

Minutes of the meeting of the Technical Committee held on 11.7.94 at 12.00 Noon in the Conference Room, 'B' Block, Ist Floors, Vikas Sadan.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman In Chair.

2. Sh.H.D.Sharma, Engineer Member.

3. Sh.J.C.Gambhir, Commr.(Plg.)

4. Sh.Santosh Auluck, Chief Architect.

5. Sh.S.C.Gupta, Addl.Commr.r(DC&P)

6. Sh.P.C.Jain, Addl.Commr.(AP)

7. Sh.P.N.Dongre, Director(TYA)

8. Sh.Prakash Narain, Director(P)

9. Sh.R.K.Jhingan, Director (Landscape)

TOWN AND COUNTRY PLANNING ORGANISATION

10. Sh.K.T.Gurumukhi, Addl.Chief Planner.

DELHI POLICE

11. Sh.Atma Ram, ACP(T)

SPECIAL INVITEES:

12. Sh.V.K.Jain, Dy.Dir.(Ind.) for item no.86/94

13. Sh.Ashok Kumar, Director(T)DDA for item 73/94 & 74/94

14. Sh.Chander Ballabh, Dir.(AP) for item 82/94 & 83/94

15. Sh.N.K.Agarwal, Dir.(WC&SA) for item 84/94

16. Sh.S.P.Bansal, Dir.(NCR&UE) for item 72/94 & 87/94

17. Sh.D.K.Saluja, Jt.Dir.(T) for item 73/94

18. GP.Capt.Ambrish Kumar, Airforce for item 82/91

19. Wg.Commander P.T.Chacko, Airforce for item 82/91

20. Sh.B.K.Roy, Chief Engineer(East) for item 81/94

21. Sh.S.K.Mathur, Ex.Engineer,ED-10 for item 81/94

22. Sh.Prabash Singh, SE,PWD for item 85/94

23. Sh.J.P.Gupta, Asstt.Engineer,PWD for item 85/94

In all following 11 items were taken up for consideration

1. Item No. 72/94

Sub: Metropolitan passenger Terminal at Anand Vihar, Delhi  
PA/DD/PPW/86/1864

After detailed discussion, Technical Committee took the following decision:

- i. Land measuring 0.92 hect. is to be retained by the DDA.
- ii. Layout plan of an area measuring 3.95 hect. be prepared and brought before the Screening Committee for 'transit facilities' for which no change of land use is required to be processed.
- iii. Chief Engineer (East) in consultation with Commr.(LD) should fence the land owned by DDA.

Technical committee also desired that a meeting be called in which representative from Railways, RITES and Commissioner (LD) be invited. The Railways may be asked to submit a detailed layout plan for the land already allotted to them.

2. Item No. 73/94

Sub: Approval of r/w of proposed road in the South of Hindon Cut in Trans Yamuna Area from Marginal Bandh Road to Delhi UP Border. F.5(1)90-MP

Technical committee decided that the R/W of the proposed road along the Hindon Cut be kept as 86 mtr. including services corridor instead of 45 mtrs. (ii) in the first phase, the construction be limited within 45 mtrs. r/w from the edge of the canal in the portion towards the south and the rest be either utilised to provide service lane or green, the details of which may be worked out.

3. Item No. 81/94

Sub: Proposal of two Ramps in the layout plan of cooperative group housing society near Chilla, Delhi.  
F.165/DD(TYA)II dt. 16.8.93

Technical committee approved the proposal of construction of only one ramp on the road linking to the proposed facility centre.

4. Item No. 82/94

Sub: Resiting of Air Force /Naval receiving station for vacation of ridge.F3(21)/76-MP

Technical committee recommended that the site in the south of the existing Airforce Station NH-8 Bye pass touching Delhi Haryana Border at Rajokri is technically found to be suitable for the purpose of relocation of Air Force and



Naval Station from the ridge. It, therefore, suggested that the case be processed further in consultation with the Defence.

5. Item No. 86/94

Sub: Change of land use of an area measuring 3.6 hect. from 'recreational' to Light and Service Industries' (Printing Press) at Wazirpur Industrial Area, Delhi.F.20(11)91-MP

12 plots Dy. Director (Industries) Sh. V.K. Jain informed that out of 16 plots, <sup>12 plots</sup> have already been disposed off and tenders had been invited for the remaining plots. He informed that there are only 35 trees existing in this plotted area. The Tech. committee observed that in view of the limited number of existing trees; plots forming part of approved layout plan; and most of them having disposed off, the previous decision to hold up the disposal of plots is withdrawn and decided that the matter be brought before the Authority for processing of change of land use.

(ii) Arising out of discussion, it was also observed that this is not a 'new development of the industrial pocket' and, therefore, the provision of limitation of the size of the plot to the maximum extent of 1000 sqm in the light and service industries as provided in MPD-2001, will not be applicable. The cases of amalgamation of plots, be decided by the Lands Department as per the existing policy.

6. Item No. 87/94

Sub: Change of land use in respect of about 9.837 acres (3.98 Hactres) of land in village Bhatti for setting up a Centre for Dying and Destitutes "Pramdhan." F20(14)94-MP

Technical committee discussed this item at length and observed that although the case is for an exceptional humanitarian concern and is for a limited development/construction for a voluntary organisation of International recognition, it does not find justification on the following grounds:

- (i) The land in question falls within 'Regional Park (Ridge)' in the Master Plan 2001 and also form part of the area notified as 'Reserved Forest' under the Forest Act,
- (ii) On grounds of environmental concern, specific policy directives have been issued by the Government of NCTD and Prime Minister's Office for preserving the ridge area. Recently, the Loveraj Committee has recommended that the ridge area should be free from any developmental activity.

(iii) The Authority has been very conservative in agreeing to change of land use of the sites located in the ridge area such as a (a) super speciality hospital at Maidan Garhi (ii) the DDA Group Housing Scheme in Pul Pehladpur etc. Whereas case (a) above is yet not finally notified, the case at (b) was taken up for construction about 5 years back.

(iv) The possibility of requests from similar organisation being received by quoting this as a precedence in the future cannot be ruled. Hence, a policy decision would be desirable.

The Technical Committee, however, desired that the matter be referred to the Authority for a final decision.

7,8,9,10 and 11	-- Item No. 74/94	,	
	-- Item No. 80/94	'	
	-- Item No. 83/94	'	Deferred
	-- Item No. 84/94	'	
	-- Item No. 85/94	'	

This issues with the approval of Vice Chairman,DDA.



12-8-84

ADDL. COMMR. (DC&P)  
MEMBER SECRETARY



File : 30102/1/1059

सुप्रीम कोर्ट, नया दिल्ली

आयसी सं० १३२५

दिनांक १८-१०-९६

Air Headquarters (V3)  
Lt Col Air Force Centre  
New Delhi-110011

Air HQ's 30102/106/1 (AI)

Shri FV Kishorebhai  
Joint Director (MR)  
Lt Col, Vikas Kumar  
12 Estate  
New Delhi

RE-SITING OF AIR FORCE/NAVAL RECEIVING  
STATIONS FOR VACATION OF RIDGE

1. Reference is made to your letter No F(4)16-MR/07 dated 22 Aug 94.
2. On perusal of minutes of Technical Committee meeting, it is observed that the following points which were put up by the officers of Air Force have not been recorded :-

- (a) The area under control of Air Force receiving Station Ridge is very minimum and in no way it is affecting the greenery of the ridge as it is being only used only for technical purposes.
- (b) Location of A Unit in the area is adding to the security of the area from encroachments.
- (c) Shifting from Ridge will involve exhaustive expenditure in construction of Tech/Admin/Domestic accommodation and laying of cables.
- (d) Requirement of shifting from Ridge are not of Air Force as were indicated in the minutes of last meeting (refer para II B).

3. You are requested to take necessary action in this regard.

(RT Chacko)  
Lt Col  
DEN (AI)  
For Air Officer i/c Admin

U/R  
24/8/94

In all following 11 items were taken up for consideration.

1. Item No.72/94

Sub : Metropolitan passenger Terminal at Anand Vihar, Delhi.

PA 100 / PPW 186 / 1864.

After detailed discussion, Technical Committee took the following decision:

- i. Land measuring 0.92 hect. is to be retained by the DDA.
- ii. Layout plan of an area measuring 3.95 hect. be prepared and brought before the Screening Committee for 'transit facilities' for which no change of land use is required to be processed.
- iii. Chief Engineer(East) in consultation with Commr. (LD) should fence the land owned by DDA.

Technical Committee also desired that a meeting be called in which representative from Railways, RITES and Commissioner(LD) be invited. The Railways may be asked to submit a detailed layout plan for the land already allotted to them.

2. Item No.73/94

Sub : Approval of r/w of proposed road in the South of Hindon Cut in Trans Yamuna Area from Marginal Bandh Road to Delhi U.P.Border  
F.5(1)/90-MP

Technical Committee decided that the r/w of the proposed road along the Hindon Cut be kept as 86 mtr. <sup>including service corridor</sup> instead of 45 mtrs. (ii) in the first phase, the construction be limited within 45 mtrs. r/w from the edge of the canal in the portion towards the south, <sup>and the rest</sup> be either utilized to provide service lane or green, the details of which may be worked out.

3. Item No.74/94

Sub : Observations on the paper entitled Improvements to Urban Design and Development  
F.PA/JD/T/92/158

Deferred



4. Item No.80/94

Sub : Formulation of Development Control Norms for Club Buildings.

F.3(24)/76-MP Pt.

Deferred

3. Item No.81/94

Proposal of two Ramps in the layout plan of cooperative group housing society near Chilla, Delhi.

F.165/DD(TYA)II dt.16.8.93

✓ Technical Committee approved the proposal of construction of <sup>only</sup> one ramp on the road linking to the proposed facility centre.

6. Item No.82/94

Sub : Resiting of Air Force/Naval receiving station for vacation of ridge.

F.3(21)/76-MP

Technical Committee recommended that the site in the south of the existing Airforce Station NH-8 Bypass touching Delhi-Haryana Border at Rajokri is technically found to be suitable for the purpose of relocation of Air Force <sup>and</sup> Naval Station from the ridge. It, therefore, suggested that the case be processed further in consultation with the Defence.

✓ Further, the representative of the Airforce Station suggested that before finalising the case, it may be useful to inspect the site to examine the quantum of construction on the existing site and whether it could be possible to retain it at its present location.

7. Item No.83/94

Sub : Allotment of land for middle school at Block 'A' Paschim Vihar, Delhi.

F.18(71)89-Instl.

Deferred

8. Item No.84/94

Sub : NOC for construction of commercial complex on Property No.7361(Pt.) Ram Nagar on Qutab Road to M/s Dewan Sons Investment (P) Ltd.  
F.3(204)/61-MP

Deferred

Laid on table

9. Item No.85/94

Sub : Objectionable retail outlets on G.T.Shahdara Road. F.13(15)90-CRC/DDA

Deferred

5 ✓ 10. Item No.86/94

Sub : Change of land use of an area measuring 3.6 hect. from 'recreational' to Light and service industries'(Printing Press) at Wazirpur Industrial Area, Delhi.

F.20(11)91-MP

✓ Dy. Director (Industries) <sup>Sri V.K. Jais</sup> informed that out ~~out~~ 16 plots, 12 plots have already been disposed off and tenders have been invited for the remaining plots. He informed that there are only 35 trees existing in this <sup>plotted</sup> area. The Technical Committee observed that in view of the limited number of existing trees, plots <sup>are</sup> form part of approved layout plan, and most of them <sup>have</sup> already disposed off, the previous decision to hold up the disposal of plots <sup>is withdrawn</sup> and decided that the matter be brought before the Authority for processing of change of land use.

iii. Arising out of discussion, it was also observed that this is not a 'new development of the industrial pocket' and, therefore, the provision of limitation of the size of the plot to the maximum extent of 1000 sqm in the light and service industries as provided in MPD-2001, will not be applicable. The cases of amalgamation of plots, be decided by the Lands Department as per the existing policy.



11. Item No. 87/94

Sub: Change of land use in respect of about 9.837 acre (3.98 Hectares) of land in Village Bhatti for setting up a Centre for Dying and Destitutes "Prandhan".

F.20(14)94-MP

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Technical Committee discussed this item at length and observed that although the case is for an exceptional humanitarian concern and is for a limited development/construction for a voluntary organisation of International recognition, it does not find justification on the following grounds:

- (i) The land in question falls within "Regional Park (Ridge)" in the Master Plan 2001 and also form part of the area notified as 'Reserved Forest' under the Forest Act.  
~~(Map to be laid on the table).~~
- (ii) On grounds of environmental concern, specific policy directives have been issued by the Government of NCTD and Prime Minister's Office for preserving the ridge area. ~~(copy enclosed as annexure III).~~ Recently, the **Loveraj Committee** has recommended that the ridge area should be free from any developmental activity.
- (iii) The Authority has been very conservative in agreeing to change of land use of the sites located in the ridge area such as a (a) super speciality hospital at Maidan Garhi (ii) the DDA Group Housing Scheme in Pul Pehladpur etc. Whereas case (a) above is yet not finally notified, the case at (b) was taken up for construction about 5 years back.

