

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(3)96-MP

Dated: 15.11.96

MEETING NOTICE

The 73rd Technical Committee meeting of the DDA will be held on 19.11.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

Agenda for the meeting is enclosed. You are requested to kindly make it convenient to attend the meeting.


(CHANDRA BALLABH)
ADDL.COMMR. (DC&B)
MEMBER SECRETARY

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(31)96-MP

Dated : 22.11.96

Minutes of the 73rd meeting of Technical committee meeting held on 19.11.96 at 10.00AM in the Conference Hall, 5th floor, Vikas Minar , IP Estate , New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Anil Kumar, Vice Chairman (In Chair)
2. Sh. Arun Mhaisalkar, Commr. (Plg)
3. Sh. K.K. Bandyopadhyay, Addl. Commr.(AP)
4. Sh. Chandra Ballabh, Addl.Commr.(DC&B)
5. Sh. A.K. Jain, Addl.Commr. (Projects)
6. Sh. M.N. Khullar, Chief Architect
7. Sh R.K. Jhingan, Director (LS)
8. Sh. S.P. Bansal, Director (PPR)

TCPO:

9. Sh. T.D. Bhatia, TCP

NDMC:

10. Sh. P.C. Dixit, Architect

MCD:

11. Sh. Shamsheer Singh, Addl. Town Planner

SPECIAL INVITEES:

12. Sh. R.S. Gupta, I.G. (Prisons) Delhi for item No.109/96
13. Dr. T.K. Sundaram, GM RITES for item NO.109/96
14. Sh. K. Gopakumaran, ASAE, A.S.I. for item No.108/96
15. Sh. J. Nairan, National Zoo for item No.108/96
16. Sh. Nathu Singh ,T.T.E. for item No.113/96
17. Sh. Joseph Mathew, TTE for item No.113/96
18. Sh.D. Sanyal, CRAPHTS
19. Sh. B.L. Khurana, Chief Engineer .,(Elect.)DDA
20. Sh.Pradeep Behari, Addl.Chief Architect-I DDA
21. Sh.Shami Ahmed,J.D.(NL) DDA
22. Sh. Prakash Narain, Director (DC&MP) DDA
23. Sh. B.K. Jain, Director (SP) DDA
24. Sh. D.K. Saluja, Director (TT) DDA

ITEM NO.108/96

Sub: Proposal of Link Road connecting Nizamuddin Bridge to Lodhi Road RUB 80.
F.5(19)79-MP-Pt.I

The proposal was explained by the Consultant, PWD. After detailed deliberations the Tech.Committee recommended the proposed conceptual plan for approval of DUAC subject to clearance from Archaeological Survey of India and Railways.

ITEM NO.109/96

Sub: Change of landuse of an area measuring 125 ha. from 'rural use zone' to 'public and semi public facilities' (Distt. open jail) in Dwarka, Delhi
F.20(6)96-MP

The Tech.Committee recommended the proposal contained in para '5' of the agenda note for approval of Authority with the observations that simultaneously NCR Planning Board be requested to consider and approve amendment in the Regional Plan 2001 for NCR.

ITEM NO. 110/96

Sub: Layout plan for integrated freight complex at Madanpur Khadar
F.3(83)96-MP

The Technical Committee approved the conceptual plan of Integrated Freight Complex with the following observations:

- i) The matter relating to transfer, acquisition and clearance of land may be resolved by Land Management Branch on top priority.
- ii) The views/clearance of the Railways for the proposed siding, approach from Faridabad side and also grade-separator at the existing level crossing be obtained.
- iii) Quarterly project monitoring be undertaken for placing the matter for approval of Authority early.

ITEM NO.111/96

Sub: A proposal to contain misuse of residential premises and non-conforming activities and proposed amendments in mixed use regulations of MPD-2001.
F.10(5)81-MP

The Tech.Committee after discussion recommended to formulate the proposal based on the recommendations received from Steering Committee, constituted by the Ministry, for review of Master Plan 2001, for consideration of Authority.

