 hect.             |

2. ROAD NETWORK:- This centre is located in between two important radial roads (45 mtr. R/W) connecting Ring Road, Outer Ring Road and the proposed Ring Roads in Urban Extension. These two radial roads are connected with 24 mtr. and 30 mtr. R/W roads on the periphery of sub-city centre. These roads also serve for providing access to the group housing societies in sectors 9 & 13, and plotted development in sector-11. Within the centre, recreational and commercial component is separated by two 24 mtr. wide roads from which major entry and exit points would be provided.

Looking into the implementation experience of Rohini, other Distt. Centres, such as, Nehru Place and Bhikaji Cama Place, it is felt that roads around Distt. Centre should be at least master plan roads having 30 mtr. R/W. In this case, it is preferable if R/W of roads connecting two radial roads is increased to 45 mtr. and roads separating recreational and commercial component to 30 mtr. The existing and proposed R/W, in and around centre, is shown on the enclosed drawing. The road widths propose to be increased towards commercial/recreational component, as the scheme has not been prepared for this area.

Contd...2/...

13/5/93

15/5/93  
 PPR



3. CONSTRAINTS:- (1) The roads, on the periphery of sub-city centre, have been implemented with central verge and major services. With the increase in R/W, cross section of the roads would change.

(ii) Land for pump house has been allotted in recreational area opposite sector-9. The road width available in this portion is approximately 39 mtr. and additional 6 mtr. strip would require to be taken from front setback of pump house.

4. The proposed modification, as shown in the lay out plan, which is also enclosed herewith. The proposal is placed before the Technical Committee for its consideration and approval.

13/5/23  
14/5/23  
15/5/23  
PAC.



Sub :- Alignment Plan of NH-2 Bye-pass connecting Ring Road (near Kalindi Colony) to Okhla/Badarpur/Faridabad.

F.5(8)89-MP (D-87)

1. LOCATION :

MPD 2001 has proposed this bye-pass of 90 mtrs. R/W which will connect Ring Road at its existing turning point near Maharani Bagh in the North; and pass along the Eastern side of Yamuna Canal and connect with the existing Faridabad bye/pass at Delhi U.P. Boundary in the South. Location Plan is placed at Annexure/1.

2. BACKGROUND :

- (i) The perspective Planning Wing of DDA had indicated the above alignment plan for part F.7 & F.19 (Madanpur Khaddar) as approved by Authority vide Resolution No. 124 dt. 30.7.93.
- (ii) Chief Engg.(I), PWD, DA vide note No. 16(1)86 W1/DA dated 11.5.89 had addressed to P.S. to L.G., Delhi mentioning that there is a need for constructing of this link in the area to reduce the amount of traffic on Mathura Road.
- (iii) Chief Engineer(PWD) vide D.O. letter No.F.12/796/W/DA dated 9th Jan., 1989 had forwarded a representation of Welfare Association of New Friends Colony. In the said letter Chief Engg. also requested that the proposal of taking the NH-2 on the banks of river Yamuna is essential required which will not only speed up the



movements of the National Highway but also reduce the congestion on the Ring Road and Mathura Road.

- (iv) On the basis of the first representation and on the basis of the Chief Engineer, PWD's letter he was requested to supply physical survey plan for the 300 mtrs. vide strip letter PA/D PA/DD/T-11/PPW/89/D-23 dt. 31.1.1989.
- (v) Supdt. Engg. (PWD), Circle-I, DA vide letter No. 23(98)/PWD/CV/DA/D-XXI/5501-03 dt. 22.8.89 submitted the P.T. Survey Plan(Part) of the proposed road on Ring Road near Maharani Bagh upto Okhla Barrage near Batla House.
- (vi) Commr. (Plg.) along with the officers from Min. of Surface Transport, PWD(DA), DDA (Lands) and representatives of Secy. (Lands & Bldg.) DA, inspected the site on 2.1.90

3. EXISTING CONDITION :

No road is existing in the alignment plan of proposed bye/pass and there is also encroachments on the alignment of the proposed byepass.

4. T/C MEETING ON 8.10.91

a) This case was placed before the T/C on 8.10.91 with the following observation :

- (i) The proposed alignment from Batla House to Badarpur Thermal Plant upto Haryana Border seems to be feasible along the part of disused Agra Canal beyond the meeting point of Road No. 13-A along with Canal upto Haryana Border.
- (ii) Number of Bungalows, residential plots, warehouses of U.P. Irrigation Deptt. are on the left bank of canal. The same vacant land is

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still available on either sides of the canal to get a divided carriageway for the proposed bye/pass where a canal will act as a divider.

- (iii) The consultant NATPAC had submitted a Technical Report stating that the bye/pass could best be provided in the alignment running along side river Yamuna within the boundary of Union Territory, Delhi as the same would have most desirable horizontal alignment and also effectively stop mixing up local and through local.

b) The case was placed before the T/C to discuss the following aspects :

1. Unless and until the unauthorised structures and constructions are checked near Zakir Ngr area, no land will be available for the construction of road.
  2. Buildings have already been constructed and unauthorised construction even in progress at site are to be checked.
  3. A policy decision is taken at the highest level that already innumerable buildings and other permanent structures coming the way shall have to be demolished for the purpose.
  4. In addition there has to be some machinery to ensure that no future construction comes up in the proposed alignment.
  5. For remaining part of the alignment plan from Okhla Park to Maryana Border, the P.T. Survey for the Zone 300 mts. along both the defused canal and main Agra Canal is to be required in the scale 1:500.
- Paul*  
*51*



- c) Decision of the Tech. Committee is reproduced below :

"Technical Committee after a detailed discussion decided that alignment plan of the road should be prepared in accordance with the relevant provisions made in MPD-2001 and the detailed survey plan to be supplied by PWD, Delhi Admn., in the light thereof. No deviation should be made except where absolutely necessary in order to provide for regularised unauthorised colonies falling within the alignment plan. The Technical Committee further desired that as the area has been notified as a 'development area' of the DDA, Dir.(LM) should take effective action to stop unauthorised building activity immediately demolishing all fresh constructions which were reportedly coming up in the form of boundary walls. It was further decided that a joint inspection of the concerned area be carried out by Dir.(LM) alongwith Revenue Deptt. of Delhi Admn. at the earliest; to confirm that the ownership of the land, being nazul land forming part of the river bed area, vested in DDA. Incidentally, the satellite imageries recently made available for the said area should also be utilised in order to freeze all building activity falling within the the proposed alignment area"

5. ACTION TAKEN ON THE T/C DECISION DATED 8.10.91

As per the decision of the T/C following actions were taken :-

- (i) Ex.Engineer (PWD), Div.XXI,DA was requested on 7.2.92 to indicate the existing physical features in a copyopf plan for taking a reference.



point to draw the R/W line as per MPD-2001. Accordingly, 10 copies of the approved development plan of the area showing of the NH-2 bye-pass were issued to Ex.Engineer, PWD on 25.5.92.

(ii) DLM was requested on 24.9.92 to take effective action on the rest of the T/C decision regarding stopping of unauthorised building activity and demolition of fresh construction and confirmation of the ownership of the land etc.

(iii) DLM vide his note dated 14.8.92 had requested Commr. (Plg.) to request concerned officer of PWD to indicate the exact requirement of land on the basis of road alignment proposed in the area and also to arrange the money for land proposed to be acquired. Accordingly, Ex.Engineer (PWD), Div.XXI was requested vide letter dated 7.9.92 to take necessary action in this regard. Ex.Engineer (PWD) vide his letter dated 9.12.92 has clarified that the financial <sup>bid for the</sup> survey work for the above job is completed. DLM has been intimated about the position of the same as explained by Ex.Engineer (PWD) vide note dated 22.1.93. in response to our letter to Ex. Engineer dated 19.6.92, S.E(PWD), Circle-V vide his letter dated 12.3.93 has sent a reconnaissance survey report prepared by the consultant giving merits and demerits of three alternative alignment for NH-2 bye-pass.

W. S. S. L.



6. PROPOSAL AND FEASIBILITY SENT BY PWD:

- 6.1 S.E.(PWD) vide his letter dated 12.3.93 has submitted a reconnaissance report along with the proposed three alternative alignment shown in a line diagram on a copy of a base map in 1:10,000 scale. SE(PWD) has also given his opinion that alternative I could be a better choice considering the various merits-demerits of these three alternatives. The comparative assessment of alternative alignment is given in para-VI of the Reconnaissance report given at Annexure-II.
- 6.2 Ex.Engineer (PWD),XXI (DA) vide his letter No.3(DB)/PWD/XXO/DH/11861 dated 23.4.93 has submitted the proposed three alternatives marked on a copy of base-map in 1:10,000 scale showing the section-wise details of encroachments or other physical constraints as given in the report of merits and demerits of these alternative alignment plans. This feasibility drawing in a sketch form also contains cross sectional details at three points along the Agra Canal.