(iv) The possibility of requests from similar organizations being received by quoting this as a precedent<sup>out</sup> in the future cannot be ruled. Hence, a policy decision would be desirable.

The Technical Committee, however, desired that the matter be referred to the Authority for a final decision.

7, 8, 9, 10 and 11

- Item No. 74/94  
- Item No. 80/94  
- Item No. 83/94  
- Item No. 84/94  
- Item No. 85/94

} deferred to want of time.

Ref:   
ACI Sec. GP  
member - key



Memo No. F.1(15)94-MP

Dated:

Copy forwarded to:-

1. OSD to VC for the information of the later
2. Enginer Member
3. Principal Commissioner
4. Commissioner (Plg.)
5. Commissioner (LD)
6. Chief Architect
7. Addl. Commr. (DC&P)
8. Addl. Commr. (TYA)
9. Addl. Commr. (AP&B)
10. Chief Town & Country Planner, TCPO
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer, L&DO
15. Sr. Architect, H&T(I) Nirman Bhawan,
16. Deputy Commissioner of Police (T) Delhi Police
17. Chief Engineer (Plg.) DESU
18. Commissioner (IM) DDA
19. Sh. R.K. Jhingan, Sr. Land Scape Arch., DDA.
20. Secy. to L.G.
21. Dir. (PP)

( P.V. MAHASHABDEY )  
JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY  
MASTER PLAN SECTION

F.1(22)93/MP

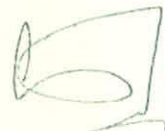
DT:29.6.94

MEETING NOTICE

The 3<sup>rd</sup> Technical Committee meeting of DDA will be held on 11.7.94 at 12.00 M in the Conference Hall, 'B' Block, Vikas Sadan, INA, New Delhi.

Agenda for the meeting is enclosed herewith.

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



(A.K.JAIN)  
MEMBER SECRETARY  
For ADDL.COMMR. (DC&P)

Encl.: as above.



# I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	72/94	Metropolitan passenger terminal at Anand Vihar, Delhi	1
2.	73/94	Approval of R/W of proposed road in the South of Hindon Cut in Trans Yamuna Area from Marginal Bundh Road to Delhi U.P. Border. F.5(1)/90-MP	5
3.	74/94	Observations on the paper entitled Improvements to Urban Design and Development by Prof. P.V.Indersen, Centre for Applied research in Electronics IIT, Delhi. F.PA/JD/T/92/158	9
4.	80/94	Formulation of Development Control Norms for Club-Buildings. F.3(24)/76-MP Pt.	19
5.	81/94	Proposal of two RAMPS in the layout plan of co-operative group housing society near Chilla, Delhi. F.165/DD(TYA)/II dt. 16.8.93	22
6.	82/94	Re-siting of Air Force/Naval receiving station for vacation of ridge. F.3(21)/76-MP	23
7.	83/94	Allotment of land for middle school at Block 'A' Paschim Vihar, Delhi. F.18(71)/89-INStl.	26
8.	84/94	NOC for construction of commercial complex on Property no. 7361 (Pt.) Ram Nagar on Qutab Road to M/S Dewan Sons Investment Pvt. Ltd. F.3(204)/61-MP	27

S.NO.1/Item No.72/94/T.C.

Sub: Metropolitan Passenger Terminal at Anand Vihar.

### Background

1. Master Plan Delhi Perspective-2001 has proposed four Directional Metropolitan Passenger Terminal in Delhi at 1) Anand Vihar in Transyamuna area, 2) Brijivasan in south west Delhi 3) Holamli Kalan in north Delhi, and 4) Tughlakabad in South Delhi. Conceptual plan of metropolitan Passenger Terminal at Anand Vihar was approved by Technical commilter on 7.3.89. As per the conceptual plan the total area was divided into (a) Railway operational area (b) Space for common parking and circulation (c) area for common facilities, like ISBT,DTC,LRT etc.

2. Over the years there has been a change in the thinking with respect to the strategy for the development of proposed terminal. The same is as given below :

Area	Agency respon- sible earlier	Agency repon- sible now.
i) Over all coordi- nation	DDA	DDA
ii) Railway operational area	Railway	Railway
iii) Circulation & parking	DDA	DDA,Railway
iv) ISBT	DDA	Delhi Admn.



is as given below;

i)	Land allotted to railway in 1984	=	9.57 ha.
ii)	Land allotted to railway in 1992	=	28.65 ha.
iii)	Land yet to be allotted to railway	=	0.92 ha.
	Total	=	<u>35.14 ha.</u>

The remaining land out of 50 ha. is already with the railway as part of rail right of way on both sides of the rail line.

5. Arising from the decision of the Technical Committee meeting of 4.6.92 and a subsequent meeting under the chairmanship of Commr.(Plg) on 17.12.93 it was decided that;

- i) Land use of 3.95 ha. land reserved for transit accomodation, common parking and circulation be changed from "Transportation" to "Commercial" (connected with terminal). Map indicating the site is laid on table.
- ii) About 5.52 ha. land indentified for common parking and circulation be handed over to railways for access and overall common parking for the terminal after confirming the land ownership and the cost of development incurred by Deptt. of Industries and DDA.

6. About 9 ha. land north of the railway line earlier identified for Intracity Transit Area be developed for a bus terminal and along with its future extension.

D.D.A.

NCR & U.E.

Agenda-22

Sub: Copy / Minutes of the meeting.  
dated 14/6/94.

Pl. send copy of the Agenda & minutes of the  
meeting held on dated 14/6/94 for the subject.  
i.e. Anand vihar Metropolitan Passenger Terminal.

J.D.(M.P.)

3/11/96

for  
3/11



Sub : Approval of R/W of proposed road in the south of Hindon Cut in Trans. Yamuna Area from Marginal Bundh Road to P.O. - U.P. Border.

No. F.5(1)90-MP.

1. Technical Committee decision.

The above said case was discussed vide Item No.110/91 in the Technical Committee meeting held on 19.8.91 in which the following decision was taken :-

"Technical Committee observed that the total road width available was about 64 Mtr. and that the proposed road was an important road along the Hindon Canal providing an approach to both Dhallupura Cooperative Group Housing Societies and Kondli-Gharoli Complex and also connecting NH-24. It was noted that in MPD-2001 the right of way of this road was prescribed as 45 Mtr. It was also noted that there were encroachments on the land which formed part of the right of way. The Technical Committee decided to move the U.P. Govt. to transfer 29 mtrs. of the said road so that the right of way of this road could be increased to 64 mtrs. So also the encroachments should be removed from the land forming part of the right of way."

The Technical Committee also observed that in acceptance with the practice adopted in Dwarka Phase-I and in order to facilitate speedy construction of the vital linking road, Chief Engineer (E) may take-up the work on agency basis and construct a two lane segment based on the overall alignment plan".

2. Action taken on Technical Committee decision

Vide letter dated 7.11.91, Dy. Director(T)-I requested Chief Engineer PWD (Zone-I) to supply the physical survey plan indicating all the existing physical features.

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H

In response to this S.E. Circle-V, PWD forwarded the physical survey plan vide letter dated 12.2.93. The S.E. Circle -V, NCTD has also indicated three alternative alignment proposals on the survey plan. The details of these alternatives are given below:

Alternative-I.a. : A 45 mtrs. R/W road (from the edge of the bundh of Hindon Canal) in the south of Hindon Canal and New Ashok Nagar unauthorised colony/Vasundra Enclave/Dallupura.

Alternative -I.b. : Same alignment as mentioned under alternative-Ia, only the R/W has been increased to 64 mtrs.

Alternative-II : Road is proposed in 50 mtrs. to 60 mtrs. vacant land between Ghazipur Drain and Hindon Canal.

3. As per the Technical Committee decision, the road is to be constructed in the south of Hindon Cut therefore Alternative-II is suggested by PWD is ruled out. Further this proposal will involve construction of a number of bridges on Hindon cut and Ghazipur Drain to connect the roads of existing developments on both sides of the drain/canal. These connections shall be at steep slope & may also interfere with the entry & exit of existing buildings.

#### OBSERVATIONS:

In alternative-Ia & Ib, the R/W has been proposed from the edge of the bundh of Hindon Canal. While in the approved layout of Dallupura G.H. Societies, the 45 mtr. R/W road along Hindon Canal has been taken after leaving 41 mtrs. for proposed parallel Hindon canal. This indicates that total distance between the edge of Hindon Canal & Dallupura G.H.Societies boundary, a strip of 86 mtrs. width should be available to develop 41 mtrs. for parallel Hindon Canal and 45 mtrs. for the proposed road.

As per the Technical Committee decision(as given in para-1 above) the 45 mtr. R/W is to be taken from the edge of Dallupura G.H. Societies layout & 29 mtr.

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780

602



strip is to<sup>be</sup> added from the 41 mtr. wide strip reserved for Hindon Canal. As per PWD survey a length of 536 mtr. out of the total length of 3.5 Km. is heavily encroached. The structures/services affected in various widths of R/W are given below. In all the options<sup>as per PWD</sup> the north edge of R/W starts from the south edge of existing Hindon Canal.

<u>Structures affected</u>	<u>45 mtrs. R/W</u>	<u>64 mtr. R/W</u>	<u>86 mtr. R/W.</u>
H.T. line	1	1	1
L.T. line	33	33	33
E.P.	36	36	36
T.P.	59	59	59
Width of structure/ priorities affected in the length of 536 mtrs. abutting Ashok Nagar unauth- orised colony.	2 mtrs. to 5.50 mtrs.	26.5 mtrs.	48 mtrs.

The total length of the road is 3.5 kms. (approx.) out of this 536 mtrs. length is encroached upon.

The adoption of Alternative-1(a) or 1(b) shall leave about 41 mtrs. and 21 mtr. wide strip between R/W line & Dallupura G.H. Society boundary line. In this left over space the<sup>Delhi Municipal Corp.</sup> road is existing. In this case the total land measuring 41 mtr. strip belonging to U.P. Govt. shall be required for this road.

Alternatively if the R/W line is started from Dallupura G.H. Society Scheme boundary the existing structures in 358 mtr. length & 48 mtr. width shall have to be demolished. Further if the R/W is kept as 64 mtr. then about 22 mtr. strip shall be available along Hindon Canal for widening etc. In this a strip of 29 mtrs. wide strip out of 41 mtr. strip belongs to U.P. Govt. shall be required.

In brief two options available are:

- I. Road R/W from edge of Hindon Canal bundh.

Contd...4/-

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- (a) Full 41 mtr. strip reserved for parallel Hindon Canal by U.P. Govt. is required.
  - (b) The landuse of 22 mtr. strip or so between Dallupura G.H. Societies & R/W needs to be defined.
  - (c) 1st phase of the road can be constructed without waiting the decision on existing structures if U.P. Govt. transfers the land to NCTD for road.
- II. Road R/W from the edge of D.G.H.S. Scheme boundary:
- (a) Depending on R/W, structures falling in the length of approx. 358 mtrs. needs demolition.
  - (b) The space left between edge of R/W & Hindon Canal can be kept reserved for parallel Hindon Canal ~~for~~ or widening of existing canal.
  - (c) 1st phase of the road can be developed without waiting for the transfer of land from U.P. Govt. if the issue of structures falling within the 358 mtr. length can be settled by concerned agencies of NCTD.

4. In the Freight Complex cum wholesale markets plan at Ghazipur under process in Trans Yamuna Area Wing of DDA, a 45 mtrs. R/W road from the edge of the bundh of Hindon Canal in the south of Hindon Canal is proposed upto its 'T' junction with the 60 mtr. R/W road along Delhi-U.P. Border. The 45 mtrs. R/W road is proposed without any reservation for parallel Hindon Canal as envisaged in the Dallupura G.H. Society's layout; in the land reserved for ~~parallel~~ proposed parallel Hindon Canal.

As per the studies available for the proposed bridge on river Yamuna from Maharani Bagh side, it is seen that the said bridge has not been connected to this road.

5. The item is placed before Technical Committee for deciding the North/South edge of the proposed R/W and the R/W of this road.

...

26.8.17  
C.D. 28.08.17  
D.D. 17

*[Signature]*  
C. R. Sharma  
NCTD

S.NO. 3 / Item No. 75/94/T.C.

Sub: Observations on the paper entitled  
'Improvements to Urban Design and  
Development' by Professor P.V. Indersan,  
Centre for Applied Research in Electronics,  
IIT, Delhi - 110 016.