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ITEM NO. 112/96

Sub: Proposed regulations for permitting 'Public and semi-public facilities' in rural use zone/green belt in Delhi.

After detailed discussion the following decisions were made:

- i) There should be only one category of public & semi public facilities to be permitted in rural area, irrespective of the location on National Highway, State Highway or Smaller Roads of 20M R/W & above.
- ii) Minimum size of the plot shall be as prescribed in MPD 2001 for respective facility. However, the maximum size of the plot was recommended to be double the size as prescribed in MPD 2001.
- iii) The ground coverage, FAR and the set backs will be as per MPD 2001 provisions.
- iv) The other provisions such as minimum width of access road, parking, retail and service shops, residential components will be as contained in para "3" of the Appendix-I of the agenda note.
- v) The Technical Committee decided that the draft regulations be accordingly modified and be brought before the Authority.


[CHANDRA BALLABH]
ADDL. COMM. (DC&B)
MEMBER SECRETARY

Memo No.F.1(31)96-MP

Dated: 22.11.96

Copy to:

1. OSD to VC for the information of the latter.
2. Engineer Member, DDA
3. Principal Commissioner.
4. Commissioner (Planning)
5. Commissioner (LD)
6. Chief Architect, DDA
7. Addl. Commr. (DC&B)
8. Addl. Commr.(Projects)
9. Addl. Commr. (AP)
10. Chief Planner, TCPO
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer
15. Sr. Architect, (H&TP) I, CPWD
16. Deputy Commissioner of Police (T)
17. Chief Engineer (Plg.) DESU
18. Director (Landscape)
19. Commissioner (LM)
20. Secy. to L.G.
21. Director(PPR)


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

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(31)96-MP

Dated 21.11.96

Draft minutes of the 73rd meeting of Technical committee meeting held on 19.11.96 at 10.00 AM in the Conference Hall, 5th floor, Vikas Minar, IP Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Anil Kumar, Vikce Chairman (In Chair)
2. Sh. Arun Mhaisalkar, Commr. (Plg.)
3. Sh. K.K. Bandyopadhyay, Addl. Commr. (AP)
4. Sh. Chandra Ballabh, Addl. Commr. (DC&B)
5. Sh. A.K. Jain, Addl. Commr. (Projects)
6. Sh. M.N. Khullar, Chief Architect
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8. Sh. S.P. Bansal, Director (PPR)

TCFO:

9. Sh. T.D. Bhatia, TCP

NLMC:

10. Sh. P.C. Dixit, Architect

MCD:

11. Sh. Shamsheer Singh, Addl. Town Planner

SPECIAL INVITEES:

12. Sh. R.S. Gupta, I.G. (Prisons) Delhi for item no. 109/96
13. ~~Dr.~~ T.K. Sundaram, GM RDTES for item no. 109/96
14. Sh. K. Gopakumaran, ASAE, A.S.I for item no. 108/96
15. Sh. J. Nairan, National Zoo for item no. 108/96
16. Sh. Nathu Singh, T.T.E. for item no. 113/96
17. Sh. Joseph Mathew, TTE for item no. 113/96
18. Sh. D. Sanyal, CRAPHTS
19. Sh. B.L. Khurana, Chief Architect, (Elect.) DDA
20. Sh. Pradeep Behari, Addl. Chief Architect I DDA
21. Sh. Shamim Ahmed, J.D. (NL) DDA
22. Sh. Prakash Narsain, Director (DC&MP) DDA
23. Sh. B.K. Jain, Director (SP) DDA
24. Sh. D.K. Saluja, Director (TT) DDA.