6.3 OBSERVATION:

Proposed three alternatives submitted by PWD have been marked on the copy of approved development plan of F.19 & F.7 (Part) showing the NH-2 bye-pass alignment MPD-2001. Detail observation is given below :-

- (i) Part-A - (From Ring Road to Batla House



Apart from this, there will be a problem of having a proper R/W as per cross section details for alternative-II along east of Yamuna Canal. About 15 Mtrs. to 25 Mtrs. of land width having trees is available between Agra Canal and Badarpur (6 to 8 Mtr.) width) As discussed with PWD officers and consultant, there could be a problem of utilising Badarpur parallel channel and removal of encroachment in the East of Agra canal for having a proposed R/W on LNH-2 bye-pass. As per the feasibility drawing, the portion between Outer Ring Road to Okhla Village has been designated as C-1 i.e. most critical (impractical). The section between Okhla Village and a point in-between is shown as C-2 i.e. 'critical (site/cost constraints). The section between this point to Madanpur Khadar village is designated as 'restricted' i.e. R/W is available less than 90 mtrs. due to various constraints.

Alternative-III :

This alignment as a problem of affecting the bungalow, lake and park developed by U.P as in alternative-II. The cross sectional details for these alternative-III shows that this alignment is proposed in the East of Agra Canal. However, section of this road upto Okhla Village is same as Alternative-II and has been designated as C-1 i.e. most critical/impracticable" as per the cross section available for the second between Okhla Village and Jasola Village the West of Agra Canal has agricultural land having an width of 60 to 80 mts. and this section has been designated as C-2.

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Extension) Areas). This part of proposed alignment is common to all the three alternatives proposed by PWD/Consultant. However this alignment differs with the proposed MPD-2001 alignment. The proposed line of alignment as shown in the red line has been proposed further towards the river in eastern side of the existing structures of Joga Bai and Batla House Colonies. As per the feasibility drawing submitted by PWD, this portion is shown as C-2 i.e. critical (considering site/cost constraints)

(ii) PART-B - (From Batla House to Madanpur Khadar Village).

This part has three different alternative alignments.

Alternative-I : This alternative proposal completely differs with the MPD-2001 alignment proposal. This alignment has been taken along the Yamuna River. This has advantage of having proper R/W for NH-2 bye-pass without less difficulty for removal of encroachments etc. except for the disadvantage at two points i.e. from Batla House upto Okhla Barriage and from Kalindi Kunj to Madanpur Khadar. These two sections have been designated as C-2 i.e. critical section in terms of site/cost constraints.

Alternative-II : Almost same alignment in the East of Agra Canal as proposed in MPD-2001 But, this alignment will affect a number of bungalows/lake and park developed by U.P. Govt.



i.e. "critical" in terms of site/cost constraints. However, the section covering the portion along Jasola Village has been designated as 'R' i.e. "less R/W" is available within the proposed 90 mts. R/W. The section between Jasola Village and Madanpur Khadar has been designated as C-2 i.e. "critical" in terms of site/cost constraints.

PART-C : (i.e. Madanpur Khadar Village upto Border)

This section of the proposed road is same as MPD-2001 as per the PWD's report. There is no site constraints in constructing the bye-pass for this section.

7.0 Comments :-

As per the T/C decision as mentioned at Sl.4(c) The alignment plan of this road should be prepared in accordance with the provisions made in MPD-2001 and detailed survey plan was to be supplied by PWD. It was also desired that the DLM should take effective action to stop unauthorised building activity by demolishing off fresh construction etc. Accordingly, PWD and DLM were conveyed T/C decisions as mentioned in para-5 above. In response to our letter, PWD has submitted these alternate proposals for deciding the most suitable alignment, physical survey of the same is carried-out by PWD. The report on the actions desired by the T/C has not been received from DLM. DLM has been requested again to present report in the T/C.

8.0 The proposal is placed before the T/C for :

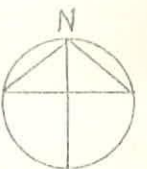
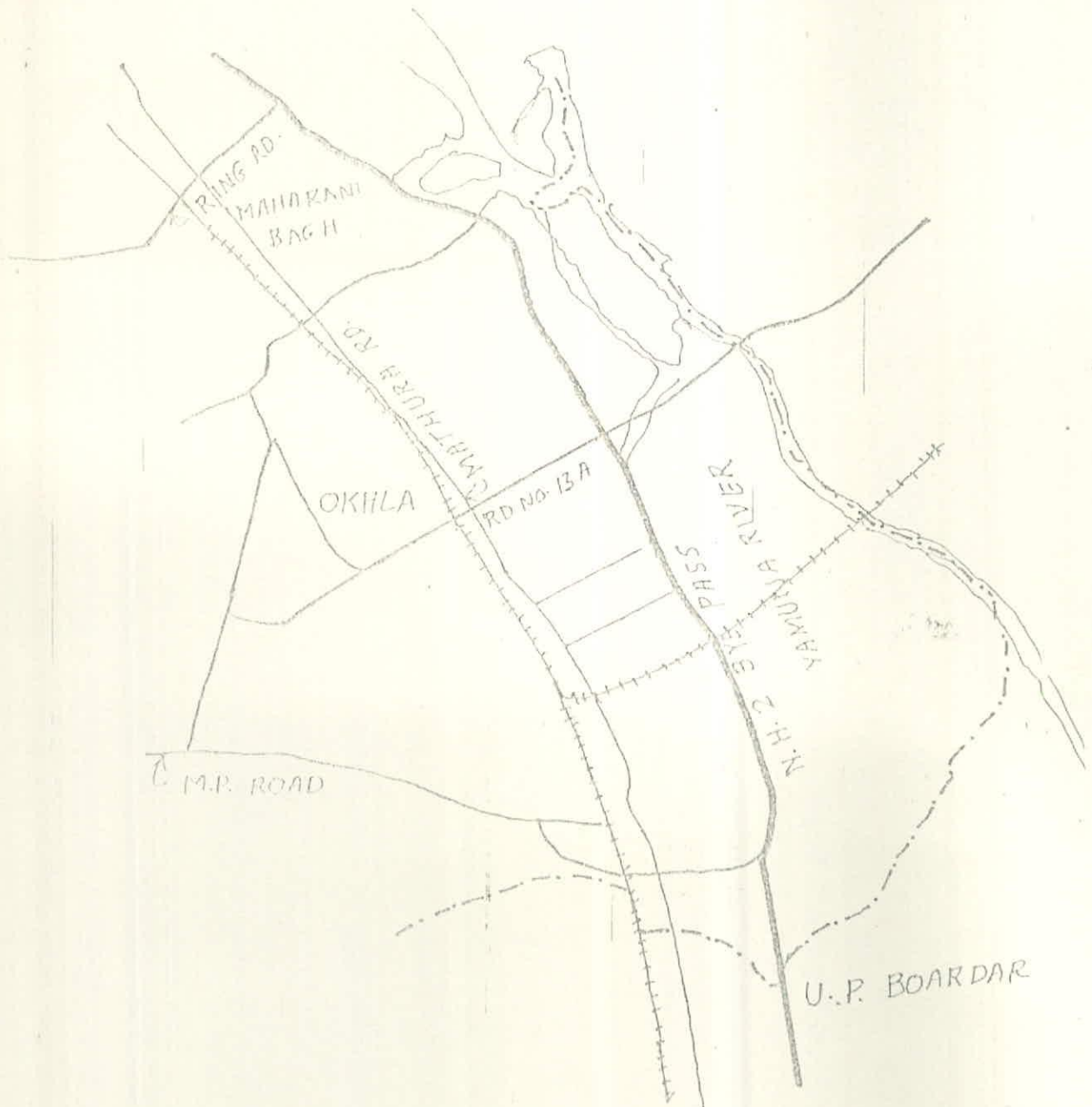


- (i) Deciding the proposed alignment for the section (Part-A & Part-B) as mentioned above, for which detail survey work will be carried-out by PWD on the basis of the merits and demerits explained above and also on the basis of DLM's report on the actions desired by T/C dated 8.10.91.
- (ii) Considering the proposed alignment for the section part-C for taking-up survey work and protection of the R/W by P.W.D.