File No. PA/JO(T)/92/158

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This paper mainly deals with following items:-

1. Improved Geometry for Town Planning.
2. Integrated Water and Wastewater Management.
3. Preventing Slum Formation.
4. Employees' Housing Cooperatives.
5. Minimising Entry Costs.
6. Sustainability and Population Density.
7. Existing Cities : A Model for Delhi.

This paper has been studied and observations  
on each point are given in the enclosed report.

The item is placed before Technical  
Committee for consideration.

*Pravin*  
12/1/4



# IMPROVEMENTS TO URBAN DESIGN AND DEVELOPMENT

P. V. Indira

Centre for Applied Research in Electronics, IIT Delhi, 110016

This note makes two suggestions for obtaining better economy in ecology in urban development. Two other suggestions are also given for minimising urban sprawl and for maximising house ownership.

## 1. Improved Geometry for Town Planning

1.1. The first of these is a geometric concept which shows that infrastructure costs become a minimum when a town has an annular shape. How that happens may be understood by comparing figures (1a) and (1b). Fig. 1a depicts an idealised rectangular pattern for a city of 60 km by 6 km in extent. The city is crisscrossed by a rectangular grid of major roads at 2 km intervals as shown; that is, no one will be more than a kilometre from a major thoroughfare. Such a design has an area of 60 sq km, needs 60 km of major roads, will have 15 major road-to-road intersections and will need 3 separate traffic routes.

1.2. The alternative annular pattern is shown in Fig. 1b. It too has the same 60 sq km area and has a width of 2 km to provide the same maximum access distance of 1 km to a major highway. However, with this design, the road length gets halved to 30 km only, there is only one traffic route and there are no major road-to-road intersections at all. It is evident that along with road length, the length (and cost) of all other infrastructure will also reduce correspondingly. Further, there being only one route, there is no need to change from one route to another. That eliminates a major cost and friction commonly encountered in conventional urban transportation.

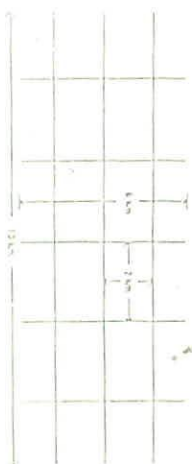


FIGURE 1(a) Rectangular Pattern for a City of 60 km by 6 km in extent. Major roads are spaced at 2 km intervals. Total length of major roads is 60 km. There are 15 major road-to-road intersections.

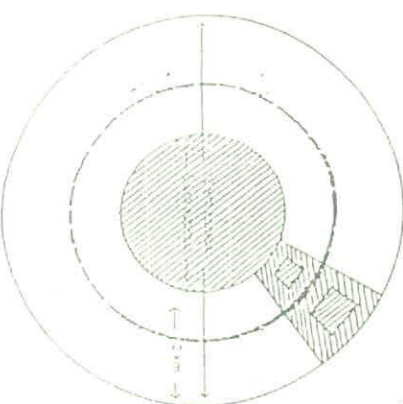


FIGURE 1(b) Annular Pattern for a City of 60 km in circumference and 2 km wide. Major roads are spaced at 2 km intervals. Total length of major roads is 30 km. There are no major road-to-road intersections.

## D.D.A. OBSERVATIONS

### 1. IMPROVED GEOMETRY FOR TOWN PLANNING

The author has recommended annular shape for towns. In the paper the advantage of annular form have been identified, few of these are as under:

- (i) No major intersection.
- (ii) Reduced road length and of other infrastructure thus reduction in cost.
- (iii) Less congestion in CBD Area.
- (iv) Smaller trip lengths.
- (v) The space so saved can be sold for profit or can be used for providing larger open spaces.

### OBSERVATIONS

- (1) Topographical conditions, physical features, existing/natural levels for drainage, climatic conditions, existing roads/rail linkages, existing settlements/built-up area etc. play an important role in determining the Town Planning Concept cannot be thrust on any area.

(ii) Further it would be appropriate to study some of the experiments carried out in other states like the 'Circular Housing Design Concept' by Tamil Nadu Housing Board. In this concept, the cost of services reduced considerably, however the

all affects were:

1.3. Figures 2a and 2b explain how the annular design improves ecology also. (It may be noted that the annular lay out does not insist on a circular shape - any closed form will do, for instance lumping together a series of villages.) As Fig. 2a indicates, conventional designs inevitably lead to a congested core which becomes the Central Business District (CBD). In the annular design, there is no central space, only a circular spinal highway. Then, business will naturally *spread* itself all along this central road forming a *Circumferentially Distributed Business District* (CDBD). While CBD naturally leads to a congestion and a choking of traffic arteries, the CDBD innately decentralises and prevents congestion. Because of the resultant smooth traffic flow, travel between different points of CDBD may take no more time than in a compact but congested CBD.

1.4. With a CBD, most residences lie far away from places of business requiring long daily commuter travel. In a CDBD, all businesses - without exception - have residential areas close by, within walking distances even. That makes it possible - ideally to eliminate commuter travel altogether, and practically, to reduce commuter traffic drastically. Hence, both urban economy and urban ecology improves. Incidentally, the annular design inherently generates a large open space in the middle - to constitute a health giving green lung, and provides it where it is most needed.

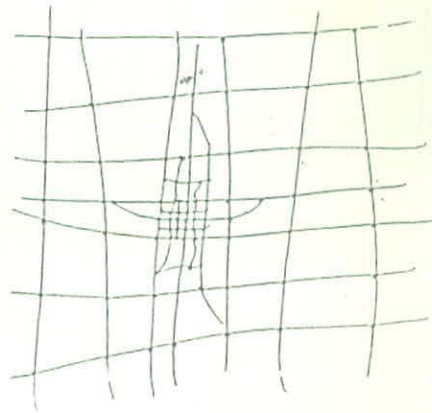
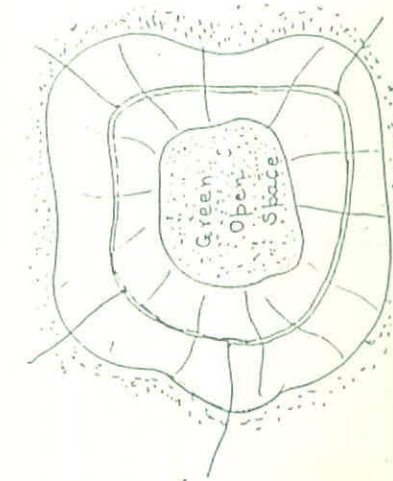


Fig 2(a)

Central Thoroughfare  
Fig. 2(b)

COMPARISON BETWEEN A CONVENTIONAL TOWN PLAN & AN ANNULAR CITY  
CONVENTIONAL CITIES GENERATE CENTRALLY CONGESTED  
BUSINESS DISTRICTS; ANNULAR CITY GENERATES CIRCULARLY  
DISTRIBUTED BUSINESS DISTRICT.

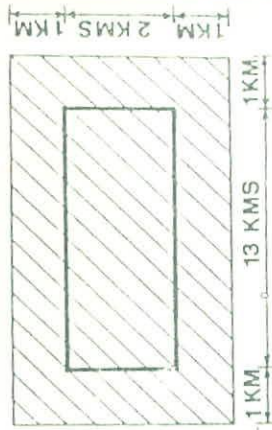
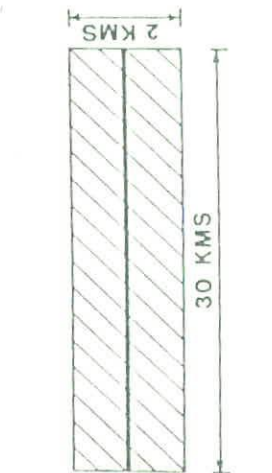
(a) All-plots were of odd shapes.

(b) Rooms, kitchen and other areas were with odd shapes/sizes.

(c) A large number of incidental open spaces were formed.

(iii) (a) In case of Grid Iron Pattern the five members of vertical roads seems unnecessary when compared with a annular concept, with similar postulates.

(b) Adopting the same concept as annular pattern if a surface development is made providing a single road of 30 kms. length, a linear city of 1 kms. depth on either side can provide 60 sq.km. of township area or a rectangle of 13 km. length and 2 km. width can provide 60 km. area (Total 30 km. Road Length).

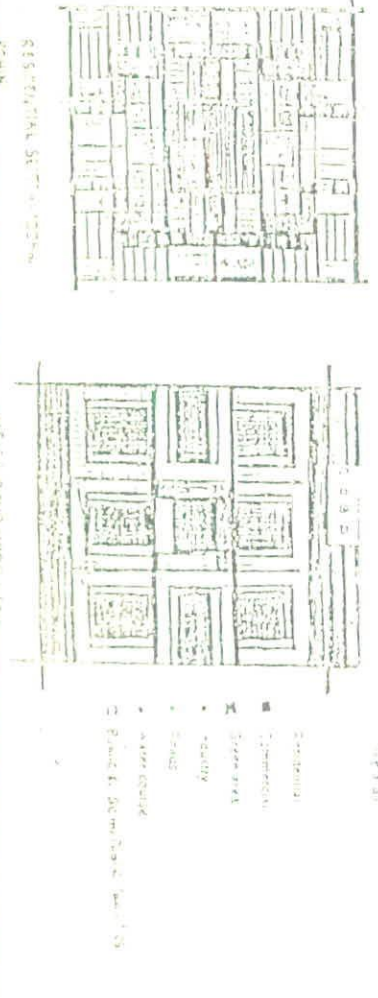
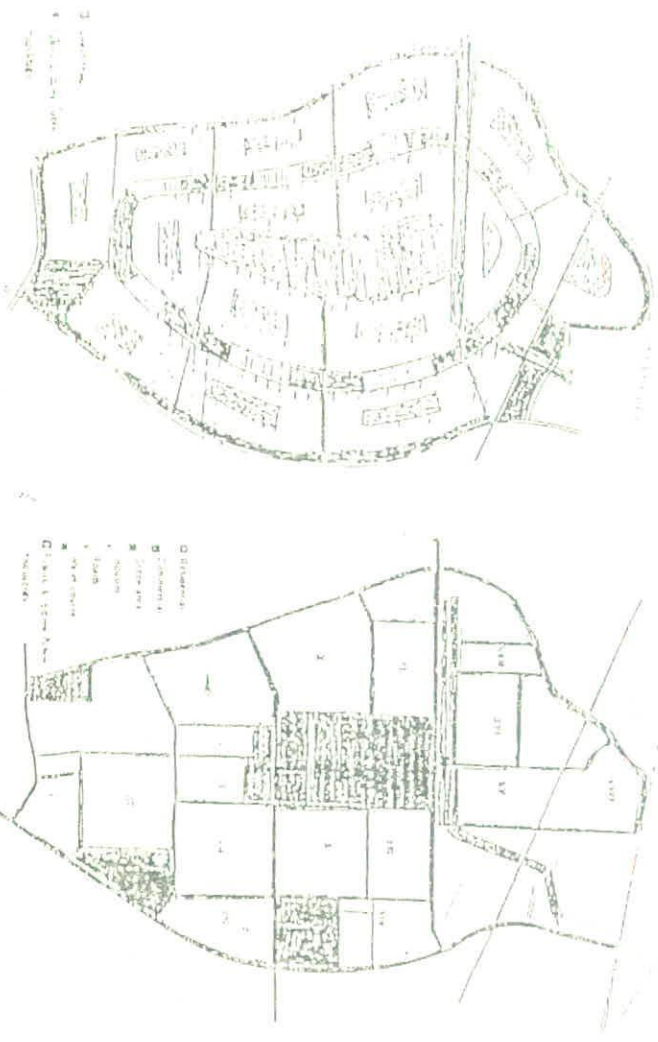


(iv) MPD-2001 has recommended five tier system for commercial areas to accommodate required shopping, commercial offices, offices for undertakings and other related activities activities like Cinema Hall, Hotels etc. The categories of five tier system is as under:

- (a) Convenient Shopping for about 5,000 population  
Retail Shopping, repairs and informal shopping.



2. Figures 2a and 2b indicate the existing lay out of Nohini township at Delhi Development Authority and what it will look like when an annular design is suggested. Table 1 shows the cost of the plan extension. The marked reduction in road length and road space may be noted. That produces a direct benefit (a) size and hence the cost of infrastructure comes down, and (b) the space saved may now be sold for profit or used to enlarge open space. Figure 3 indicates how the annularisation idea may be extended for the design of neighbourhoods and for housing clusters and - extending the economy and benefits of annular plan to the level also.



- (b) Local Shopping Centre for about 15,000 population, Shopping Retail Services, repair informal shops, commercial offices, community hall and laboratory etc.
- (c) Community Centre for about 1,00,000 population, Shopping, Informal Shopping, Commercial Offices, Cinema, Hotel, Guest House, Nursing Home, Post Offices, Dispensary, Petrol Pumps.
- (d) District Centre for about 5,00,000 population.

These include all activities provided in community centres and auditorium museum, centre for areas, crafts etc, office of local agencies and also Social Fiscal Infrastructure e.g. bus terminal, fire and post offices etc.