CB
(CHANDRA BALLABH)
ADDL.COMMR. (DC&B)
MEMBER SECRETARY

Memo No.F.1(31)96-MP

Dated: 22.11.96

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3. Principal Commissioner.
4. Commissioner(Planning)
5. Commissioner(LD)
6. Chief Architect, DDA
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10. Chief Planner, TCPO.
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer
15. Sr.Architect, (H&TP)I, CPWD
16. Deputy Commissioner of Police(T)
17. Chief Engineer (Flg.) DESU
18. Director(Landscape)
19. Commissioner(LM)
20. Secy. to L.G.
21. Director(PPR)

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

ITEM NO. 112/96

Sub: Proposed regulations for permitting 'public and semi-public facilities' in rural use zone/green belt in Delhi.
F.20(19)96-MP

After detailed discussion the following decisions were made:

- i) There should be only one category of public & semi public facilities to be permitted in rural area, irrespective of the location on National Highway, State Highway or Smaller Roads of 20M R/W & above.
- ii) Minimum size of the plot shall be as prescribed in MPD 2001 for respective facility. However, the maximum size of the plot was recommended to be double the size, as prescribed in MPD 2001.
- iii) The ground coverage, FAR and the set backs will be as per MPD 2001 provisions.
- iv) The other provisions such as minimum width of access road, parking, retail and service shops, residential components will be as contained in para '3' of the Appendix I of the agenda note.
- v) The Technical Committee decided that the draft regulations be accordingly modified and be brought before the Authority.

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DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(3)96-MP

Dated: 15.11.96

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(CHANDRA BALLABH)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	108/96	Proposal of Link Road connecting Nizamuddin Bridge to Lodhi Road RUB 80. F5(19)79-MP-Pt.I	1-4
2.	109/96	Change of land use of an area measuring 125 ha. from 'rural use zone' to 'public and semi public facilities' (Distt. open jail) in Dwarka, Delhi. F20(6)96-MP	5-6
3.	110/96	Layout plan for integrated freight complex at Madanpur Khadar. F3(83)96-MP	7-10
4.	111/96	A proposal to contain misuse of residential premises and non conforming activities and proposed amendments in mixed use regulations of MPD-2001. F10(5)81-MP	11-13
5.	112/96	Proposed regulations for permitting 'public and semi public facilities' in rural use zone/green belt in Delhi. F20(19)96-MP	14-17
6.	113/96	Land distribution and development norms for Technical Education Centre, Polytechnic ITI, Coaching Centre etc. F9(2)96-MP	18-22

SUBJECT : PROPOSAL OF LINK ROAD CONNECTING NIZAMUDDIN
BRIDGE TO LODHI ROAD - RUB-80.

FILE NO : F.5(19)79 MP/Part-I.

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1. INTRODUCTION.

- 1.1 A link road connecting Nizamuddin Bridge to Lodhi Road was visualised in MPD'62 as a part of the Inner Ring Road of Delhi. However, this proposal was dropped. One of the reason for doing so was the apprehension that such a link road might result into degradation of environmental qualities around Humayun's Tomb and the Zoo.
- 1.2 In absence of such a link road, the entire traffic to/from trans Yamuna areas gets distributed through either Ashram intersection or through Bhairon Marg/ I.P.Marg intersection. With volume of traffic steadily increasing across the River, the above mentioned intersections, which are already heavily loaded and getting extra overloaded day by day. Even otherwise, the absence of this link results in a network discontinuity that could be expected to get worse with doubling of Nizamuddin Bridge. It is mentioned that for all other trans Yamuna corridors direct radial links are available. In absence of a link road at Nizamuddin Bridge, not only it additionally loads the Ashram/Bhairon Marg intersections but also, the section of eastern tangent of Ashram between these two locations.

1.3 It is in view of such issues that the CRAPHTS was asked by the PWD, Govt. of Delhi, to examine the feasibility of such a link road and the study reveals that such a road would help distribute the trans Yamuna traffic in a more balanced fashion.