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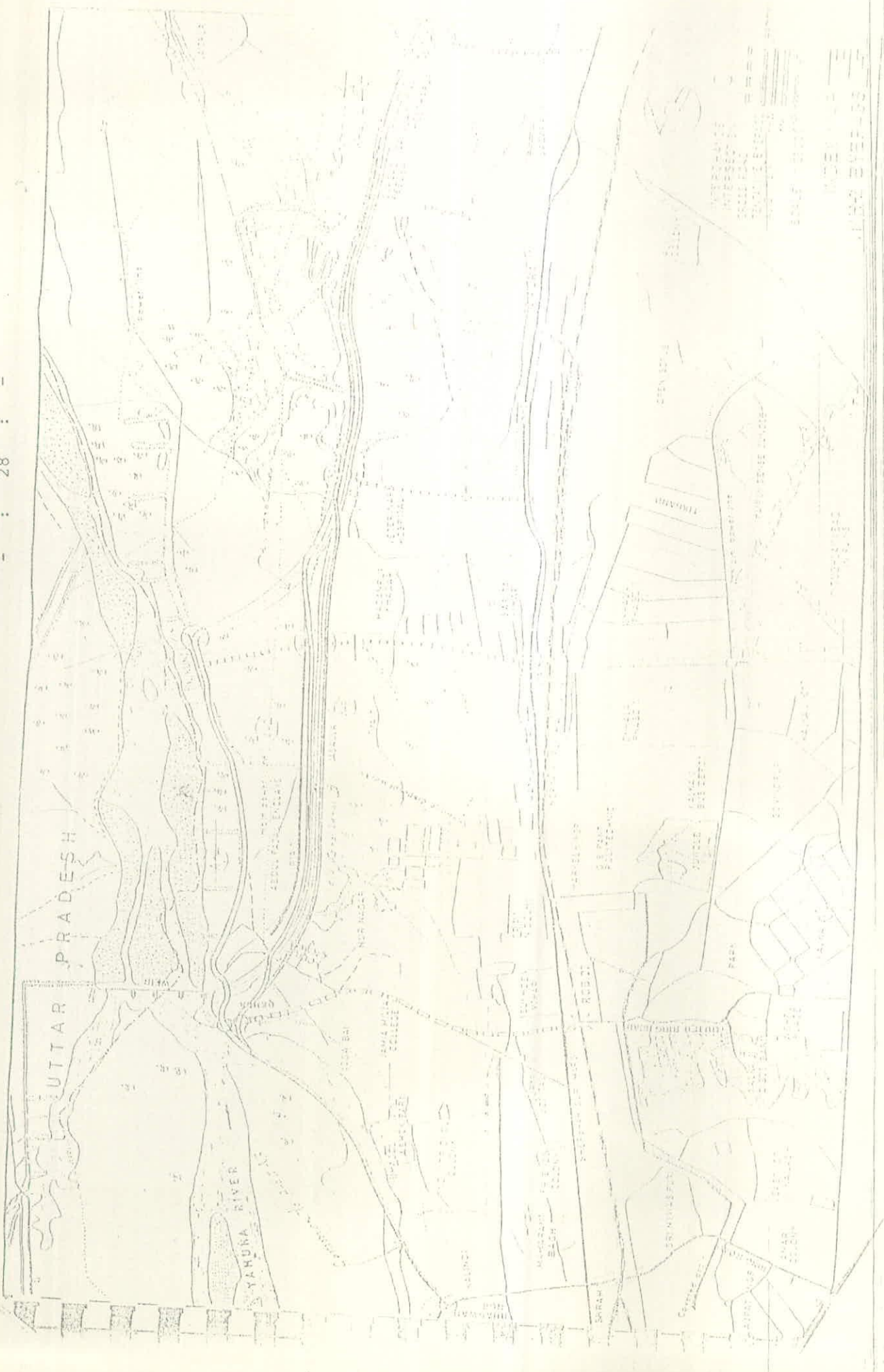
LOCATION PLAN

SCALE: 1:18,000



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## COMPARATIVE ASSESSMENT OF ALTERNATIVE ALIGNMENTS

ANNEXURE-II

Considering the various important factors viz practical feasibility, utilization of available infrastructure, geometric standards, objectives of bypass compatibility with the existing route, bridging requirements, economy, etc for selection of alignment, the following comparison is made on the basis of reconnaissance surveys conducted for three possible alternative alignments.

| Sl No. | Factors for Comparison                                   | Alternative I, II, & III   |   |   |
|--------|--|--|---|---|
|        |  | A-1  | A-2   | A-3   |
| 1.     | Practical feasibility                                    | Highest  | Lowest  | Medium  |
| 2.     | Utilization of available infrastructure                  | Maximum  | Moderate  | Minimum   |
| 3.     | Compatibility with existing route                        | (a) Good for Delhi-NOIDA & NOIDA-Faridabad Links<br>(b) Fair for Delhi-Faridabad Link        | Fair<br>Good  | Fair<br>V.Good  |
| 4.     | Availability of ROW (20m)                                | Available with minimum problems  | Needs demolition of structures  | Needs some demolition of temporary structures.  |
| 5.     | Alignment-Horizontal Geometry                            | Poor (2-substandard Reverse Curves)  | Fair (2-Reverse Curves)   | Good (Smooth Curves)  |
| 6.     | Alignment-Vertical Geometry                              | Good (Gentle grades with filling)  | Poor (Steeper grade with heavy filling)                                   | Fair (Gentle grade with filling)  |
| 7.     | Bridging requirements                                    | Two New Skew bridges over Agra-Canal (250 m)   | Three new bridges over Agra Canal (450m)                                  | Two new bridges over Agra Canal (250m)  |
| 8.     | Interchanges/Grade separations required for bypass (NOS) | 5  | 5   | 5   |
| 9.     | Economy  | Highest (Maximum use of existing infrastructure, minimum demolition & shifting of utilities. | Moderate (Partly use of existing infrastructure demolition of structures) | Lowest (minimum use of existing infrastructure, demolition of structures & shifting of utilities. |



Sub: Regarding change of land use for an area (39 hact.)  
in Tughlakabad for warehousing and depot (Inland  
Container depot). File No. F3(41)/89/MP  
-----

I. BACKGROUND :

The case for the proposed Container depot at Tughlakabad was discussed ~~in~~ number of times in the Technical committee of DDA. It was finally approved by the Technical committee in its meeting held on 18.2.92 subject to following conditions:

1. CONCORE shall draw up a composite plan for the proposed external circulation scheme on MB Road, on a scale of 1:500, by integrating the detailed plans for all the four junctions between the Mathura road and Anand Mai marg intersections.
2. Automatic signal control equipment to be provided as part -of the ICD project, to regulate the projected traffic entering ICD from M.B. Road on the lines discussed.
3. The approach to the existing railway quarters to be provided from the proposed new road leading to the I.C.D. The following decision were also taken.
  - i) Sites for such essential facilities as police station, fire station etc. may be provided in the adjacent land of DDA which shall be allotted to CONCORE for planning and development accordingly.
  - ii) Detailed plans for the I.C.D. and said adjacent facilities, showing allocation of land for various purposes to be submitted by CONCORE so that the change in the prescribed land use can be processed accordingly by DDA;
  - iii) The site earmarked for fire station to be handed over to Delhi Fire Services in due course.
  - iv) As the ICD is scheduled to commence functioning in the new sites from July, 92, matter relating to transfer of adjacent DDA land and removal of squatters from land forming part of ICD complex may be processed pending formal change in land use. 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.



II. PROPOSAL UNDER CONSIDERATION :

The Railways through the Group General Manager (Engineering) Container Corporation of India vide letter No. CON:W:TKD: APPLICATION:15A dated 4.1.92 has requested for furnishing the change of land use for the ICD Tughlakabad, required to be submitted to MCD.

III. OBSERVATIONS :

As per the decision of Technical committee, plan for Inland Container depot was approved subject to conditions given in para 1 above. While the case for the change of land use is examined, following is submitted:

- 1) We are yet to receive composite plan for the proposed External circulation scheme of MB Road - detailed plan for all the four junctions. Also the progress about automatic signal control equipment to be provided by CONCOR is not yet received.
- 2) The comprehensive modifications in the land use in the pocket bounded by MB Road in the South, Railways properties in the east, Anandmai marg in west, Okhla Industrial area in the north needs to be prepared and would form part of the zonal development plan for zone F.
- 3) The land for approach road to the proposed Inland Container depot has been finalised in consultation with the Railways authority and MCD and is in the process of allotment to Railways.
- 4) The present case is limited to the change of land use in respect of 39 hect. of land, which was mostly ear-marked for the Passenger terminal in MPD-2001. The proposal is to modify the land <sup>use</sup> as per the table given below :



| S.No. | MPD-2001 LAND USE               | AREA (Ha.) | PROPOSED LAND USE          |
|-------|---------------------------------|------------|----------------------------|
| 1.    | Metropolitan Passenger Terminal | 23.7       | Warehousing & depots (ICD) |
| 2.    | District park                   | 9.8        | "                          |
| 3.    | Community centre                | 2.1        | "                          |
| 4.    | Master Plan road                | 3.4        | "                          |
| Total |                                 | 39.0 Ha.   |                            |

Note: Out of 39.0 Ha. for warehousing and depots (ICD) 6 Ha. to be maintained as Mandatory green as shown in the layout plan.