- (v) CBD and Sub CBD - all activities of District Centre.

The basic objectives of five tier commercial system is to decentralise the commercial activities to minimise the travel requirements and peaking of traffic. The Convenient Shopping, Local Shopping are provided in residential areas within walking distance.

While in the annular concept as suggested by the author all these activities shall be located along the road running in the 'centre of the residential area'. In this case, it is difficult to conceive that the persons living on both sides of this road can reach all the social, culture, commercial activities walking.

The author has also not taken into consideration the rail and road connections with other towns. These connections are likely to create similar problem as of Connaught Place. This may be an acceptable situation.



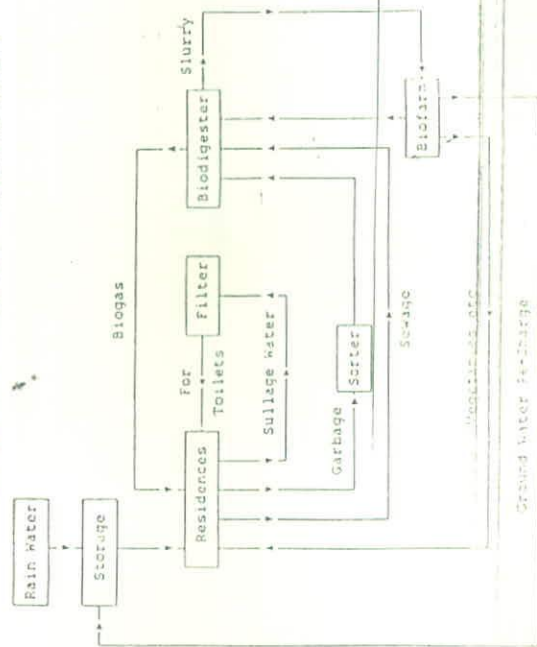
## 2. Integrated Water and Waste Management

2.1. Currently, cities usually get water from long distances, at times from sources several hundred kilometres away - at a high cost which is both financial and political. At the same time, local rainfall has often a larger potential than these distant sources of water. For instance, the rainfall over Madras and environs is much larger than the water sought to be obtained from the Telugu Ganga project.

2.2. Along with the water problem, Indian cities have been unable to solve the waste disposal problem also. Fig. 5 indicates a plan for integrated water and waste management to tackle both these problems in a novel way. It envisages harvesting local rain water and storing the same in reservoirs for which space is automatically made available in the annular design. The sullage water from the households is locally treated in a minimal fashion and recirculated for use in toilets (This has been verified in IIT Madras). Next, sewage water from the toilets is fed to bio-digesters to produce biogas for cooking fuel and slurry (which is now biologically safe) for energy farming - for which too space is readily available in the annular design. The produce from energy forestry (experiments in IIT Madras have demonstrated that *salvata* leaves make an ideal choice) are recirculated in the bio-digester to augment the generation of biogas and of slurry too. The water fed to the energy farm recharges the rain water reservoir. Thus rain water is used and reused four times: 1, for cooking and washing; 2, in toilets; 3, for bio-digestion, and 4, for ground water recharge. Thereby, the availability of water improves several-fold.

It can be shown that, in most parts of the country, harvesting rain falling on a city and its environs can provide all the water and all the cooking fuel needed if population density is limited to that of New York - 10,000 persons per sq km.

### INTEGRATED WATER AND WASTE TREATMENT



## 2. INTEGRATED WATER AND WASTE MANAGEMENT

It is a good suggestion. However, as per the information available this concept has been applied to areas having limited number of flats/population. Thus its limitations are to be identified.

The importance of conserving energy has been identified in MPD-2001. The MPD-2001 has recommended that it would be useful to monitor various innovations and researches going on for the efficient utilisation of energy/conserving energy by using solar water heating system, use of wind mill, bio gas plant etc. during the plan implementation period.

The Chief Engineer (Design) DDA has also informed vide his note dated 3.3.1994 that

"In Delhi the land is scarce. The Ground Water Board has already considered the proposal regarding recycling of water in Dwarka Phase-II which has not materialised so far for want of land as well as finances.

The agriculture land in Delhi is nominal which does not provide adequate utility of sewage.

Moreover the rainfall in Delhi is an uncertainty as experienced during the last decade.

In view of the above points it will be seen that the case study of Madras is not applicable to the conditions prevailing in Delhi".

The people in our country cannot afford to buy land or even to lease it. Not surprisingly they end up on unauthorised land generating slums and over time and under problems too, let us say, in Delhi is free of slums. That is because in long runs there have a large number of "servant quarters" each. These quarters follow the pattern of the poor in the informal sector who make a living by providing various types of services to the well to do. But for the availability of such quarters, this aristocratic part of Delhi too would have been infested with slums.

1.2. This feature has contributed to failure of a development too by regulating that the 10-15 per cent of the 25000 must have only 1000 servant quarters, and further, in a such a manner that the quarters be permitted to be let out in the non-formal sector. As the area and the poor have need of such shelter, an arrangement of this type will be mutually beneficial - and will largely curb the formation of slums.

#### 4. Employees' Housing Cooperatives

4.1. As already explained, in the regular design business space and residential space are always adjacent to each other. That makes it easy to allocate business space and residential space to the poor - living in areas previously reserved for them. That will be a big step towards the formation of a new type of cooperative - instead of employees' unions and trade unions - we are all going to enter a new type of cooperative - instead of employees' unions and trade unions - we are all going to enter a new type of cooperative - instead of employees' unions and trade unions - we are all going to enter a new type of cooperative.

4.2. Employees' unions and trade unions have maintained their conventional business space and residential space in two ways - by investing in infrastructure for housing and by investing in a number of residential neighbourhoods. In the long run, the conventional business space and residential space will be substantially reduced.

#### 3. PREVENTING SLUM FORMATION

Author has suggested that atleast 10 per cent of the dwelling units must have one or two servant quarters and only be permitted to be let only to poor in the non-formal sector. This will avoid slum formation in cities.

As per the provisions of MPD-2001, 3 servant quarters are permitted on the plots having areas between 250 sqm and 500 sqm and 6 servant quarters are permitted on plots having areas more than 500 sqm. Thus, it is clear that provision for servant quarters has been envisaged in Delhi on plotted housing developments. However, basically prevailing housing shortage and higher rents prevents letting out these servant quarters to servants and same situation is existing in Lutyen's New Delhi Area. The suggestion of the author may also not have legal backing and is difficult to enforce.

It may also be worthwhile to mention here that in annular shade of the city may further encourage development of slums because of the creation of odd shape of open spaces likely to be available during the detailed planning of sectors.

#### 4. EMPLOYEES' HOUSING COOPERATIVES

As per the present policy of DDA, the land to Cooperative Societies are being allotted on priority. The employees' co-ops as suggested by the author, keeping in view the development and maintenance costs etc. can only be developed by sufficiently large organisation e.g. public undertaking. However, due to the policy of decentralisation of economic activities from Delhi, the land allotment to Public Sector Undertakings and to large business houses etc. is normally not preferred in Delhi.

4.2. Further, it may be stipulated that these employers' cooperatives should rent, say, ten per cent of the dwellings exclusively to government employees. In general, most employers will be happy to accept these ideas as they are in their self interest and also add to their prestige.

### 5. Minimising Entry Costs

5.1. At present, housing loans are repayable at constant *current* prices, whereas, as shown in Fig. 6, for most people incomes increase with time. That causes a mismatch: repayment costs are - relative to income - highest at the beginning and tapers off with time. That makes entry costs high and deters many from entering the housing market at times for ever. This mismatch will be largely relieved if repayments are made payable at constant *real* prices. With such indexation, repayments increase with time according to inflation rate and largely parallels personal income increases. It can be shown that the entry costs will then be reduced by as much as 2.5 - 3 times. That will enable many times this number to buy houses.

5.2. This requires newer banking techniques. Apart from HUDCO, All City Development Authorities like DDA too may be encouraged to establish banks where interests are indexed - both for loans and for deposits.

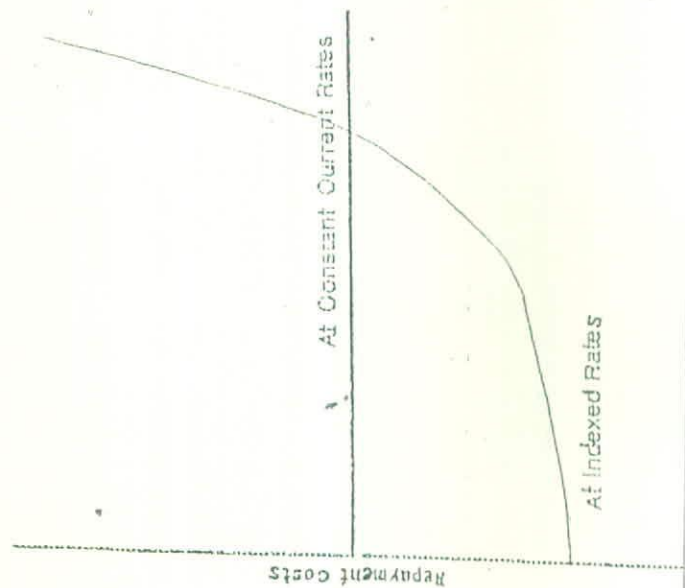


Fig. 6

REPAYMENT COSTS BECOME APPROPRIATELY LOW WHEN INTERESTS ARE INDEXED

### 5. MINIMISING ENTRY COSTS

This mainly relates to financial policies of the Central Government. NCR Planning Board may like to refer this to Ministry of Finance/NHB/HDFC/HUDCO etc. for consideration.



At present, least cities are several times more congested than New York even.

China is not known as congested and even Delhi expansion - which by the standards in general - plans densities three times as much as New York's. Past experience indicates that actual densities will in due course become still higher.

The Planning and Development of the Ministry of Urban Development has suggested a density of about 2000 per acre (about 2500 per hectare) for the city of New Delhi.

According to the current philosophy that reducing space allocation will not accommodate more people in a given area, this is a policy based on the assumption that development will be concentrated in the city of New Delhi.

Even now, the city of New Delhi is not a city. It is a collection of villages and hamlets. It is not a city. It is a collection of villages and hamlets. It is not a city. It is a collection of villages and hamlets.

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## 5. SUSTAINABILITY AND POPULATION DENSITY

The author has recommended approximately 500 sqm area per

family in urban areas. In Delhi Urban Area at Gross Level more

than 400 sqm per family is available as per 1991 census.

However, keeping in view the development cost and land

acquisition cost, it may not be feasible/practical to provide 500

sqm plots per family instead of about 21 to 25 sqm per family for

resettlement colony. This may further encourage the migration.

This may also go against the basic concept of the author i.e.

reducing the trip length and infrastructure cost by providing a

annular city. The annular city having a 60 sqm of area may only

be able to accommodate about 60,000 population at this density.

This population may not even be able to support a college a cinema

hall and even a major hospital etc.

Further it may also be worthwhile to mention here that in

the developed countries (e.g. USA) the urbanisation almost has

reached to kits saturation and thus almost no migration from

rural areas to urban areas. While in Delhi the migration/year is

almost equal to the natural growth of the population/year. It

## 7. Existing Cities: A Model for Delhi

7.1. This kind of increased allocation is not always possible inside existing cities, but some of the ideas suggested above may still be incorporated in planning future expansions. As an example, an expansion plan for Delhi is indicated in Fig. 7. This plan has the following features:

17

### 7. EXISTING CITIES : A MODEL FOR DELHI

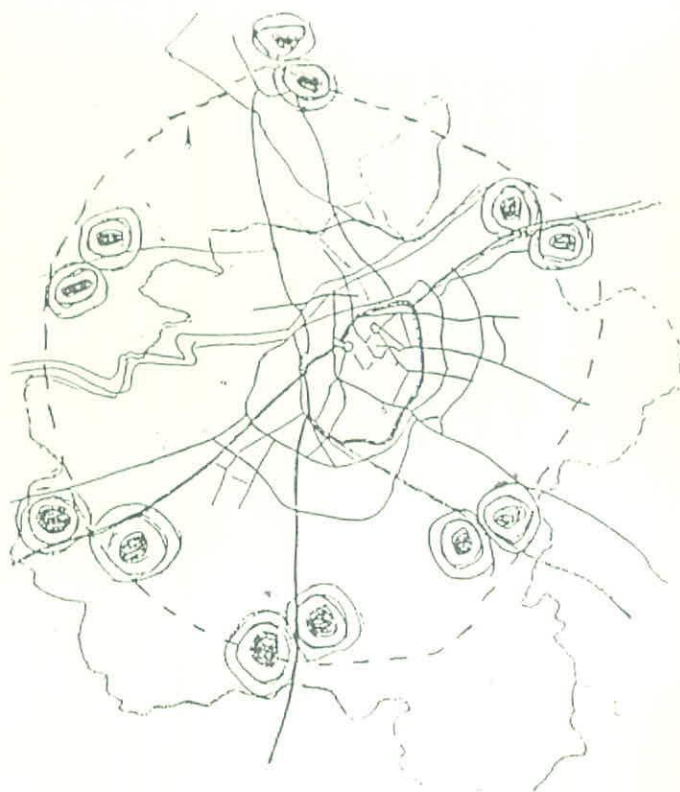
The suggestion made by the author area almost on the same lines as envisaged in MPD-2001/NCR Plan 2001.