2. THE PROPOSED ALIGNMENT.

The preferred alignment falls directly in line with the western approach to Nizamuddin Bridge, running close to the southern boundary of the Zoo. It then traverses along the eastern periphery of the Sunder Nursery and meets the existing road to Bharat Scouts and Guides near the entrance of Humayun's Tomb. The alignment details are given in the report submitted by PWD. The alignment crosses the railway tracks as an underpass and continues to be an underpass near Humayun's Tomb as also across the Neela Gumbad intersection. With this alignment, the inner ring road as envisaged in MPD-62 may be revised and improvements shall have to be planned at other intersections especially at Samrat Hotel rotary and junctions of Vinay Marg near Ashoka Hotel.

3. TECHNICAL COMMITTEE DECISION.

This case was discussed in the Technical Committee meeting held on 12/9/95 in which the following decision was taken :-

"The proposed link joining Lodi Road and Neelagumbad rotary and NH-24 at Ring Road submitted by SE(Plg.), PWD, GNCTD was discussed in detail and the Technical Committee felt that the scheme has serious environmental implications; the committee, therefore, decided that in the first instance an environment impact assessment of the proposal be worked out with respect to (a) Humayun Tomb, Neelagumbad monuments (b) Zoo (c) high traffic movement in the Lutyens' Bungalow Zone and the same be submitted alongwith the scheme to Technical Committee for consideration."

The Environmental Impact Assessment report has been received but the comments of Zoo and Archaeological Authorities had not been sent.

4. ENVIRONMENTAL IMPACT ASSESSMENT.

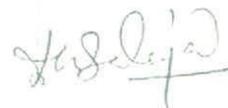
- 4.1 The two sensitive areas along this alignment are the Zoo and the Humayun's Tomb, Neela Gumbad Complex. For the Zoo, the major consideration is noise level. For the Humayun's Tomb Neela Gumbad area, the major consideration is with regard to presence of particulate matters etc. apart from vibration that might affect the safety of the structures.
- 4.2 The component of traffic that would reach Neela Gumbad intersection along this link will even otherwise, reach this intersection via Ashram. As it is, the effect of vibration ^{and} particulate matter would remain unchanged at this location even after the construction of the link road. The situation could be expected to improve significantly as the link road traffic would no longer traverse the surface level road. Both vibration and fall out of particulate matter would be significantly less when one component of traffic is carried at the underpass level. The same logic would apply in the case of Humayun's Tomb as well.
- 4.3 The Zoo environment will usually be judged on considerations of silence zone. The southern area of the Zoo has the hospital for animals and does not have any specific enclosure for any type of animal. The rail traffic and the traffic along Ring Road may be disturbing the silence zone concept quite adversely.

4.4 The link road, when constructed as an underpass would create a noise level that is marginally higher than the decible level stipulated for silence zone. This has been estimated by the CRPHTS and reported ^{to be 64.9 decibel.} Even this marginal deviation has been proposed to be corrected through noise abatement/attenuation measures in the form of planting of suitable species of trees and such plantation must be done much before the actual excavation takes place. The noise level will be low due to the attenuation by the retaining wall of the vehicular underpass. Being a through corridor, the link road will be expected to offer high level of service to the vehicular traffic and it is expected that the traffic would move in high gear, (unlike the Ring Road traffic) producing much less noise.

4.5 In order to ascertain the comments of ASI and Zoo authorities, a meeting was held under Commr.(Plg.) on 7/11/96. In this meeting the representative of ASI stated that as per ASI stipulations, there should be no activity within 100M radius from a protected monument. In a radius of 100 to 300M it is regulated area where development activities are to be undertaken with permission of ASI. No representative from Zoo Authorities attended the meeting.

5. RECOMMENDATION.

The case is put up to Technical Committee for consideration.



(D.K.SALUJA)
DIRECTOR(TT):PLG.

Sub: Land for New Jail in West Delhi : change of land use.

(F.20(6)/96-MP)

BACKGROUND

1. On the request of I.G.Prison to locate District Jail in West Delhi, the Technical Committee in its meeting held on 9.4.96 considered 3 alternative proposals and approved to recommend to Authority to process change of land use of 165 Ha on the southern side of Najafgarh Road, next to Dwarka project.