The plan showing the proposed change in land use is laid on the table.

PROPOSAL:

- IV. ✓ Technical committee may consider approving modification in land use in respect of 39-ha. of land as per the area statement given in para <sup>III.4.</sup>~~(3) & (4)~~ above. It is also suggested that 6 hac. land shown as green as per the layout plan of ICD should be compulsorily maintained as green, and the size of the depot to be limited to the approved capacity <sup>as</sup> decided in the <sup>meeting</sup> of <sup>the Committee of</sup> Secretaries and Ministry of Urban Development.

*[Signature]*  
14/2



Sub : Proposed regulations for motels - National Capital Territory of Delhi.

File No.F.20(4)83-MP

Vide notification no.F.1(17)74-MP dt.31.1.77, the Authority with the approval of the Central Govt. notified the regulations called as "The Hotels, Boarding houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977. *In these regulations, motel is defined as:*

'Motel' means a hotel located near to main highways for catering to the convenience of persons travelling in mechanically-propelled vehicles.

*And the regulation no 6 applies for location/caution of a motel.*  
The above regulation has been amended vide notification even no.27.5.89 & 21.10.89. *modified*  
The regulation, thus, reads as below:

Regulation No.6:

Motels:

- i) Motels are permitted within the agricultural green belt and rural zone of the Master Plan, if allowed by the Authority after special appeal, provided that motel is located along the roads declared as National Highways
- ii) The following zoning regulations apply to motels:
  - i) a maximum plot size of 1.21 ha. ( 3 acres).
  - ii) a maximum floor area of 1,858 sq.mt. (20,000 sq.ft.)
  - iii) Minimum set back of 50 mtrs. (165 feet) in the front, 4.57 mtrs. (15 ft.) at the sides and 6.10 mtr. (20 feet) in the rear.
  - iv) parking an an equivalent car space of atleast 0.85 per 92.90 sqm. (1000 sq.ft.) of floor area.

3. Master Plan for Delhi (1962) - Master Plan for Delhi provides that motels are permissible in the *Residential* ~~rural~~ use zone, if allowed by the Authority after special appeal. However, as per the above regulations motels as a case of 'special appeal' were permitted within the agricultural green belt *and* under rural use zone of the Master Plan, if allowed by the Authority within the above mentioned parameters



- f) minimum set back of 50 mtrs. (165 ft.) in the front, 9 mtrs. (30 ft.) in the sides and in the rear.
- g) parking @ 1.67 ECS per 100 sqm. of floor area at the prescribed space standards.
- h) following activities be permitted in the premises i.e. hotel, retail and service shops to the <sup>maximum</sup> ~~minimum~~ of 5 per cent of the floorarea.

(ii) As the motels are to be located in the 'rural use zone' along the main high-ways and, therefore, individual parties/owners will have to make the provision of municipal infrastructure such as water, sewer, power etc. in consultation with the Municipal Corporation of Delhi. Also, wherever necessary they have to obtain the permission from Civil Aviation Deptt. with regard to height of the structure proposed within the above mentioned height, parameters. Also, They have to obtain the clearance required in any other legislation, <sup>regulation</sup> ~~Rules and~~ with regard to utilisation of land <sup>etc.</sup> for such purposes, if allowed by the Authority as a case of special appeal. <sup>id.</sup> ~~Payment of conversion charges to SDP.~~

6. Proposed regulations and other conditions as mentioned in para 5 above, are placed before the the Technical Committee for its consideration.

*S.C. Gupta*  
(S.C. GUPTA)  
DIRECTOR (DC&P)



DRAFT

# ZONAL DEVELOPMENT PLAN

## ZONE - A

(OTHER THAN WALLED CITY)

SPECIAL AREA UNIT

AREA PLANNING WING

### DELHI DEVELOPMENT AUTHORITY

MAY, 1993



# C O N T E N T S

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## ANNEXURE

|                                       |            |
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| I. LIST OF POLLUTING INDUSTRIAL UNITS | (i) - (ii) |
|---------------------------------------|------------|



DRAFT TEXT REPORT

ZONAL (DIVISIONAL) PLAN FOR ZONE 'A' (Other Than Walled City)

1. BACKGROUND:

Under the Master Plan for Delhi 2001, notified on 1.8.90 the Union Territory of Delhi has been divided into 15 Zones (Divisions); 8 in Urban Delhi (A to H), 6 in Urban Extension and Rural Areas (J to N and P) and one, the river and the river-front area (O).

Detail of the Zones & area is given in the following table:

| <u>Name of the Zone</u>        | <u>App. area in Ha.</u> |
|--------------------------------|-------------------------|
| A. Old City                    | 1159                    |
| B. City Extension (Karol Bagh) | 2304                    |
| C. Civil Lines                 | 3959                    |
| D. New Delhi                   | 6855                    |
| E. Trans-Yamuna                | 8797                    |
| F. South Delhi-I               | 11958                   |
| G. West Delhi-I                | 11865                   |
| H. North West Delhi-I          | 5677                    |
| I. South Delhi-II              | 15178                   |
| J. West Delhi-II               | 12056                   |
| K. West Delhi-III              | 22979                   |
| L. North West Delhi-II         | 8213                    |
| M. North West Delhi-III        | 15951                   |
| N. River Yamuna                | 6081                    |
| O. North Delhi                 | 15707                   |

1.1 Zone (Division-A) is popularly known as Old City & can be divided into two parts.

(i) WALLED CITY : (Sub-Zones A-13 to A-27 and Sub-Zone C1.Part)

Due to Special character of Walled City, Zonal Plan for the same has been prepared separately. This is for an area measuring 568 hacts & population 2.44 lacs (Projected for 2001)



(ii) Other Than Walled City (Sub-Zone A-1 to A-12)

The present Zonal Plan is for Zone 'A' (Other Than Walled City) designated as Special Area in MPD-2001.

2. STATUTORY PROVISIONS AND OBJECTIVE:

- 2.1 The Zonal (Divisional) Plan of the area is prepared under Section '8' to be processed under Section 10 of the Delhi Development Act, 1957. Simultaneously, the modifications of landuse shall be processed under Section 11(A). MPD-2001 states that in the absence of Zonal Plan of any area the development shall be in accordance with the Master Plan.
- 2.2 As per the MPD-2001, a Zonal Development Plan means a plan for one of the Zones (Divisions) of the Union Territory of Delhi containing detailed information regarding provision of social infrastructure, parks and open spaces and circulation system. The Zonal (Divisional) Plan, which is a sub-city development Plan, details out the policies of the Master Plan. MPD-2001 further states that:-
- a) Zone could be divided into Sub-Zones by the Authority.
  - b) The Zonal (Divisional) Plans shall detail out the policies of the Master Plan, and act as link between the layout and the Master Plan.
  - c) The development schemes, layout plans indicating use premises shall conform to the Master Plan/Zonal (Divisional) Plans.
- 2.3 The Zone is divided into 12 Sub-Zones (earlier named Zones) out of which Sub-Zonal Plans of A-6 and A-7 are approved by the Government.
- Sub-Zonewise area is given below:-



| Sub-Zone | Name of Area                    | Area in ha. |
|----------|---------------------------------|-------------|
| A-1      | Pahar Ganj                      | 48.68       |
| A-2      | Pahar Ganj                      | 38.05       |
| A-3      | Aram Bagh                       | 29.42       |
| A-4      | Jhandewalan Exten               | 28.25       |
| A-5      | New Delhi Rly. Station          | 140.00      |
| A-6      | & Surroundings.<br>Qadam Sharif | 70.00       |
| A-7      | Motia Khan                      | 45.33       |
| A-8      | Jhandewalan                     | 30.04       |
| A-9      | Sadar Bazar                     | 25.59       |
| A-10     | Bara Hindu Rao                  | 54.40       |
| A-11     | Chamelian Road                  | 15.37       |
| A-12     | Azad Market                     | 34.00       |
| Total    |                                 | 559.13 ha.  |

MPD-2001 stipulates that already approved Sub-Zonal Plan (earlier named Zonal Plan) in conformity with Master Plan shall continue to be operative. The Zonal Plan of Zone-A (Other Than Walled City) as now proposed would supercede earlier approved Sub-Zonal Plans.

3. LOCATION, BOUNDARIES AND AREA:








3.1 Zone-A (other Than Walled City) is part of the Old City & located in Central Delhi & encircled by the boundaries of Walled City - part of Zone-A in the East, Zone-C in the North, Zone-B in the West and Zone-D in the South (Ref. Map-1).