In specific the Master Plan has envisaged the high density residential area, commercial area along the Ring Rail wherever possible to accommodate about 4,00,000 population and employment. The MPD-2001 has also envisaged the use of existing rail network for intra urban/commuters.

NCR Plan has recommended an Outer Ring Rail connecting Riwari, Rohtak, Panipat, Muzaffarnagar, Meerut, Hapur, Khurja and Palwal to divert mainly goods traffic and also to create transport modes for better and faster development of these urban areas.

The development of commercial areas, around the major arterial road as recommended by author is likely to number of problems. The experience dictates that all establishments (Residential/Commercial) tends to encroach upon the land reserved for road right-of-way the crisis cross movement of pedestrians and vehicles etc. This makes it difficult to achieve desired/planned capacities of such roads e.g. South Extension.

Further the circular or angular road with cross connections may like to lead the situation like Connaught Place.



EXPANSION PLAN FOR DELHI BASED ON  
ANNULARISATION CONCEPT.

Fig. 7

- c. The extension of a railway to connect a suburban passenger use and a new CTBID.
- d. A suburban branch line, a 100 metres in radius side.
- e. Two parallel tracks, a new and a larger ring railway is constructed for a diameter of 30-40 km. (To allow a metro that will be very economical to construct as it will follow as yet unsaturated areas).
- f. At the intersection of the new outer ring railway and existing trunk routes, a dozen new annular plan townships, each with a population of about 4-5 lakhs, are established.

In this scheme, which can be replicated in most cities, urban expansion will have all the benefits of the annular plan. Further, these new extensions will be rapidly and efficiently added to the main CTBID at little extra cost by existing trunk routes. In addition, these new city extensions will also be mutually linked through the outer ring railway. For these reasons, urban expansion along these lines is likely to cost but a fraction of conventional techniques which involve extremely expensive metro systems and the like.

### 8. Summary

The four innovations suggested here promise to provide sustainable development because:

- a. population density is kept within nature's carrying capacity in terms of water supply and waste disposal, air and traffic pollution too will be reduced to acceptable levels
- b. the design provides maximum economy in the development of infrastructure, particularly local transportation, at the same time more land is released for commercial exploitation
- c. both development and maintenance costs are transferred to employers to the maximum extent possible and in such a fashion that they match their self interest, in the process, the financial burden on the government is reduced considerably
- d. entry costs for urban development becomes the lowest possible and thereby a maximum number of people are encouraged to support urban development
- e. in spite of greatly reduced congestion, costs become less than at present

Table I. A Comparison of Existing Plan for Rohini and A Possible Annular Alternative

Parameters	Existing	An Alternative
Residential	698 ha (25.9 %)	650 ha (24.5 %)
Commercial	177 ha (7.1 %)	108 ha (8.2 %)
Industrial	482 ha (19.3 %)	536 ha (21.5 %)
Public/semipublic	344 ha (13.8 %)	300 ha (15.0 %)
Parks/play areas	408 ha (16.3 %)	460 ha (18.1 %)
Circulation	435 ha (17.4 %)	225 ha (10.4 %)
Total	2437 ha (100 %)	2497 ha (100 %)

(Note the large reduction in circulation area and a corresponding increase in commercial, industrial and recreation space)



S.NO.4/Item No.80/94/T-C.

Sub: Formulation of Development control norms for Club-Buildings

(F.3(24)/(7C) M.P. H.)

Requests are being received requesting DDA for laying down the development controls for the club buildings allotted by D.D.A. The DDA has in recent past allotted land for construction of the Club in New Friends Colony, Naraina Vihar, Pitam Pura, Mandakini Enclave etc. Request is also pending for additions/alterations of Chetford Club Building, Raisina Road, New Delhi.

2. M.P.D.-2001 has recommended land quantum for such recreational facilities i.e. Barat Ghar, Community room, Community hall-cum-library and Recreational Club as per the details given below :-

S.No.	Use	Area in Sq.Mtr.	Population (in person)
1.	Community Room	660	5,000
2.	Barat Ghar/ Dharmshala/Night Shelter	800	-
3.	Community hall- cum-library	2,000	15,000
4.	Recreational Club	10,000	1,00,000

The development controls for the use No.2 & 3 in the above table has been given in the Master Plan but no controls have been given for the use at S.No.1 & 4.

3. The norms for Club-Building were discussed in the Internal Planning meeting held on 29.7.93, wherein a sub-committee was constituted to work out these norms. The report of Sub-Committee has been received and is annexed. After studying the different

.....2/-

CRP

( D. AP )

d. Other controls in all the three categories

1) Residential component :

15% of the total floor area shall be allowed for residential purpose and for watch and wardstaff, essential staff and guest house.

2) Basement :

It shall be below the ground floor and to the maximum extent of ground coverage. It will be counted in FAR excluding the area required for servicing.

3) Parking

Only surface parking will be allowed @1.33 car space per 100 Sq.mts. of plot area.

e. The height of the club has been kept deliberately low to give a feeling of openness. Since the basement can also be used, it was felt that some of the indoor games can be provided at the basement level.

f. The residential component has been recommended in compliance with the Master Plan recommendations for public and semi-public premises (Page-164 of the notification of Master Plan).

5. The report of sub-committee is submitted for consideration of Technical Committee so that necessary change in the Master Plan can be processed.

*CHW*  
19/05/54  
Dr (AP)



Sub : Proposal of two RAMPS in the layout plan of cooperative Group Housing Society near Chilla.  
(Letter Dy. No.165/DD(TYA)-II dt. 16.8.93)

-0-0-0-0-0-

A proposal has been received from the Office of Executive Engineer, Eastern Division-10, DDA, regarding the construction of RAMPS on two link roads over effluent channel in the Cooperative Group Housing Society area of Chilla Dallu-pura. The approved layout plan of Cooperative Group Housing Society have two link roads, having a 24M R/W road abutting Hindon CGHS and 18M R/W road abutting Jan Sewak CGHS, which have been shown to meet 30M and 18M R/W road along Indian Navel CGHS Society.

An effluent channel, connecting MCD Sewage Treatment Plant to meet drain near Chilla Regulator, has been constructed by MCD in this DDA Scheme. This channel has its side walls constructed about 1.75M above the road level. On account of this, the local net work of roads in the layout plan has been disturbed. On account of several representations from the residents, the proposal has been received from the Executive Engineer for construction of RAMPS over the effluent channel.

PROPOSALS :-

The proposal of RAMP is split in two items, No.I & II.

Sub Item No.1 :-

This proposal is connecting 24M R/W road to meet 30M R/W road (along Hindon CGHS). The proposed RAMP is connecting 18M R/W road opposite Indian Navel CGHS.

The proposal of the RAMPS has been cleared by Engineering Wing and T.T. Unit of P.P. Wing. This has a carriage way of 11M connecting a carriage way of 14M. The slab has been proposed over the effluent channel, 6" above clear and the RAMPS is having a slope of 1:15 & 1:20M respectively, as shown on the plan.

Sub Item No.2 :-

In this case, 11M carriage way out of 18M R/W road meets the carriage way of on 18M R/W road in the form of a RAMP of 11M R/W and slope of 1:20.

This proposal is near Jan Sewak CGHS. The proposal of RAMPS has been cleared by the Engineering Wing of DDA & T.T. Unit of P.P. Wing. Also Engineering Wing has reported that the entrance to the adjoining Group Housing Societies have been kept in-tact and are not affected by these proposals of RAMPS.

Commissioner (Plg.) has desired that the proposal may be discussed in the Technical Committee. Therefore, the proposal is put up to the Technical Committee for consideration and approval.



Sub : Resiting of Air force/Naval receiving station for vacation of ridge.

File no. F3(21)/76 MP

## I. BACKGROUND

1. In 1976 sitting board was constituted with the representatives of DDA and other branches of Defence concerning with the project to select a new site for the relocation of Air force/Naval receiving station which is presently located in the Ridge area. The board suggested a site measuring 400 acres in South Delhi on Bijwasan road linking Najafgarh road with Gurgaon road. The proposal was discussed in the Authority meeting dated 2.9.77 and vide resolution no. 194 it was decided that the land identified by the Sitting Board measuring 400 acres on Bijwasan road (Linking Najafgarh road with Gurgaon road) be approved subject to the condition that the area would be kept green and further afforestation work be taken.
2. Subsequently, Air Head quarters informed that the site identified by the sitting board was not found suitable due to technical reasons and that an alternative site is required for this purpose. In reply, Air Head Quarters was asked to search for a site outside Union Territory of Delhi as there was no other suitable site within Union Territory. Air head quaters suggested two alternative sites, one within the urban limits of MPD-62 and another near Mehrauli/Chattarpur block. Comar.(Plg) vide letter dated 29th November 1979 informed the Ministry of works and housing that both the sites are not acceptable to DDA and that the receiving station be located outside the Union Territory.
3. This issue was again discussed in a meeting held with Comar(Plg) on 23.9.80 which was attended by the representatives of the Air Force Signals Centre. It was pointed out that the area required for this purpose may vary from 50 acres to 300 acres depending on the availability of the site and that it is better if both air force and naval receiving stations are combined together while resitting. Three sites were suggested by Air Head Quarters. The three sites suggested by the Air Head Quarters were examined. All the sites situated south of Mehrauli-Badarpur road. In view of 2nd Development Plan (1981-2001) and future urbanisation of

Delhi, rare possibilities of these sites were emphasized. It was suggested that possibilities of residing may be explored in the following areas :

- i) Delhi Cantonment
- ii) In the neighbouring states like Haryana.
- iii) In the north-west of Delhi, beyond 'Agricultural Green Belt.'

4. Subsequently, V.C. DDA vide letter dated 20 July 1981 to Lt. Secy. Ministry of works and Housing to convene a meeting so that various view points and difficulties can be considered and further action decided. Ministry of Works and Housing informed the Ministry of Defence to get in touch with DDA for a site visit. However, no site visit was taken place jointly by DDA, L&B, Min. of Defence.

5. In May 1988, Defence Ministry has requested the V.C. DDA to arrange for a joint visit by Defence, Urban Development and DDA officer's. It was also mentioned during a site visit by the then Minister for Land, Housing and L.G. Delhi to reside the existing Receiving Station. Following alternative sites were mentioned.

- i) West of Ministry of Communication Aerial Research centre, Ayanagar.
- ii) South-West of Tughlakabad.
- iii) South of Air Force Station, Rajokri.

6. A site visit by DDA offices was held on 27.4.89 wherein it was noted that there is no specific location of alternative sites. It was decided that after the sites are indicated by Air Head Quarters, a joint inspection with Defence officers will be organized. Also a new site at Eawana was proposed by DDA, which was rejected by the Air head quarters.

7. Subsequently, Air Head Quarters has indicated the three alternative sites. This was discussed in a meeting under Comar.(Plg.) on 25.3.74 in which representatives of Air Head Quarters attended the meeting. It was decided that 100 acres of unbuilt land may not be possible in Tughlakabad and Near Gatorni as suggested by Air Head Quarters. It was decided that Rajokri site may be inspected jointly to examine the situation of the site. Accordingly, the site was inspected jointly. The site adjoining Air Force Station at Rajokri is free from major construction. This site is adjacent to the existing Air Force Station. The location plan is laid on table.


## II. ISSUES UNDER CONSIDERATION

8. Air Head Quarters is requesting for an alternative site for relocation of the existing Air Force/Naval receiving station on Ridge. Out of three alternative site suggested by Air Head Quarters, the site at Rajokri as mentioned in Para-7 is free from major construction/development. This is adjoining the existing Air Force Station. This site falls in Rural Area on the U.T. border with Haryana.

## III. OBSERVATIONS

9. A site measuring about 40 ha. (100 Acres) in South of existing Air force station - Rajokri touching Delhi Haryana border (as per map enclosed) may be considered for relocation of the existing station on Ridge. The land shall have to be acquired by DDA and the entire cost of relocation would have to be born by the Ministry of Defence. This will involve change in land use from 'rural' to 'Public and semipublic' (communication). The land so vacated on ridge would be maintained as green as per the provisions of MPD-2001.

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

  
27/5/94.  
(S.P. BANSAL)



Sub: Allotment of land for Middle School  
Consideration where HT line is passing through  
the school for the purpose of allotment.  
F.18(71)/89/IL

The case is regarding allotment of Primary School site No.8 Block A Paschim Vihar for middle school. While considering the allotment, it was pointed by the Vice Chairman, DDA that a high tension line is passing through the plot to be considered for allotment and suggested that the case be put up to the Tech. Committee.