2. During the course of further processing, it was, however, known that the same land has been earmarked for MRTS Najafgarh Depot and acquisition proceedings have been initiated by Transport Deptt. of GNCTD through L&B Deptt. The said depot does not form part of Phase I approved Route. However, RITES have emphasized its requirement in the near future.

EXAMINATION

3. With a view to amicably sort out both the requirements, the matter was discussed with RITES and representatives of Transport Deptt., GNCTD on 5.6.96 and subsequently also discussed with I.G.Prison. A joint site inspection was held on 6.8.96, when the following views were expressed:-

(i) The land located on main Najafgarh Road and close to Dwarka City Project, will be ideally suitable for MRTS Depot, for which acquisition proceedings have been already initiated.

(ii) Part of the alternative 2 of the proposal put up in Technical Committee on 9.4.96, measuring about 290 Ha. was agreed by I.G.Prison. The site is in the interior and along the two drains will be ideally suited for District Jail, pre-dominantly meant for convicted prisoners and would also be used on open jail concept.

4. I.G.(Prison) was requested for identification of land on survey of India map and also the area requirement vide DDA letter dated 20.8.96. DIG(Prison) vide letter dated 7.10.96 has consented for the proposed site. The land will measure about 125 Ha., bounded by agricultural land in the east, Manaspur drain in

the south, Najafgarh-Nangloi Road in the north west and Agricultural land of Baprawla village in the north. The site falls in Rural use zone.

RECOMMENDATION FOR CONSIDERATION

5. (i) To process the change of land use of about 125 Ha. from 'Rural' use to 'Public and semi-public facilities' (District Jail).
- (ii) Approved Right of way of Najafgarh-Nangloi Road would be maintained.
- (iii) Interim arrangement of services would be the responsibility of the Delhi Prison Authorities, till the time municipal services are extended in this area.
- (iv) The development control norms of large educational campus as per MPD-2001 shall be applicable.
- (v) The land acquisition may be done directly by the Prison Deptt. of GNCTD.
6. The recommendations contained in para '5' above are put up to Technical Committee for its consideration and approval.


(D.K. Saluja)
Dir. T7


(CHANDRA BALLABH)
ACIDCB)

SUBJECT: LAYOUT PLAN FOR INTEGRATED FREIGHT COMPLEX AT MADANPUR KHADAR.

File No.: F 3 (83)/96-MP.

1.0 BACKGROUND

1.1 MPD-2001 PROPOSALS

The MPD-2001 envisages the decentralisation of wholesale markets with regard to the goods movement on the major roads as almost 80% of the commodities in Delhi are transported by trucks. This has necessitated the need to regulate the truck movement in urban Delhi and to achieve this the integration of transport and wholesale activities is felt essential. With this view the MPD-2001 had proposed 4 Integrated Freight Complexes. Madanpur Khadar is one such complex falling in the southern part of Delhi.

The main functions of Integrated Freight Complexes as identified in MPD-2001 are:

- To provide facilities for regional and intra-urban freight movement.
- To provide warehousing and storage facilities for specialised markets.
- To provide facilities for freight in transit as well as interchange of mode.
- To provide facilities for trucking, servicing, lodging, loading, parking for trucks and other related facilities for truck operation.

The development of Integrated Freight Complexes is linked with the decongestion of the old city and its extension, where presently the wholesale markets, warehousing and other traffic intensive activities are located. These are to be shifted in a phased manner.