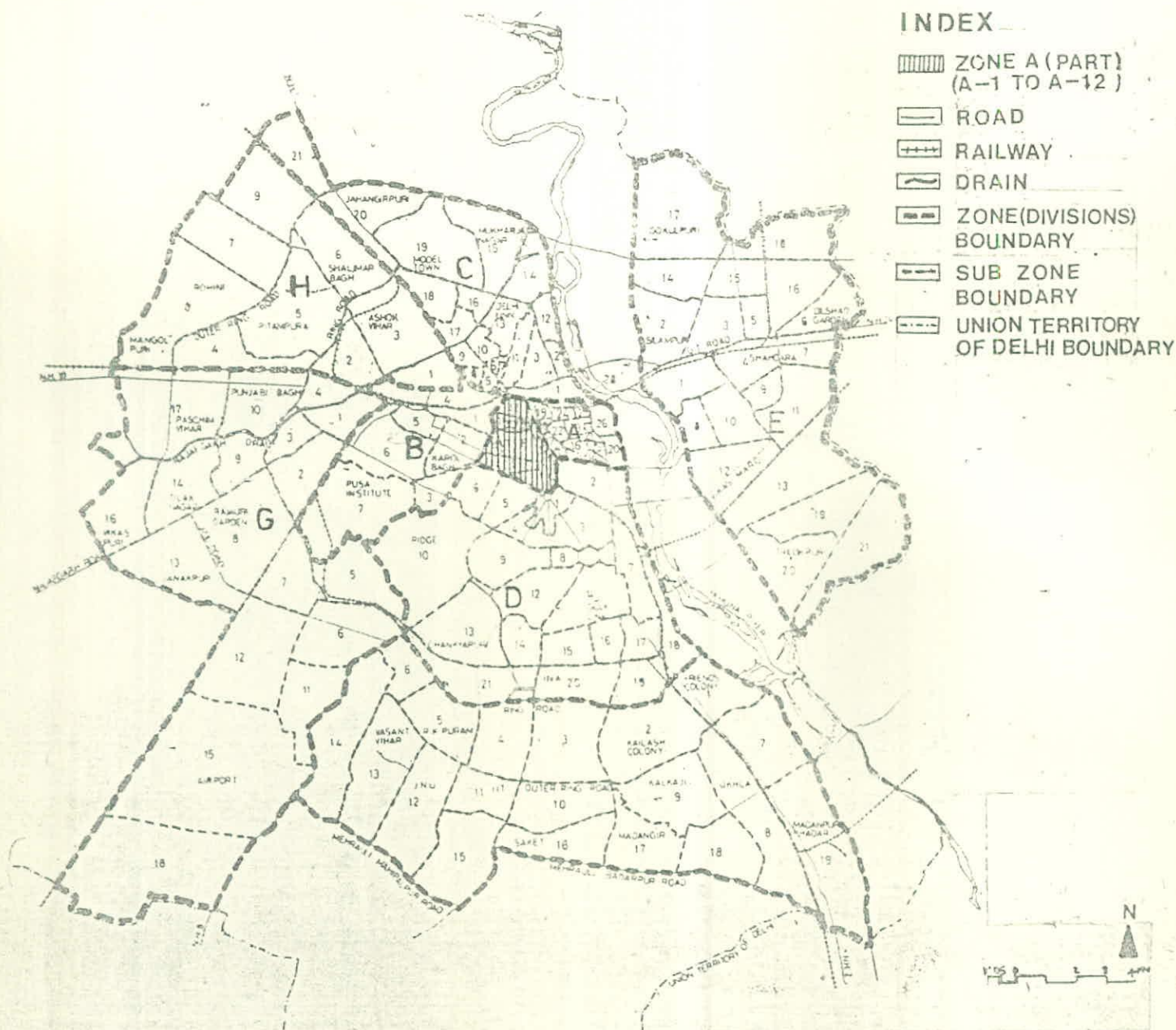
3.2 The total area of the zone works out to 559.13 ha. and is designated as Special Area as per MPD-2001.



# LOCATION PLAN (ZONE A' PART)

## INDEX

-  ZONE A (PART)  
(A-1 TO A-12)
-  ROAD
-  RAILWAY
-  DRAIN
-  ZONE(DIVISIONS)  
BOUNDARY
-  SUB ZONE  
BOUNDARY
-  UNION TERRITORY  
OF DELHI BOUNDARY



SPECIAL AREA UNIT  
AREA PLANNING WING  
D. D. A.



4. POPULATION :

|     |   |   |          |
|-----|---|---|----------|
| 4.1 | Population as per Census 1981             | = | 2,48,086 |
|     | Population as per Census 1991             | = | 2,87,533 |
|     | Proposed population as per MPD-2001       | = | 2,08,400 |
|     | Holding capacity as envisaged in MPD-2001 | = | 2,08,400 |

4.2 Zub-Zonewise population 1981,1991 and projected for 2001 in the Zone is as under:-

| S.No. | Sub-Zone | Population  |             |                                    |
|-------|----------|-------------|-------------|------------------------------------|
|       |          | Census 1981 | Census 1991 | Proposed 2001/<br>Holding Capacity |
| 1.    | A-1      | 21212       | 24585       | 17818                              |
| 2.    | A-2      | 26495       | 30725       | 22257                              |
| 3.    | A-3      | 11953       | 13854       | 10044                              |
| 4.    | A-4      | 1725        | 2000        | 1250                               |
| 5.    | A-5      | 2581        | 3000        | 2167                               |
| 6.    | A-6      | 60937       | 70629       | 51183                              |
| 7.    | A-7      | 18452       | 21386       | 15712                              |
| 8.    | A-8      | 843         | 1000        | 500                                |
| 9.    | A-9      | 20552       | 23810       | 17255                              |
| 10.   | A-10     | 43684       | 50619       | 36678                              |
| 11.   | A-11     | 12348       | 14300       | 10357                              |
| 12.   | A-12     | 27304       | 31635       | 22924                              |
| Total |          | 248086      | 287533      | 208400                             |

4.3 IMPORTANT WORK CENTRES :

Important work centres in the Zone are Jhandewalan (Flatted Factories & District Centre areas), Sadar Bazar, Azad Market, New Delhi, Rly. Station and Pahar Ganj.



5. IMPORTANT DEVELOPMENT AND REDEVELOPMENT ASPECTS:

5.1 As per MPD-2001, Zone-A could be divided into following 3 parts.

- (i) Urban Renewal Area(Walled City)
- (ii) Other Urban Renewal Areas(Other Than Walled City)
- (iii) Specific Use Zone Areas.

5.2 The part of Zone-A(Other Than Walled City) is predominantly residential(Other Urban Renewal Areas) with density varying from 800 p.p.h. to 1000 p.p.h. and Specific Use-Zone Areas like Jhandewalan District Centre, Aram Nagar Residential Area, Motia Khan and Basant Lane etc. with density 450-500 p.p.h.(Ref. Map-2).

5.3 OTHER URBAN RENEWAL AREAS:-

The development in these areas shall be in accordance with the respective comprehensive re-development scheme/layout plans to be prepared with in the overall policy frame of the Master Plan. These schemes shall have conservative surgery of a planning tool as far as possible. In the Special Area Plan use-Zones have been marked in different pockets of the other Urban Renewal Areas. These pockets shall adopt regulations prescribed in the development code. However, the Authority may adopt suitable regulations in case where either it is not feasible or it is not advisable to adopt the general regulations prescribed.