2. The site was got surveyed and the location of 33 KV Line on the corner of the plot is indicated on the copy of the plan - laid on the table. This is the same high tension line which was passing through the Sr. Secondary School plot discussed earlier in the Tech. Committee meeting held on 19.4.1993 vide item No.31/93 and the following decisions were taken:

"The Tech. Committee observed that mandatory clearance due to the location of the high tension line within the plot be followed while sanctioning the building plan. Further, building envelope be readjusted within the plot area and proper set backs be indicated increasing further the distance of the building land from the H/T Line."

3. The total area of the plot is 6690 sq.mt. after leaving the 9mt. roads on both sides of the plot. The plot is to be divided into two parts; (a) for school building and (b) for playfield area. The playfield area will be free from high tension line and in the building area 6 mt. reservation on both the sides has been proposed as per the requirement of the building bye laws.

4. The site is fit for allotment and no reservation is required to be made for the high tension line except the safety distance as per building bye laws. The coverage and FAR will be available for 50% of the plot area and no deduction will be for set back of HT Line.

The proposal is submitted for consideration.

P. G. Jais  
Ad. cl

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"The request of M/s. Deewan & Sons for issue of NOC for construction of commercial complex on property No.7391 (Pt.) Ram Nagar on the main Outab Road was discussed in detail. At the outset, it was observed from the record that the Slum Deptt. had noted on the file that the plot did not fall within the notified slum area, but was located in the 'development area' of the Authority. It was also noted that the plot did not form part of the approved layout plan but had been earmarked as part of the local shopping centre in Zonal Plan earlier approved by Govt. of India, Ministry of Urban Development. Therefore, the Technical Committee, keeping in view the earlier resolution of the Authority cited in the agenda note, and the zonal Development plan for Zone A-6 decided that the layout plan of the area shown as local shopping centre, be prepared by the Area Planner as per the provision of MPD-2001 and placed before the Technical Committee for approval, in the first instance!"

20080802



are the observations:-

- i) A survey of the area under reference is conducted and it has been noted that the entire pocket identified <sup>for</sup> and local shopping centre is heavily built upon with various types of structures. (predominantly residential)
- ii) As per the site inspection it is revealed that the part of the property is being utilised as a motor car workshop and part as a parking for adj. building of the Hotel Tourist.
- iii) From the perusal of the file it is also noted that while examining the issue of licence to Hotel Tourist on plot No. 7361 Ram Nagar Ghat Road. Hotel Tourist is on the South side of the proposed plot. The building plans on the site of the Tourist Hotel Lux were sanctioned for office building whereas the premises was under the use of Hotel. The file on the subject bearing No. F10(14)86/MP shows an undertaking submitted by M/s. Goodwill India Ltd. (earlier owner of the property of 7361 part under ref.) regarding consent of using same land from property under reference for day to day parking.
- iv) As per the zonal plan approved by the Authority for Zone A (other than Walled City) the area under reference falls in Urban Renewal (residential) Density 800-1000 PPH.
- iv) As per the provisions of MID-2001 already approved zonal plan (earlier named zonal plan in conformity with Master Plan) continue to be operative. In the absence of zonal plan of any area the development shall be in accordance with the Master Plan. In the present case the zonal plan earlier approved of Zone A-6 is not in conformity with the MPD-2001 and therefore cannot be operative.

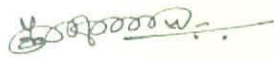
Gangaram



with the enforcement of MPD-2001 and approval of Zonal Plan of Zone-A (other than Walled City) by the Authority.

4.0 In view of the above observations it is placed for the consideration of the Technical Committee that preparation of layout plan showing local shopping centre at this stage may not be feasible/desirable. If the owner of the property wants to develop the land for residential purposes the same he can do on the basis of the recommendations of MPD-2001/draft zonal plan approved by the Authority.

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

  
(N.K. AGGARWAL)  
DIRECTOR (WC&SA)

3.2.92

Sub:- Issue of N.O.C. for construction of Commercial Complex on property No.7361 (part)., Ram Nagar on Main Qutab Road to M/s.Dewan & Sons Investments Pvt.Ltd. F 3(204)/61-119

1. M/s. Dewan & Sons Pvt.Ltd. vide its letter dt:7.3.90 & 19.11.90 has requested to issue NOC to MCD for processing plans for a commercial complex on the said plot by MCD, It has been further informed in the said letter that

- i) The land belongs to M/s. Goodwill India Ltd. as per the Delhi High Court decision dt.6th June, 1974.
- ii) The said land now stands registered in the name of M/s. Dewan & Sons. Pvt.Ltd. vide sale deed dt.13th Feb., 91.
- iii) The land use of the said land is commercial as per the BDA Resolution No.172 of 30th August, 1971.

## 2. BACK GROUND:

- i) The property under reference is located on Main Qutab road near Hotel Tourist in sub zone A-6 abutting an existing road of about 10 meter width.
- ii) M/s. Goodwill India Ltd. claimed to be the owner of the plot of land measuring about 5000 sq.yds.(referred in para 1(i) above) had submitted a proposal for the construction of a Commercial complex long back.
- iii) The Draft Zonal Plan A-6 (Qadam sharif area) in which jurisdiction of the lands falls was published for inviting public objections/suggestions. According to this the said property was shown with the adjacent plot as Neighbourhood Centre with a view to accommodate the shops affected in the R/W of Qutab Road and for providing other facilities required in that area. While considering the individual objections/suggestions the Screening Board of the Authority recommended that the land use of the plot being adjacent to the built up property, be shown in accordance with the use of the adjacent plot as Commercial with 30% FAR.
- iv) The recommendations of Screening Board were approved by the Authority vide its Resolution No.172 dt:30.8.71. Subject to the condition that no building plans be sanctioned pending disposal of the case in the Delhi High Court about the dispute of the ownership of the land.

5. In the approved Zonal Development plan of Zone A-6, the R/W of Qutab road is to be widened to 30 meter and the use of remaining land is shown as retail business and commercial upto 1 plot depth of 50 ft. which ever is applicable.



### 3. OBSERVATIONS:

The case is examined and comments areas under:-

- i) It has been reported by the Loads Section that DDA has lost the case in High Court and M/s. Good will India Ltd. is declared the owner of the land. It has further been clarified that all appeal/revision and SLP filed in High Court-Supreme Court have been dismissed.
- ii) A site inspection has revealed that the part of the property is being utilised as Motor-car repair workshop and part as parking for the adjacent building of Hotel Tourist.
- iii) The road R/W of Qutab road as per MPD-62, as per approved Zonal Development Plan(a-6), as per MPD-2001 is 30 meter. The alignment plan for the same has not yet been prepared/finalised but certain portion of the premises will certainly be affected in the road widening, which could only be assessed after finalisation of the alignment plan.
- iv) As per MPD-62 the land use of the property is residential (density 200-250 P.P.A.), as per approved Zonal Plan(A-6) Retail and commercial, as per MPD-2001 Urban renewal conservative sugery with a density 300-1000 persons per Acre.
- v) The Urban renewal plan of the area is yet to be prepared finalised.

4. PROPOSAL:- Keeping in view the background & observations contained in the para 2 & 3 above is the request of NOC is placed before the Technical Committee for its consideration.

11/5- The request of M/s. Dewan & Sons for issue of NOC for construction of commercial complex on property No.7391(pt.) Ram Nagar, on the main Qutab Road, was discussed in detail. At the outset, it was observed from the record that the Slum Deptt. had noted on the file that this plot did not fall within the notified slum area, but was located in the 'development area' of the Authority. It was also noted that the plot did not form part of the approved layout plan but had been earmarked as part of the local shopping centre in Zonal Plan earlier approved by Govt. of India, Ministry of Urban Development. Therefore, the Technical Committee, keeping in view the earlier resolution of the Authority cited in the agenda note, and the Zonal Development plan for Zone A-6, decided that the layout plan of the area shown as local Shopping centre, be prepared by the Area Planner as per the provision of MPD-2001 and placed before the Technical Committee for approval, in the first instance.



LAI D ON TABLEAGENDA ITEM FOR TECHNICAL COMMITTEE

Subject: Objectional retail outlets on G.T.Shahdara Road.

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1. Commissioner(LM) vide his note dated 28.4.94 has forwarded an agenda of resitement of M/s. Taneja Service Station, G.T.Shahdara Road (Annexure-I) for placing the case before the Technical Committee.

2. Commissioner(Plg.) desired the following to be added to the agenda for the Technical Committee:

- i) All cases of resitement/objectable petrol pumps available in the Planning Deptt.
- ii) The plot to be ~~added~~ allotted to be approved by the Technical Committee.

3. As a follow up instructions of Commissioner(Plg.) a joint inspection was carried out on 13.6.94 by a team of officers of Planning Deptt. consisting of Addl.Commr. (AP), Addl.Commr.(TYA), Director(TT), Director(SA) and Jt.Director(TT) for the G.T.Road stretch from Old Rly. Bridge to U.P.Border.

4. During the inspection following observations were made:

- i) On the stretch of road under reference 14 number of Petrol Pumps are existing and the Taneja Petrol Pump is one of them.
- ii) 4 lanes G.T.Shahdara road flyover with a central verge is fully operational while the flyover arms on Shahdara - Saharanpur Rly line and Road No. 58 for the local traffic is yet to be completed.

Observations:-

The names of the existing petrol pumps on G.T. Shahdara Road (shown on the copy of the plan laid on the table) and the observations thereupon are given as under:-

S.No.	Name of Oil Co./Dealer	Observations
1.	HPC/Shyam Prakash & Co.	This will be at an undesirable distance from the road intersection of G.T.Shahdara Road and Road No.62 when the intersection is fully developed.
2.	IOC/Rama Service Station	Fully affected in the approved alignment of plan of Road No.62. PWD is insisting for resitement of the same.

*[Signature]*

DELHI DEVELOPMENT AUTHORITY  
COMMISSIONER (I.M.) OFFICEAGENDA NOTE FOR THE TECHNICAL COMMITTEE

SUBJECT: RESITEMENT OF M/S TANEJA SERVICE STATION,  
G.T. ROAD SHAHDARA.

Sometime in 1972-73, a plot of land of about 1190 sq. mt. (1430 sq. yds.) was allotted and possession handed over on 27.6.74 through file No.F.14(1)67 LSBI to IOC/Taneja Service Station on G.T. Shahdara Road as a part of DDA Industrial Plotted Scheme.

2. A request was received from the Indian Oil Corporation vide their letter No.DD/R/386 dated 1.4.1990 for resitement of M/s Taneja Service Station; copy of the above letter is at Annexure 'A'. M/s Indian Oil Corporation has been writing to us repeatedly for the resitement. Letter from the Engineer-in-Chief, M.C.D. dated 20.12.93 is at Annexure 'B'. A letter from Indian Oil Corporation dated 22.11.93 regarding providing an alternative site is at Annexure 'C'. The site was inspected alongwith Commissioner(Planning) and Adml. Commissioner(TYA). Due to the construction of the fly over absolutely no entry is possible to the petrol pump. Unlike in other locations where side roads are provided for passage below the flyover, there is absolutely no access to this petrol pump at all. Therefore, Taneja Service Station may be resited in an approved site of an equivalent size nearby. Captain Taneja is a handicapped ex-serviceman who needs sympathetic consideration.

The matter is placed before the Technical Committee for sanction of resitement.

P/23

P/133

P/135





आर० एन० सूद  
चीफ डिविजनल मैनेजर

R. N. Sud

Chief Divisional Manager



इंडियन ऑयल कॉर्पोरेशन लिमिटेड

(मार्केटिंग डिविजन)

6ठा तल, सूर्य किरण बिल्डिंग,

19 कस्तूरबा गांधी मार्ग, नई दिल्ली - 110001.

दूरभाष : कार्या 3311634 निवास : 605455

INDIAN OIL CORPORATION LIMITED

(Marketing Division)

6th Floor, Surya Kiran Building,

19, Kasturba Gandhi Marg, New Delhi - 110001.

Phone : Off : 3311634 Res : 605455

No. DD/R/386

Dear Shri Alphons

22nd November 1993

Sub: RESITEMENT OF TANEJA S/STN  
G.T. Road, Shahdara

As you are aware that due to commissioning of an overhead bridge this outlet is likely to lose 80 to 90 % of its sale and therefore, needs immediate resitement. I understand you have been kind enough to consider allotment of an alternate site in front of A block, Jhilmil Industrial Area. In this connection I am attaching herewith a photo copy of your letter addressed to Shri J.C. Gambhir, Commissioner(Plg.), DDA Vikas Minar, New Delhi. I am also attaching herewith a sketch map of the area where the pump is situated and location where the dealer can be given an alternate site. Capt. Taneja is a war disabled officer and loss of sale will be a very great financial set back to him and his family. I, therefore, take this opportunity of making a personal appeal to you to consider his case sympathetically.