1.2 THE PROJECT

Requirement of Freight Complex At Madanpur Khadar: Based on consultants study, it is estimated that about 3500 trucks per day would unload the freight for this complex by the year 2001. Out of this about 60% i.e. 2000 truck loads of freight would be exported out of the National Capital Territory of Delhi mainly by heavy trucks and the balance of 40% i.e. about 1500 trucks would be distributed within Delhi or within border areas of Delhi. As per MPD-2001 the wholesale market with warehousing facilities are to be provided for following commodities in this complex:

- Textiles & Textile Products
- Fruits & Vegetables
- Hardware & Building Material
- Iron & Steel
- Foodgrains
- Timber

B. Q. S.

Apart from this there will be transit facility for bypassing trucks. It is estimated that about 80% of the bypassing traffic on NH-2 would need such transit and repair facilities in this complex. Following is the area break-up for IFC Madanpur Khadar:

a) Markets with Warehousing

• Textile & Textile Products	28.0 ha.
• Fruits & Vegetables	20.0 ha.
• Hardware & Building Material	18.0 ha.
• Iron & Steel	10.0 ha.
• Foodgrains	9.0 ha.
• Timber	23.0 ha.
Total	108.0 ha.

b) Truck Terminal	50.0 ha.
Grand Total	158.0 ha.

The Draft Zonal Plan recommends the same provisions as in the Master Plan.

2.0 SITE CHARACTERISTICS

2.1 LOCATION

IFC Madanpur Khadar is located in Zone-F in the southern part of NCT Delhi and is surrounded by Agra Canal and River Yamuna in the East, Mathura Road in the West, Green belt and Sarita Vihar Residential Complex in the North and Badarpur Thermal Power Station (B.T.P.S.) in the South. As per site dimensions, the area of this complex is about 138 Ha. inclusive of a Black Oil Depot and 220 KV electric sub-station (existing) as against MPD provision of 158 ha.

2.2 ACCESSIBILITY

The earmarked site is accessed/bounded by:

In the North	:	Proposed 45.0m R/W Master Plan Road.
In the South	:	Railway line to BTPS
In the East	:	Proposed NH2 Bypass
In the West	:	Mathura Road

2.3 STATUS OF LAND

The site earmarked for the project as per the Landuse Plan of MPD 2001 is 138.0 ha. Out of the total land earmarked 37.0 ha. belongs to the U.P. Government, 13.0 ha. is in possession of DDA in isolated pockets and 88.0 ha. is private land notified for acquisition, presently under stay. Attempts are being made to get the stay vacated. The matter regarding transfer of land belonging to U.P. Govt. to DDA was also taken at the level of Secretary, MOUA&E with the Chief Secy., U.P. Govt. earlier.

Signature

To provide for 158.0 ha. as envisaged in MPD 2001, an area of 20.0 ha. in the South Eastern corner needs to be acquired.

Presently there are several unauthorised structures existing on the site. On the stretch along the Agra Canal there are several patches of unauthorised growth, like the Jagdamba and Aali Vihar colonies. Sand traders are also operating on this land along Mathura Road.

3.0 THE PROPOSAL

3.1 COMPONENTS

The essential components in the complex would be:-

1. Wholesale Markets & Warehousing
2. Truck Terminal
3. Utilities and Ancillary facilities for the complex.

3.2 WHOLESALE MARKETS & WAREHOUSING

The wholesale markets & warehousing are proposed for 7 major commodities. It is further proposed to accommodate about 3000 shops of different sizes.

3.3 TRUCK TERMINAL

The Truck Terminal will accommodate transport agencies with transit warehousing facilities and workshops.

3.4 THE CONCEPT AND AREA DISTRIBUTION

A railway link has been proposed in the complex with the siding positioned in the centre to cater to activities in most parts of the complex. As in IFC Gazipur, the wholesale markets & warehousing and Truck Terminal are being integrated so as to form one complex.

The markets & warehousing for heavy commodities have been kept in close proximity to the Truck Terminal and Railway siding. The access to the site has been proposed from both the Mathura road and the NH-2 bypass for better traffic management.

The detailed break up of the activities proposed to be accommodated in the complex is given in Table 'A' (Annexure I). However the actual area distribution will depend on the detailed design of the complex.

4.0 ITEM FOR CONSIDERATION

The layout plan prepared within the parameters given above is submitted for consideration of the Technical Committee.