5.4 SPECIFIC USE ZONE AREAS:-

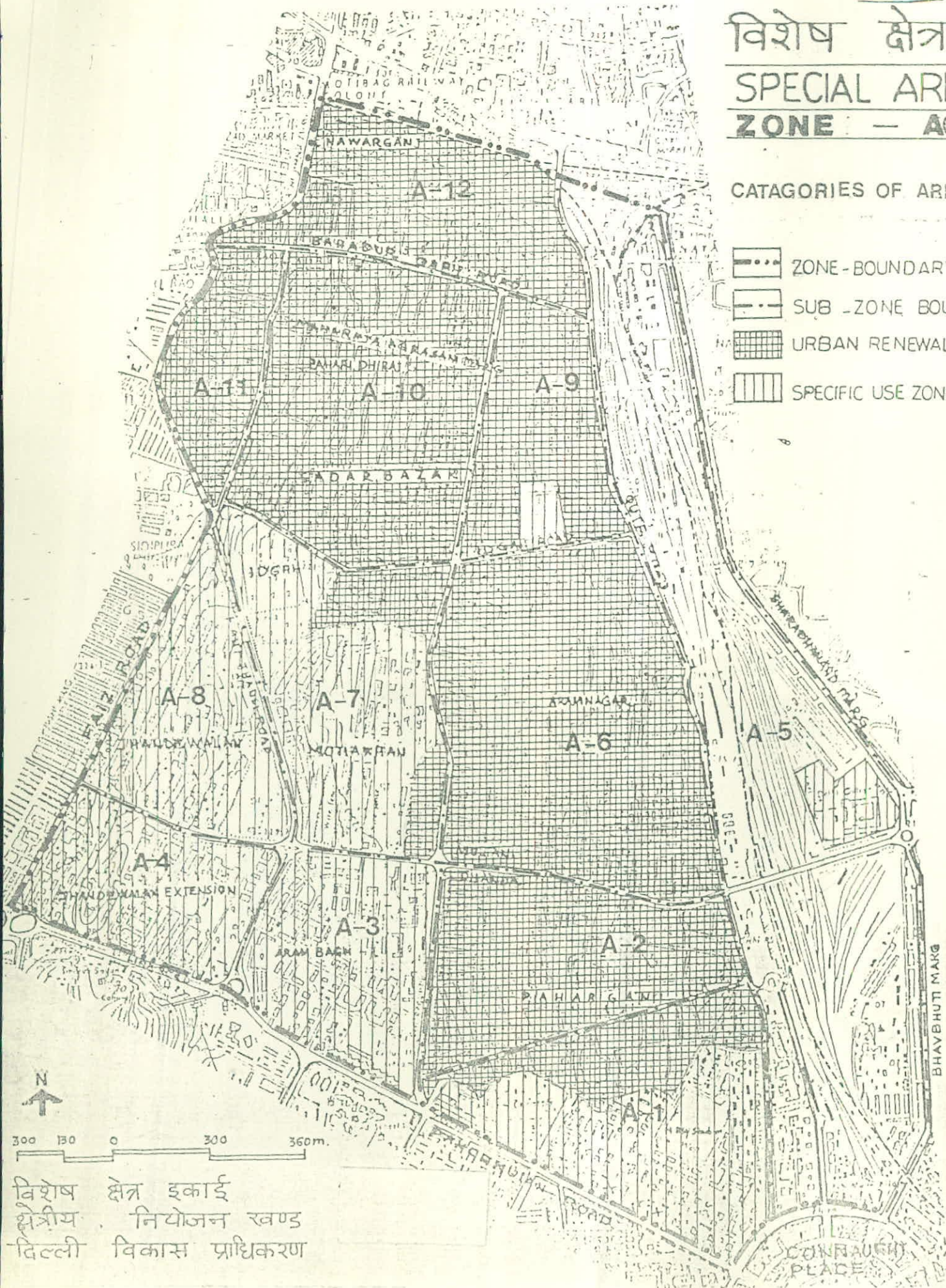
It includes mainly planned areas. The development in areas marked as specific use Zone shall be governed by respective Use-Zone regulations in the manner as it prescribed in the relevant sections in the Development Code of MPD-2001.



# विशेष क्षेत्र SPECIAL AREA ZONE — A(PART)

## CATAGORIES OF AREAS

-  ZONE - BOUNDARY
-  SUB - ZONE BOUNDARY
-  URBAN RENEWAL AREAS
-  SPECIFIC USE ZONE AREAS



विशेष क्षेत्र इकाई  
क्षेत्रीय नियोजन खण्ड  
दिल्ली विकास प्राधिकरण



- 5.5 In the Zone approval/sanction could be on the basis of the approved lay-out plans taking into consideration the provisions of Master Plan as in para 5.3 and the Zonal Landuse Plan.

6. PUBLIC & SEMI-PUBLIC FACILITIES:

6.1 EDUCATIONAL:

6.1.1 Colleges:-

As per MPD-2001 standards, 2 Colleges are required. One college is existing in the Sub-Zone A-4 (for ladies only) and one site is in Sub-Zone A-5 as per Special Area Plan MPD-2001.

6.1.2 Sr. Secondary Schools:

According to standards given in Master Plan, 28 Sr. Sec. Schools are required against existing 30. The number of schools is more than required for the population (Holding Capacity) of the Zone. No new school site is identified. Sub-Zonewise distribution of the existing schools is given as under:-

| Sl.No. | Sub-Zone | Required as per MPD-2001 | Existing | As per ZDP |
|--------|----------|--------------------------|----------|------------|
| 1.     | A-1      | 2                        | Nil      | Nil        |
| 2.     | A-2      | 3                        | 2        | 2          |
| 3.     | A-3      | 2                        | 6        | 6          |
| 4.     | A-4      | -                        | 6        | 6          |
| 5.     | A-5      | -                        | 1        | 1          |
| 6.     | A-6      | 7                        | 5        | 5          |
| 7.     | A-7      | 2                        | 1        | 1          |
| 8.     | A-8      | -                        | 1        | 1          |
| 9.     | A-9      | 3                        | 2        | 1          |
| 10.    | A-10     | 5                        | 4        | 4          |
| 11.    | A-11     | 1                        | -        | -          |
| 12.    | A-12     | 3                        | 3        | 3          |
| Total  |          | 28                       | 30       | 30         |



The Sr. Sec. Schools are sufficient in number though these are deficient in space standards. It would not be possible to bring these schools to the desired standards.

6.1.3 Technical Education:-

One existing vocational institute in Sub-Zone A-9 is proposed to be retained.

6.2 HEALTH:

6.2.1. As per Master Plan standards, Hospitals are categorised in 3 different categories viz. General Hospital, Intermediate Hospital (Cat. A), Intermediate Hospital (Cat. B). One General Hospital, two Intermediate Hospitals category 'A' and two Intermediate Hospitals category 'B' are required.

6.2.2. A survey of the existing health facilities in the zone has been carried out and it is found that in the Zone 2 Hospitals, one of Railways and one specialised (T.B. Hospital) are existing which are proposed to be retained.

6.2.3 Due to non-availability of the vacant land in the Zone, it is not possible to provide the required sites for Hospitals. The population will largely have to depend upon the facilities available in the near-by areas.

6.3 RECREATIONAL:

6.3.1 Sports Complex:

The existing Railway Stadium (Karnail Singh Stadium) in Sub-Zone A-1 in an area of about 3.00 ha. is retained.

6.3.2 Neighbourhood Parks & Play Area:-

As per Master Plan standards total area of 41.68 ha. i.e. @ 2 ha. 10,000 persons is required. In the Zonal Plan 6.6 ha. area is available/proposed for neighbourhood parks and play areas including parks for 0.4 ha.



and above. Sub-Zonewise analysis is given below:-

Neighbourhood Parks & Play Area:-

| S.No.,  | Sub-Zone | Reqd. as per MPD-<br>2001 in Ha. * * | Proposed in<br>Z.D.P. (Ha.) |
|---------|----------|--------------------------------------|-----------------------------|
| 1.      | A-1      | 3.56                                 | 1.75                        |
| 2.      | A-2      | 4.45                                 | -                           |
| 3.      | A-3      | 2.01                                 | 1.10                        |
| 4.      | A-4      | * 0.40                               | 0.4                         |
| 5.      | A-5      | 0.44                                 | 1.6                         |
| 6.      | A-6      | 10.24                                | 1.0                         |
| 7.      | A-7      | 3.14                                 | -                           |
| 8.      | A-8      | -                                    | 0.75                        |
| 9.      | A-9      | 3.45                                 | -                           |
| 10.     | A-10     | 7.34                                 | -                           |
| 11.     | A-11     | 2.07                                 | -                           |
| 12.     | A-12     | 4.58                                 | -                           |
| Total = |          | 41.68                                | 6.6                         |

\* Requirement for Sub-Zone A-4 & A-8 is taken together.

\*\* These standards are generally meant for new Developments.  
In this Central City area, it gives a comparative picture.

6.4 COMMERCIAL:

6.4.1. District Centre:-

MPD-2001 has identified Jhandewalan District Centre in an area of 12.97 ha. which is proposed to be retained.

6.4.2. Community Centre:-

One Community Centre in Sub-Zone A-7 as/approved Sub-Zonal Plan (earlier named Zonal Plan) is retained.



6.4.3 LOCAL Shopping Centres:-

According to Master Plan standards : 14 Local Shopping Centres covering an area of about 6.44 ha. are required. The Zone has extensive commercial activity along the roads and, therefore, no new commercial site/areas are identified in the Zone.

6.4.4 Non-hierarchical Commercial Centres:-

2 Sites proposed in Special Area Plan (MPD-2001) are retained.

6.5 BUS TERMINALS/DEPOTS.

As per Master Plan standards 2 Bus Terminal are required, whereas only 1 Bus Terminal in Sub-Zone A-5 at second entry to New Delhi Railway Station is functioning. One Terminal in Sub-Zone A-8 on Faiz Road is proposed.