I understand that an alternate site marked on the sketch is available, which, unfortunately is of lesser depth of 60 ft. only. May I request you to allot him a larger frontage say about 150 sq.ft. so that we can design a retail outlet with more dispensing units in a row. This also refers to our telephonic conversation and meeting with you today.

With kind regards

Yours sincerely,

(R.N.SUD)

Shri K.J. Alphons, IAS  
Commissioner (Land & Projects)  
DDA, Vikas Sadan  
New Delhi

Encl: as above

7953-Dum  
23/11/93

4473 clm  
19/11

Dir(LM)

DD(XL)

5/11/93

30/11/93



# इंडियन ऑयल कॉर्पोरेशन लिमिटेड

भूयं विवरण विनिर्देश, १९८०, कस्तूरबा गांधी मार्ग नई दिल्ली-११० ००१

## Indian Oil Corporation Limited

Surya Kiran Building, 19, Kasturba Gandhi Marg, New Delhi-110 001  
Phones : 353473, 352833, 320616, 353727 Telex : 031-3257 Grams : 'INDOILDIVN'



Vice Chairman,  
Delhi Development Authority,  
Vikas Sadan,  
NEW DELHI

005169

Dear Sir,

Subject: Allotment of a site for resitment of M/s Taneja  
Service Station, G.T. Road, Shahdra, Delhi.

\*\*\*\*\*

M/s Taneja Service Station is our 'A' Site Retail Outlet located at G.T. Road, Shahdra, Delhi. This Retail Outlet is a sole proprietorship of Captain T.R. Taneja, a War Disabled Officer, appointed under DGR Scheme. The subject dealership is operative since 1975 at the above location.

But, of late, due to construction of a fly-over on G.T. Shahdra Road, the location of our RD is coming right under the bridge. The construction which is in the initial stages now when once gather momentum, the operation of the dealership will not only become uneconomical for the dealer, but for the IOC as well. A Letter from MCD confirming the above situation is enclosed for your kind perusal.

In view of the above, we would request you to kindly allot us an alternative site for resitment of M/s Taneja Service Station anywhere in UTD. An early action in the matter shall be highly appreciated.

Thanking you,

Yours faithfully,  
for INDIAN OIL CORPORATION LIMITED

(J.R. LUGAL)  
FOR CHIEF DIVISIONAL MANAGER

रजिस्टर्ड ऑफिस : 254-सी, डॉ. एनी बेसन्ट रोड, प्रभादेवी, बम्बई 400 025 (भारत)  
Regd. Office : 254-C, Dr. Annie Besant Road, Prabhadavi, Bombay 400 025 (India)



DELHI DEVELOPMENT AUTHORITYAGENDA ITEM FOR TECHNICAL COMMITTEE

SUB : Change of land use of an area measuring 3.6 hect. from 'recreational' to 'light and service industries' (Printing Press) at Wazirpur Industrial Area, Delhi.

\*\*\*

The above item for change of land use was discussed in the meeting of the Technical Committee on 14.6.1994 and it was desired that no further auction/allotment of industrial plots (Printing Complex) in the scheme be made till a final view is taken by the Technical Committee.

2. On the above referred subject, it is submitted that there are 16 industrial plots in Wazirpur Printing Complex. Out of this, 12 plots have already been disposed off. Necessary details are attached at Annexure 'A'. Only four plots are available with D.D.A. for disposal/auction.

3. These four plots bearing No.8, 9, 10 & 13 have been put to auction several times (7 times) in the past but could not be disposed off. Vide Authority's Resolution No.9/94 dated 20.2.1994, it was resolved that the disposal of industrial plots on the basis of tender may be continued till 31.3.95. Based on the above resolution, tenders for 24 industrial plots were invited including the above referred four plots at Wazirpur Printing Complex. The tenders received were placed before the Committee constituted by the Authority under the chairmanship of Vice Chairman, D.D.A. for acceptance/rejection of tenders on 8.7.1994. It was observed that out of four plots at Wazirpur Printing Complex, for two plots bearing No.9 & 10, tenderers have offered good price which is more than the reserve price of D.D.A. but the final view in the matter could not be taken because of the embargo put by the Technical Committee as conveyed by Shri S.C.Gupta, Additional Commissioner (D.C. & B) vide his note No.F.20(11)91-InP/44 dated 15.6.1994 (copy attached as Annexure 'B').



It was discussed that the above facts should again be placed before the Technical Committee which is meeting on 11.7.1994.

4. During the discussion regarding disposal of industrial plots through tenders in the chamber of Vice Chairman, D.D.A., it was also observed that the main objection of the Technical Committee for the change of land use of the above referred area is the existence of some trees which would have to be cut in case the land use is changed from recreational to light industries. It was desired that the site may be inspected and exact number of trees which are existing should be found out. Accordingly, the site was inspected by the field staff of Industrial Branch and the inspection report is attached as Annexure 'C'. It would be seen that in total 35 'Kikker' trees were found in existence on the entire area. The circumference of the trees was 4" to 8" and the height was about 8' to 10'. These trees are scattered on all the industrial plots out of which 12 plots have already been disposed off. Some of the trees are also existing on the remaining four plots which are proposed to be disposed off through tenders. Details of the trees on individual plots may kindly be referred in the inspection report at Annexure 'C'.

5. In view of the above facts, it would be seen that since out of 16, 12 plots have already been disposed off and number of trees is not very large, it does not appear to be proper to hold the disposal of remaining four plots. Moreover, the trees are only wild growth of 'kikker' trees which are also very small in size. The issue is placed before the Technical Committee with the request to clear the disposal of the remaining four plots also.



DETAILS OF INDUSTRIAL PLOTS AT  
WAZIRPUR PRINTING COMPLEX.

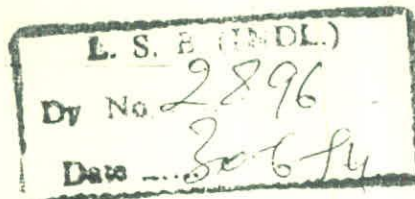
S.N	Plet No.	Area in Sq.Mtr.	Name of the Unit	Dt. of Allotment/ Auction/Tender	Dt. of Possession	Dt. of execution of lease	Land Use	Remarks
1.	1	1181.4	M/s.Hind Samachar (Punjab Bessrl)	24.4.64	15.2.85	25.9.85	Printing Press	
2.	2	836	-de-	-de-	-de-	-de-	-de-	Plot No. 1 & 2 are combined plots.
3.&4	3&4	836 each	M/s.Punjab Kesri (Hind Samachar)	8.4.89	Allotment cancelled by L.G on 10.2.92 and the matter is pending for restoration and the file has been sent to L.G House.			
5&6	5&6	945 & 874	M/s.Jan Sewa Trust (Jan Sandesh)	25.3.92	10.1.92	No.	The matter has been referred to Jt.Dir. (MP) for change of land use from recreations to light and service industries (Printing Press Complex.)	
7.	7	810	M/s.B.Jain Publishers	30.6.92	26.9.92	25.12.92	Printing Press. The matter is under consideration with P.G. for height of the building	
8,9,10	8,9,10	810 each	These plots are put to tender on 22.6.94 for disposal					
11.	11	810	M/s.Premier Rice (Pvt.) Ltd.	22.6.93	16.9.93	30.12.93	Printing Press.	

: 2 :

12.	12	855	M/s. Freeance Products	31.12.91	20.3.92	27.4.92	Printing Press.
13.	13	913.5	Vacant. The plot put to tender on 22.6.93				
14.	14	783	M/s. Kasturi & Sons Pvt. Ltd.	28.10.93			Printing Press.
15.	15	783	- do -	28.10.93			
16.	16	913.5	- do -	28.10.93			

The matter is sent  
to P.L.G. Deptt. for  
amalgamation of all  
these three plots.





CONFIDENTIAL

MOST IMMEDIATE

DELHI DEVELOPMENT AUTHORITY  
DEVELOPMENT CONTROL & PLG. WING

No.F.20(11)91-MP / 44

Sub : Change of land use of an area measuring 3.6 hect. from 'recreational' to 'light and service industries' (Printing Press) at Wazirpur Industrial Area, Delhi.

The above item for change of land use was discussed in the meeting of the Technical Committee held on 14.6.94 and the Technical Committee/VC desired that no further auction/allotment of industrial plot (Printing Press) in this scheme be allotted till a final view is taken for the change of land use by the Technical Committee/Authority, etc.

The above decision of the Technical Committee may kindly be noted for concurrence.

*S.C. Gupta*  
(S.C. GUPTA)

ADDL. COMM. (DC&P)  
15.6.94

*for*  
*Director*  
*28/6/94*  
*DD (Industrial)*

Commissioner (LD)

*ADDL*  
**RUSH / URGENT**  
*by*  
*27/6/94*



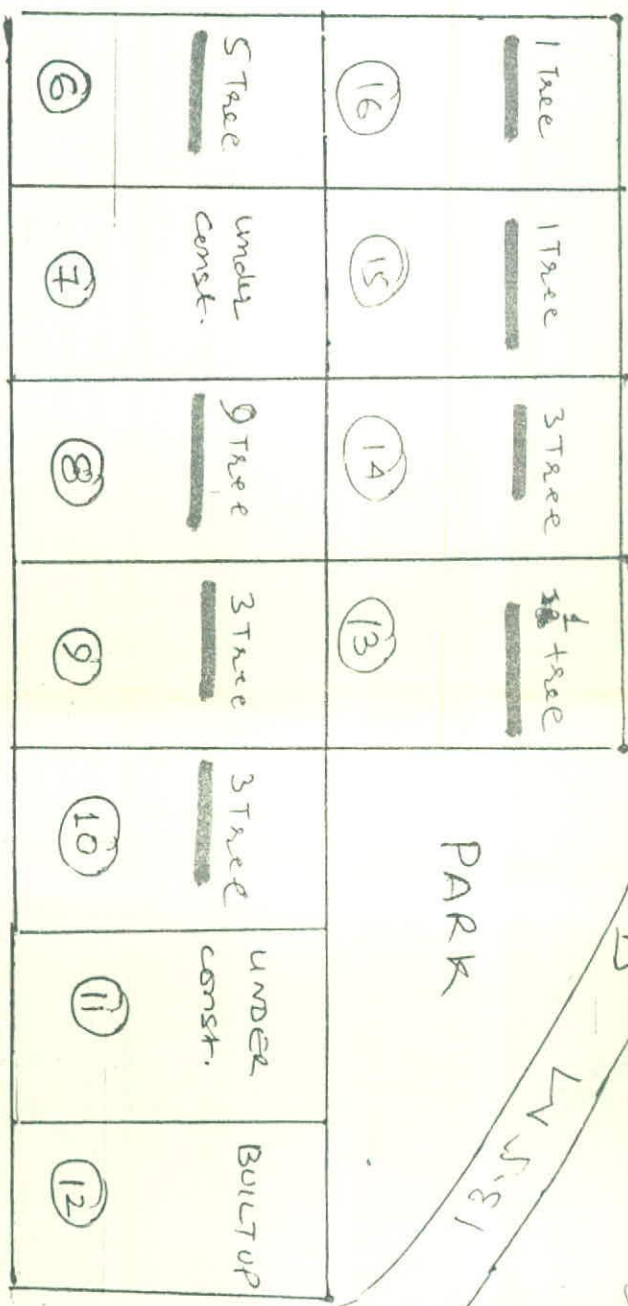
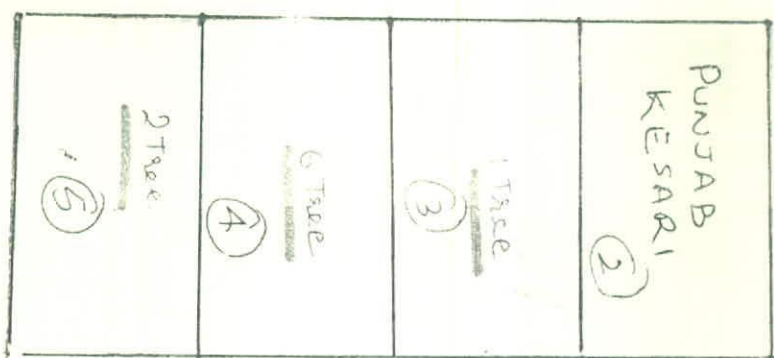
OTHER'S LAND

(NOT TO SCALE) ↑ N

DESU SUBSTATION

TO Shalimar Bagh

TO Punjabi Bagh



ROAD 18.0 M

WARID PUR DEPOT

AE (I)

AE (I)

Size of Trees - 8' to 10' HIGH  
Circumference = 4" to 8"  
Total nos of TREES = 35 nos

SUB: Change of land use in respect of about 9.837 acre (3.98 hectare) of land in village Bhatti for setting up a Centre for Dying and Destitutes "Prashadhan".