After this follow up action for land acquisition and other planning related matters shall be taken up.

 
14/11
2011

Table 'A'

Sl. No.	Use / Sector	Approx Nos. (Units)	Approx. Floor Area (Sq.m.)	Approx. Land Area (ha.)
A.	FACILITIES Bus terminal Sub fire station P & T Office Police Post Health Centre Major E.S.S. Sub Total	1 1 2 2 2 2	3120 6000 3000 1400 2000 15520	1.20 0.60 0.30 0.20 0.20 0.70 3.20
B.	SERVICE & REPAIR Petrol Pump Formal Shops, restaurants Informal Shops Offices, Banks Residential (Dormitories etc.) E.S.S. Sub Total	2 100 100 2	600 4650 1000 6250 6250 18750	0.60 1.85 0.05 2.50
C.	COMMERCIAL CENTRE Retail formal shops Informal Shops Commercial Offices Recreation Hall Hotel Sub Total	As per detailed design	13400 3500 12000 28900	2.0 2.0 0.80 3.0
D.	WHOLESALE & WAREHOUSING Foodgrains Textile & Products Fruits & Vegetables Iron & Steel Hardware & Building Materials Paper Timber, saw mills Saw mills Sub Total	200 1200 400 210 500 160 439 133 3242	40000 120000 80000 44000 72000 38000 89500 25125 508625	3.1 8.3 5.0 3.1 5.0 2.7 11.4 38.6
E.	TRUCK TERMINAL Transport Agencies & Warehousing Commission Agents Workshops Sub Total	300 50 350	50000 9000 1000 60000	8.4 0.4 1.4 10.2
F.	PARKING Truck Parking Passenger Vehicle Parking Sub Total			9.6 10.0 19.6
G.	MAJOR ROADS & CIRCULATION			23.0
H.	MAJOR OPEN SPACES			25.0
I.	RAILWAY SIDING			20.0
J.	BLACK OIL DEPOT & E.S.S.			13.0
	GRAND TOTAL			158.0

[Handwritten signature]

Sub: A proposal to contain misuse of residential premises and non-conforming activities and proposed amendments in Mixed Use Regulations of MPD 2001.

File No.F-10(5) 81/MP

1.0 BACKGROUND

A proposal to liberalise the concept of mixed and conforming/non-conforming land uses as prevailing under the MPD 2001 was presented for consideration of the Technical Committee in its meeting on 8/10/96.

The proposal suggested the following amendments:

1.1 Mixed Use Regulation

- Deletion of the para 3 on p.166(G). "A layout plan.... Competent Authority" as preparation of a layout plan is a cumbersome and time consuming process.
- Deletion of the provision that "the establishment shall be run only by the residents of the dwelling unit" (ii-P-165G) as this is difficult to enforce.
- Mixed use in residential premises shall be allowed if the plot is facing roads of minimum R/W:

Special Area	-	9.0m
Rehabilitation Colonies	-	13.5m
Other Areas	-	18.0m

Mixed use shall not be permitted in the Bungalow Areas of New Delhi and Civil Lines, or any other areas which may be specified.

1.2 Guest Houses, Banks & Commercial Offices

- Inclusion of Guest Houses, Banks & Commercial Offices in the list of permissible uses, under Mixed Use Regulations.
- The above, to be allowed in residential plots of minimum size of 209.0 Sq.m and facing minimum 18.0 R/W road (13.5 m in

B. J. Khan

resettlement colonies and minimum 9.0m R/W in special Area) to the extent of maximum two-thirds of the permitted floor area.

1.3 Residential Plot-Group Housing (002)

A maximum of 5% of the permissible FAR may be allowed for commercial use and 2% for public and semi-public facilities subject to payment of conversion fee.

1.4 Manufacturing Land Use

A maximum of 20% of permissible FAR may be permitted for commercial offices subject to the payment of conversion fee.