6.6 PETROL PUMPS :

As per MPD-2001 standards a total No. of 5 Petrol Pumps as details given below are required:

- (i) Residential use Zone @ 1 pp/150 ha. = 2
- (ii) Industrial Use Zone @ 1 pp/ 40 ha. = 1
- (iii) District Centre @ 2 per DC = 2

At present 2 Petrol Pumps (one filling -cum service station & one filling station) are existing in the Zone. No new site of Petrol Pump is proposed in the Zone, due to non availability of land.

6.7 GAS GODOWNS:

As per MPD-2001 standards 5 Gas Godowns @ of 1/40,000 persons are required. While in the Zone-7 Gas Godowns in Sub-Zone A-8 are existing, therefore, no new Gas Godown site is proposed in the Zone.



6.8 OTHER COMMUNITY FACILITIES:-

The other Community facilities like Police Station, Fire Station, GPO & Telephone Exchange etc. are sufficient in no. as per MPD-2001 standards & therefore, no new sites are proposed.

6.9 CREMATION GROUND/BURIAL GROUND/CEMETRY:

In the Zone there is one Cremation Ground, two Burial Grounds and one Cemetery existing which are proposed to be retained.

6.10 RELIGIOUS:

The major Religious areas identified as per Special Area Plan MPD-2001 have been retained.

6.11 DEVELOPMENT OF PUBLIC AND SEMI-PUBLIC FACILITIES BY THE PRIVATE ENTERPRISES:

Wherever in the Zonal Plan site for any Public and Semi-Public Facilities & parking have been identified and the land belongs to private enterprise/institutes, the same can be developed by the owner, as per the norms provided in Master Plan/Zonal Plan after the approval from the Competent Authority.

6.12 UTILITIES & SERVICES:

6.12.1 Water Supply:

Based on the norms of MPD-2001 i.e. 80 Gallons per capita per day the Water requirement of the Zone works out to 16.64 MGD.

6.12.2 Sewerage:

About 80% of the total water requirement would go into sewerage thereby the total sewerage disposal requirement for the Zone would be of the order of 13.31 MGD per day.



### 6.12.3 Solid Waste Disposal:

The solid waste disposal requirement based on the norms of 0.6 kg. per capita per day as prescribed in the Master Plan for Delhi-2001 works out to 124.8 tonnes per day which could be disposed off outside the zone by the local body on the sites identified for the purposes.

### 6.12.4 Power:

The total power requirement of the Zone keeping in view the MPD-2001 standards would be of the order of 64.7 MW. The power distribution is mainly through existing 33 kv Sub-Stations (4 Nos. ) located in the Zone.

## 7. MIXED LANDUSE:

7.1 Based on the provision of the Master Plan the following streets have been indicated for mixed landuse from the proposal as given by M.C.D. as shown on the plan.

7.1.2 On the streets identified below properties upto one plot depth can have commercial activity on the full permissible ground floor subject to payment of betterment charges to be decided by the Authority.

---

| Name of the Street | Stretch |
|--------------------|---------|
|--------------------|---------|

---

|   |   |
|---|---|
| 1. Rani Jhansi Road<br>(Azad Market Chowk to<br>Filmistan). | From crossing with Gaushalla<br>Road to Filmistan (on East side). |
|---|---|

|   |   |
|---|---|
| 2. Qutb Road<br>(Singhare Chowk to<br>Pul Mithai) | From junction near Sr. Sec.<br>School Sadar Bazar to Pul Mithai<br>and Western side of the road |
|---|---|

|                     |                             |
|---------------------|-----------------------------|
| 3. Sadar Thana Road | Sadar Thana to Phoota Road. |
|---------------------|-----------------------------|



### 6.12.3 Solid Waste Disposal:

The solid waste disposal requirement based on the norms of 0.6 kg. per capita per day as prescribed in the Master Plan for Delhi-2001 works out to 124.8 tonnes per day which could be disposed off outside the zone by the local body on the sites identified for the purposes.

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- 7.1.2 On the streets identified below properties upto one plot depth can have commercial activity on the full permissible ground floor subject to payment of betterment charges to be decided by the Authority.

---

| Name of the Street                                       | Stretch   |
|--|---|
| <hr/>  |   |
| 1. Rani Jhansi Road<br>(Azad Market Chowk to Filmistan). | From crossing with Gaushalla Road to Filmistan (on East side).                            |
| 2. Qutb Road<br>(Singhare Chowk to Pul Mithai)           | From junction near Sr. Sec. School Sadar Bazar to Pul Mithai and Western side of the road |
| 3. Sadar Thana Road                                      | Sadar Thana to Phoota Road.   |



- |                                     |   |
|-------------------------------------|---|
| 4. Idgah Road                       | Singhara Chowk to crossing with Sadar Thana Road (on North side of the Road).     |
| 5. Azad Market Road                 | Azad Mkt. Road to Pul Mithai.   |
| 6. Chamelian Road                   | From crossing with Rani Jhansi Road to junction with Maharaja Agarsain Marg.      |
| 7. Maharaja Agarsain Marg           | From junction with Rani Jhansi Road to crossing with Qutab Road (Sadar Bazar).    |
| 8. East Park Road                   | From Filmistan crossing to New Rohtak Road.                                       |
| 9. Desh Bandhu Gupta Road           | Paharganj Police Station crossing to opposite Shiela Cinema.                      |
| 10. Rajguru Road<br>(Guruwala Road) | Junction with Desh Bandhu Gupta Road to junction with main Bazar Pahar Ganj Road. |
| 11. Nehru Bazar Road.               | From junction with Punchkuian Road to junction with main Pahar Ganj Bazar Road.   |
- 

7.2 CONVERSION CHARGES AND OTHER PENALTIES:

From residential to commercial charges to be fixed and recovered by the DDA/Local Body based on the following:

- (i) The difference in cost of land between residential and commercial use at current market price.
- (ii) The cost of providing additional services at the Sub-Zone and layout plan level.
- (iii) Charges for built space to make good parking deficiencies through below ground and/or multistoreyed garages for which land/space would have to be acquired.

7.3 PARKING PROVISIONS FOR/ON MIXED LANDUSE STREETS:

The increase in commercial activity on ground floor would require more parking space for which following would be considered.



- (i) No parking be allowed on the streets upto 18 mt. R/W roads identified for mixed use and the local body develops parking space in the nearby area.
- (ii) The front set-back of these plots is surrendered without compensation unconditional to the local body for use as part of the R/W parking etc.

#### 7.4 NURSING HOMES & GUEST HOUSES:

There are Nursing Homes and Guest Houses running on the residential premises. These should be discontinued at the present location. There is proposal to develop one non-hierarchy commercial centre in Sub-Zone A-8 which could be used as alternative site for the Nursing Homes and Guest Houses.

#### 8. CIRCULATION & PARKING :

- 8.1 In the Zonal Development Plan, Master Plan Road Net Work as indicated in the Special Area Plan (arterial roads of 30 mt. R/W and above) has been retained. The next level roads of 18 mt. R/W & above have also been shown.
- 8.2 M.R.T.S. corridors indicated in the Zonal Plan are based on Special Area Plan (MPD-2001)<sup>ave</sup> yet to be finalised. The finalised corridors shall be suitably incorporated in the Zonal Development Plan.
- 8.3 Major portion of the Sub-Zone A-5 is utilised under the Railways. New Delhi Railway Station located in the Sub-Zone is a very important Railway Terminal which provides passenger & Goods movement facilities to all the four directions.
- 8.4 Sadar Bazar is another Railway Station, mainly catering to the passenger movement of Sadar Bazar area & Khari Baoli (Walled City) area.



8.5 Zone-A (Other Than Walled City) has acute parking problems. Due to lack of vacant land available in the Zone, it is suggested that wherever feasible existing parking areas be enlarged/improved upon.