F.No: F20(14)94-MP

1. Mother Teresa Missionaries of Charity desires to set up a Centre for Dying and Destitutes named "Prashadhan" at Bhatti village in Tehsil Mehrauli in an area of 3.98 hect. (9.837 acre). As per the sketch proposal given by the Architect, the total area of the site is 39823 sq.m (9.837 acres) & the ground coverage 4.8% (1933 sq.m). The proposal include (i) dispensary (ii) Convent, and (iii) Dying and destitute centre.

2. The case was considered by the Building Plan Committee in MCD in its meeting of 7.1.94 in which it was decided that necessary change in land use be first got cleared from DDN. Accordingly, the proposal has been referred to V.C., DDA by Lt. Secy., to L.G., Delhi vide note No. U.D. 16/1/2/93-RN/889/3411 dated 18.5.94 for change of land use.
3. The case has been examined by the Planning Deptt. and the observations are as given below :

(i) The site has been inspected by the official of DDA and the representatives of the missionaries on 31.5.94. As per inspection report the land is more



Agenda for Authority  
Laid on Table.

DELHI DEVELOPMENT AUTHORITY  
NCR AND URBAN EXTENSION UNIT.

SUB: Change of land use in respect of about  
9.837 acre (3.98 hactare) of land in  
village Bhatti for setting up a Centre  
for the Dying and Destitutes "Premdhan".  
-----

F.No:F20(14)94-MP

1. Mother Teresa's Missionaries of Charity intends to set up a Centre for Dying and Destitutes named "Premdhan" at Bhatti village in Tehsil Mehrauli in an area of 3.98 hact. (9.837 acre). A sketch map submitted by the Mission's Architect, the total area of the site is 39823 sq.m. It intends to have ground coverage 4.8% (1933 sq.m.). The proposal includes construction of (i) a dispensary (ii) a Convent, and (iii) a Dying and Destitute Centre.
2. The case was considered by the Building Plan Committee of MCD in its meeting of 7.1.94 in which it was desired that the Mission should submit the case under section 313 of the DMC Act, 1957. (Copy enclosed as annexure I). The mission vide its letter dated 3.5.94 has requested L.G. for agreeing to change of land use of the impugned site for "agricultural" to "institutional". The proposal has been referred to DDA by Jt.Secy., to L.G., Delhi vide note No. U.O. 16/1/2/93-RN/889/3411 dated 18.5.94 for change of land use. (Copy enclosed as annexure II).



3. The case has been examined by the Planning deptt. and the observations are as given below :

- i) The site has been inspected by Dy. Director(Plg) of DDA along with the representatives of the mission on 31.5.94. As per inspection report the land is more or less plain and is located along the Chhattarpur Bhatti road opposite Radha Soami Satsang Beas.
- ii) As per provision of MPD-2001, land use of area under consideration is "Recreational(regional park)" and falls outside the proposed urban extension limits approved by the Authority as part of Master Plan, Delhi-2001.
- iii) This land forms part of regional park(ridge) which has been notified as 'reserve forest' by Govt. of National Capital Territory of Delhi vide notification No.F.10(42)-I/PA/DCF/93/2012 -17 dated 24.5.94.
- iv) DDA has requested the ADM (Revenue), GNCTD vide letter dated 10.6.94 to examine the existence, nature and extent of any right in respect of said land as provided in the notification of GNCTD dated 24th May, 94. No reply has been received.
- v) The present case is a very special case coming from an exceptional organisation for humanitarian concern and is for a limited development/construction, although not covered in the present urban land policy.

4. Technical Committtee in its meeting on 11.7.94 discussed

this at length and observed that although the case is for a humanitarian cause and is for a limited development/construction by a voluntary organisation of international recognition, it does not find justification on the following grounds :

- i) The land in question falls within "regional park (ridge)" in the Master plan-2001 and also form part of the area notified as 'reserved forest' under the Forest Act. (map to be laid on the table).
- ii) On grounds of environmental concern, specific policy directives have been issued by the Govt. of NCTD and Prime Minister's office for preserving the ridge area. (copy enclosed as annexure III). Recently, the Loveraj Committee has recommended that the ridge area should be free from any developmental activity.
- iii) The Authority has been very conservative in agreeing to change of land use of the sites located in the ridge area such as (a) super speciality hospital at Maidan Garhi (b) the DDA Group Housing scheme in Pul Pehladpur etc. Whereas case at (a) above is yet not finally notified, the case at (b) was taken up for construction about 5 years back.
- iv) The possibility of requests from similar organizations being received by quoting this as a precedent in the future cannot be ruled. Hence, a policy decision would be desirable.

The Technical Committee, however, desired that the matter be referred to the Authority." for a final decision.

5. The proposal is placed before the Authority along with the recommendation of the Technical Committee as in para 4 above for its consideration.



दिल्ली नगर निगम



MUNICIPAL CORPORATION OF DELHI  
(Town Planning Department),  
Nigam Bhawan, Kashmere Gate,  
Delhi-110006.

No. 7815/2677/53

Dated 25-1-54

Sr. M. Joann M.C.,  
12 Commissioner's Lane,  
Delhi-110054.

Sub: Mother Teresas Missioneries of Charity-proposal for  
Dispensary for the Convent & Dying & Destitute  
Centre at Village Bhatti, Delhi.

Sir,

The above proposal submitted by you was  
considered in the Building Plans Committee meeting  
held on 7.1.94 vide Item No. 2/94. As per the decision  
of the meeting, you are required to submit the case  
at the earliest, under section 313 of D.M.C. Act, 1957  
in the office of the under-signed for further scrutiny  
so that the same could be considered for approval,

Yours faithfully,

*A.P. Sethi*  
( A.P. SETHI )  
TOWN PLANNER.

Missionaries of Charity  
Mother Teresa's Place  
PREM DAN  
Bhatti Road, Mehrauli  
New Delhi - 110030

Td 6802935

opp. Radha Swami Satsang,

*Si Joann - 2518457*  
12 Commissioners  
Lane

Delhi

*Si MAMTA*  
PREM DAN

Missionaries of Charity  
Moth. T. . . Place  
Bhatti . . . uli,  
New Delhi - 110030



# ANNEXURE II

Raj Niwas : Delhi

सुपरीम कोर्ट का फैसला  
कायरी सं. 122 VC  
दिनांक 26-5-94

May kindly find enclosed a copy of letter dt. 3.5.94 from Rev. Mother Teresa regarding change of land use in respect of her land measuring 44 Bighas 12 Biswas situated in village Bhatti near Mehrauli.

May kindly look into the matter and send an action taken report within 7 days for perusal of L.G. at the earliest.

(Parimal Rai)  
Jt. Secy. to Lt. Governor

Commissioner, MCD VC, DDA  
U.O. No. 16/1/2/93-RN/889/2471

18/5/94

Add. Secy (MCD) 24/5  
w/ Secy to Dissem. 24/5  
24/5  
Open a file and put up.  
UTI  
27/5/94

सुपरीम कोर्ट का फैसला  
कायरी सं. 122 VC  
दिनांक 26-5-94

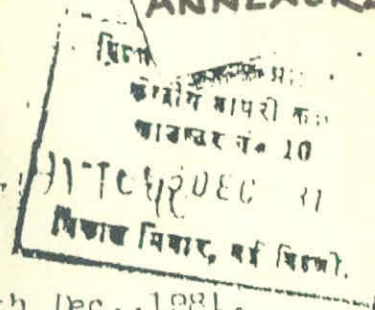
सुपरीम कोर्ट का फैसला  
कायरी सं. 122 VC  
दिनांक 26-5-94

19/5

सुपरीम कोर्ट का फैसला  
कायरी सं. 122 VC  
दिनांक 26-5-94



F.No.J-13028/27/77-LI/DOI  
Government of India  
Ministry of Works & Housing  
Nirman aur Awas Mantralaya



New Delhi, the 10th Dec., 1981.

To

(i) The Land & Development Officer,  
Nirman Bhavan, New Delhi.

(ii) The Vice-Chairman,  
Delhi Development Authority,  
Vikas Minar, New Delhi.

(iii) The Administrator,  
N.D.M.C., Town Hall,  
New Delhi.

(iv) The Commissioner,  
Municipal Corporation of Delhi,  
Town Hall, Delhi-6.

मुख्य योजना प्रपोजर

फाइल नं. 10/12/81

दिनांक

17/12

Sir,

In connection with a proposal for allotment of additional land to a petrol pump located on the Ridge, the P.M.'s office has informed this Ministry that the Prime Minister has directed that no request involving the slightest encroachment on the Ridge should be entertained in future. This is brought to the notice of all concerned for guidance.

Yours faithfully,

*R. Krishnaswamy*

(R. Krishnaswamy)

Under Secretary (Lands).

Copy forwarded for information to:

(i) All Desk Officers in Lands Division/Delhi Divn.

(ii) Finance Division, Ministry of Works & Housing.

17/12/81

The fact that at the above place there is a petrol pump, however, is not to be taken into consideration. The fact that the petrol pump is situated on the Ridge should be taken into consideration.

Typist to prepare  
& copies of this letter.

21/12/81

We may send copies of this to all sections dealing with allotment of land in D.D.

Yes, Sir.

17/12/81



R.K. TAKKAR  
Chief Secretary

ANNEXURE III - B  
5, Sham Nath Marg,  
Delhi - 110054



D.O. No. F.2(11)/DCF/90-91-Ridges/PF/712

23rd March, 1993

21-4-93  
at  
12:30 PM

Dear Sir Jaisankar,

The preservation of the Delhi Ridge area is an important agenda for the Delhi Administration. You will recall that I have been stressing the need to increase vigilance in the Ridge area to ensure that there are no encroachments on its natural habitat. I am happy that Commissioner(Plg.), DDA has already started the exercise of demarcation of the Ridge. There are, however, some important issues regarding the status of the Delhi Ridge and the role of the DDA in its preservation which need to be stressed.

It has been emphasized in the M.P.D. 2001 that, "the Ridge in Delhi is defined as rocky out-crop of Aravali ranges stretching from the University in the North of the Union Territory boundary to the South and beyond. The central ridge area which is part of New Delhi, was planned as its integral part at the time of development of New Delhi Capital. This area was left in its pristine glory by planting only with the indigenous species of trees like kikar and babul. The plan in 1962 identified a future stretch of south central ridge near Mehrauli. Though parts of the ridge in Delhi have been erased out, total ridge area now available is 7,777 ha approx. divided as follow:

1.	Northern Ridge	87 ha.
2.	Central Ridge	854 ha.
3.	South Central ridge(Mehrauli)	626 ha.
4.	Southern Ridge	6200 ha.

The ridge thus identified should be conserved with utmost care and should be afforested with indigenous species with minimum of artificial landscape".

3. The entire Ridge area as per Master Plan is Master Green and it is incumbent on the DDA to ensure that this Master Green is not encroached upon. A doubt has been expressed whether DDA has a role in areas which are beyond the development area declared by the DDA. I would like to clarify that as far as provisions of the Master Plan relating to Master Green areas are concerned, the DDA has a responsibility to ensure that the provisions of the Master Plan are not violated, even if they are located beyond the development area.

4. The Ridge is a clearcut geographical entity and its preservation has been a cause of concern for the Government and voluntary agencies alike. Any violations on the Ridge should be booked as violation of the Master Plan and the DDA has the capability to do so. Not only should it be ensured that building permissions are not given on Ridge land; the DDA should issue suitable instructions to all the concerned agencies in this regard. The DDA has a special responsibility as regards unauthorised encroachment on the Ridge. I hope you will take note so that measures are taken to ensure that the area of the Ridge can develop as a natural habitat.

CEI RZESWZ

Pl send copies to Sr. L.A., Dir, (H) N & S., retain one copy and then forward original to C(LM)/C(Plg). .....2/-

P.A.  
12/4/93

Sr. L.A

Imp  
CC(Plg) should  
organise a  
meeting in  
room and  
send copy to  
PS  
CC(Plg)  
13/4/93  
5.5.3.D.A.  
24/3/93  
E/P  
C(LM)  
C(Plg)  
But this is  
through the  
line betw.  
MM/571A  
LA-7/4/93



5. Selected officers of the D.D.A. have long ago been vested with necessary powers under the Indian Forest Act. These powers shall be used extensively for the preservation of the Ridge which is a priceless heritage for our City.

I am endorsing a copy of this letter to the Commissioner, MCD and the Administrator, NDMC for rendering full assistance to the D.D.A. in the management of the Ridge and its preservation.

*With best wishes,*

Yours sincerely,

*R.K. Takkar*

(R.K. TAKKAR)

Shri S.P. Jakhanwal,  
Vice-Chairman,  
Delhi Development Authority,  
Vikas Sadan,  
New Delhi.