9.0 ZONAL LEVEL PLAN:

9.1 Landuse Plan:

Consistent with the MPD-2001 framework, the Zonal Development Plan has detailed out the provisions and proposals of the Master Plan particularly with reference to various Use Zones-Circulation, Public & Semi Public Facilities, Utilities and Recreational etc. The proposed Landuse analysis at Master Plan and Zonal Plan Levels are given in the following table:

LANDUSE ANALYSIS OF ZONE-A (A-1 to A-12) ZONAL PLAN LEVEL:

| Sl. No. | Land-use             | Proposed    |      |
|---------|----------------------|-------------|------|
|         |                      | Area in ha. | %    |
| 1.      | * Residential        | 255.53      | 45.7 |
| 2.      | Commercial           | 37.6        | 6.6  |
| 3.      | manufacturing        | 9.75        | 1.7  |
| 4.      | Recreational         | 27.95       | 5.0  |
| 5.      | Public & Semi Public | 43.3        | 7.9  |
| 6.      | Transportation       | 182.0       | 32.6 |
| 7.      | Utility              | 3.0         | 0.5  |
| Total   |                      | 559.13      | 100  |



LANDUSE ANALYSIS OF ZONE A (A-1 to A-12) AT MASTER PLAN LEVEL

| Sl. No. | Landuse                 | Proposed    |      |
|---------|-------------------------|-------------|------|
|         |                         | Area in ha. | %    |
| 1.      | *Residential            | 309.68      | 55.4 |
| 2.      | Commercial              | 35.0        | 6.3  |
| 3.      | Manufacturing           | 9.75        | 1.7  |
| 4.      | Recreational            | 21.35       | 3.8  |
| 5.      | Public & Semi<br>Public | 23.35       | 4.2  |
| 6.      | Transportation          | 157.0       | 28.1 |
| 7.      | Utility                 | 3.0         | 0.5  |
| Total   |                         | 559.13      | 100  |

\* The Commercial streets in mixed landuse, in the Zone have been included in the Residential area.

9.2 Jhandewalan District Centre is the important Commercial area in the Zone for which comprehensive study needs to be undertaken.

9.3 Following are the important manufacturing areas in the Zone:

1. Flatted Factories in Sub-Zone A-8 in Jhandewalan Extension.
2. Light & Service Industries in Motia Khan Area in Sub-Zone A-7
3. Slaughter House in Sub-Zone A-6, which is to be modernized as already decided by the Authority.

9.3.1 A list of Polluting Industries has been prepared by the Industries Deptt. Delhi Admn. (Annex.-I). These units inclusive of any other Polluting Industry located in manufacturing use Zone should improve the performance to bring it to the acceptable standards/alternatively should close down.



9.4 NEIGHBOURHOOD PARKS & PLAYGROUNDS:

Total area of 6.6 ha. falls under <sup>the</sup> category. The parks more than 0.4 ha. have been considered/shown in the Zonal Development Plan. A Stadium/Sport Centre in an area about 3.00 ha. allotted in Sub-Zone A-1 has been proposed to be retained.

9.5 PUBLIC & SEMI PUBLIC FACILITIES:

The Zone is having sufficient no. of Public & Semi Public Facility areas except Health Facility. These lack in space standard & environment. There is a proposal for shifting of Godowns from Rly. land. These vacant lands will be utilised for augmenting the Public & Semi Public Facilities for entire Zone 'A' in an integrated manner.

9.5.1 DEVELOPMENT NORMS FOR PUBLIC & SEMI PUBLIC FACILITY:

The new sites proposed would be of comparatively lower land standards as given below:

| FACILITY  | DESIRABLE PLOT AREA IN HA. |
|---|----------------------------|
| A. <u>HEALTH</u>  |                            |
| (i) Inter. Hospital                                       | 1.0                        |
| (ii) Polyclinic/Nursing Home/<br>Maternity Welfare Centre | 0.1                        |
| (iii) Dispensary  | 0.05                       |
| B. <u>EDUCATION</u>                                       |                            |
| (i) Primary School/School for<br>Handicapped              | 0.3                        |
| (ii) Sr. Sec. School                                      | 0.6                        |
| (iii) Integrated School with<br>Hostel Facility           | 1.5                        |
| C. <u>POLICE</u>  |                            |
| (i) Police Post   | 0.1                        |
| D. <u>OTHER FACILITIES</u>                                |                            |
| Community Hall/Library/Religious/<br>Post Office etc.     | 0.03                       |



9.5.2 The site areas suggested for various Public & Semi Public Facilities as given in para 9.5.1 will have 33.33 % ground coverage, 120 FAR and maximum height 14 mt. or controls for residential plots whichever is more, so as to have additional floor space.

10. URBAN RENEWAL:

MPD-2001 has declared Urban Renewal Areas within Residential & Commercial Use-Zones. Guidelines for preparation of Urban Renewal Schemes for Residential & Commercial Use-Zone areas are given below:-

10.1 Urban Renewal Areas (Residential)

- (i) Already approved layout plans in these areas in conformity with the Master Plan/Zonal Plan shall operate.
- (ii) Wherever the street width is less than 6 mts. the same shall be increased to 6 mts. by equal widening on both sides. The land from the plots shall be surrendered, free of charge, to the local body for Road widening. Advantage of FAR shall be given on the plot as existing by increasing the max. height as given in the MPD-2001.

10.2 Urban Renewal (Commercial Area);

Following guidelines are proposed for Redevelopment of these areas.

1. No Road shall be less than 9 mt. R/W.
2. No Service lane shall be less than 3 mt. R/W.
3. No Automotive traffic movement be allowed on roads upto 9 mt. R/W.
4. No Road side parking be permitted on roads of 9 mt. R/W and less.
5. The following would be the Development Control Norms.
  - \* Maximum ground coverage & FAR shall be same as per residential plot in Plotted Development.
  - \* Basement, if provided will be counted in FAR.



LIST OF POLLUTING INDUSTRIAL UNITS IDENTIFIED BY THE  
INDUSTRIES DEPTT. IN SUB-SCNE A-1 to A-12

| Sr.<br>No. | <u>Name &amp; Address of Unit</u>                           |
|------------|---|
| 1.         | M/S Rolling works, 1057, D.B. Gupta Road.                   |
| 2.         | M/S Kumar Electroplating & Engg. 1172 B.G. Road             |
| 3.         | M/S Anand Electroplating B.G. Road.                         |
| 4.         | M/S Mohtak Rolling Wroks, 3058, B.G. Road.                  |
| 5.         | M/S Manohar Electroplating, 1200, B.G. Road.                |
| 6.         | M/S Ahuja Electroplating, 3078, B.G. Road.                  |
| 7.         | M/S Satish Bros. 3069, B.G. Road.                           |
| 8.         | M/S Lucky Electroplating, Wroks 1666 Hathi Khana B.G. Road. |
| 9.         | M/S Super Brite Electroplating 5603, B.G. Road              |
| 10.        | M/S Kriahna Electroplating, 6599, B.G. Road.                |
| 11.        | M/S Indian Electroplating Weeks, 6573, B.G. Road.           |
| 12.        | M/S Hameed Electroplating 6541, B.G. Road.                  |
| 13.        | M/S Abdul Akhtar & Bross. 7795, Chamelian Road.             |
| 14.        | M/S Sardar Electroplating Shivaji Marg, Azad Mkt.           |
| 15.        | M/S Paul Engg. works 14-15, Shivaji Marg, Azad Mkt.         |
| 16.        | M/S Meena Nickle Bright Wroks, 569-70, Shivaji Marg         |
| 17.        | M/S Hari Ram, 45, Azad Mkt.                                 |
| 18.        | Malhotra Nickle Polish 573-74, Shivaji Marg.                |
| 19.        | M/S Sahdeva Electroplating, 37, Azad Mkt.                   |
| 20.        | M/S Uttam Prakash, 39, Azad Mkt. Old Rohtak Road.           |
| 21.        | M/S V.K. Electroplating 35, Azad Mkt.                       |
| 22.        | M/S Modern Electroplating 9, Azad Mkt.                      |
| 23.        | M/S Virender Kumar Electroplating 7302, Old Rohtak Road.    |
| 24.        | Kishan Singh Electroplating, 24-B, Azad Mkt.                |
| 25.        | M/S Electroplating, 1993-94, Azad Mkt.                      |
| 26.        | M/S Electroplating 9055, Ram Bagh, Azad Mkt.                |
| 27.        | M/S Malhotra Electroplating 85, Azad Mkt.                   |
| 28.        | M/S Ramesh , 60 Azad Mkt.                                   |
| 29.        | M/S Electroplating, 86, Azad Mkt.                           |
| 30.        | M/S Baldev Raj Hajni Batra, 59, Azad Mkt.                   |
| 31.        | M/S Modern Werks, 907, Ram Bagh Road.                       |
| 32.        | M/S S.B. Goal, 8998-8999, Pul Bangush,                      |



33. M/S Brite Electroplating 9011 & 9012, Ram Bagh Road.
34. M/S Margo Glass Polishers 7241, Amar Puri Ram Nagar
35. M/S Daevyz Auto Cleaning Wroks, 48, Azad Mkt.
36. M/S Deep Auto Cleaning, 49, Azad Mkt.
37. M/S Anand Machanical work shop No. 67, Azad Mkt.
38. M/S Mehindra Electroplating 78, Azad Mkt.
39. M/S Dass Electroplating, 83, Azad Mkt.
40. M/S National Foundry Engg. 8299/16, Paharganj.
41. M/S Delhi Cloth Mills, Bara Hindu Rao Delhi.