2.0 The Technical Committee decided that a discussion meeting be held with representatives of PHD Chamber of Commerce, FICCI, Federation of Cooperative Group Housing Societies, TCPO, NDMC and MCD and the proposal as may be modified in light of views emerging out of such an action be brought before the Technical Committee.

2.1 Accordingly a meeting was held on 31/10/1996 in which the representatives of the Apex Association of DDA Colonies, Delhi Cooperative Federation, FICCI, Federation of Co-operative Group Housing Societies, PHD Chamber of Commerce, Confederation of Small Scale Industries of India, TCPO, MCD and NDMC participated.

In addition, officers of concerned departments of DDA also attended the meeting.

A background note containing broadly the above mentioned proposals was circulated in advance and opinions were sought. The note further mentioned that the conversion charges thus generated may be kept under a special fund and be used for meeting deficiencies and the needs of urban infrastructure, e.g. parking, social/physical infrastructure, etc. Strict punitive action may be initiated to check misuse of land use, after these relaxations. Adoption of this flexibility shall require amendments in the provisions of MPD-2001.

3.0 The opinions that emerged out of the meeting are as follows:

- Representatives of the PHD Chamber of Commerce were of the view that flexibility of use permissibility is inevitable and it has to be accepted considering the needs and



worldwide trends of greater mixed land use and new technologies.

- Representatives of the Residents' Federations and Cooperative Societies confined their observations to mainly Group Housing areas. They expressed concern that mixed use may lead to degradation of the residential environment in aspects of infrastructure and security. However essential conveniences, like Banking/Postal Services, Milk & Vegetable Booths, Super Bazaar, etc. may be allowed.
- In the initial stages of development of new colonies, the formal commercial properties/functions are not economically viable and there is also a time lag in their provision. Permission of mixed use may therefore be helpful in meeting the deficiency of facilities and immediate needs of residents.
- Mixed use facilitates small entrepreneurs to establish a more efficient Work - Home relationship.

The participants requested a weeks' time to react in writing. However, these have not yet been received.

4.0 Based on the discussions and opinions emerging, it is proposed that proposals of mixed use be considered and simultaneously the problems of the residential environment be mitigated through:

- Prioritising the augmentation of infrastructural facilities from the proposed City Development Fund.
- Security to be ensured through an appropriate management mechanism, between the residents and entrepreneurs, with the latter accepting it as a prime responsibility.

5.0 Keeping in view the opinions as contained in para 3.0, the proposals given in paras 1.0 and 4.0 are submitted for consideration of the Technical Committee.

By [Signature]



14.11.96
AC (Proposed)

Sub: Proposed regulations for permitting 'public and semi-public facilities' in rural use zone/green belt in Delhi.
F 20(19)96-MP

1. BACKGROUND

Rural areas/green belts in Delhi as envisaged in MPD-2001 are always in the state of transition and there are continuous growing demands/requests that certain uses may have to be permitted with lesser intensity of development with a view to maintain the character of area and also ensure the smooth growth of the city.

According to MPD-2001 in rural use zone (A-3) and green belt (A-2) a rural centre, public and semi-public facilities (within 0.5 km. of settlement), orchard, plant nursery, wireless and transmission, forest, extractive industries (only division (L&P), Dairy Colonies and farm houses are permitted. In addition, public utilities (electricity, sewerage, water, etc.), park, parking, circulation and public conveniences are also permitted in these areas as per MPD-2001.

Authority in its meeting held on 6.9.96 considered the revised proposal to locate motels in rural use zone/green belt and also regulations in this regard and the request has been forwarded to MOUA&E. According to this, Ministry has been requested to accord approval for the same proposing therein two categories in terms of built-up area/size and location of different roads by granting planning permission on payment of conversion and other charges as decided by the Authority. The proposed modification in MPD 2001 recommended to the Ministry for approval is reproduced below:

"Setting up of motels (and such other public and semi-public facilities for which specific regulations have been framed by the Authority) may be permitted by the Authority in rural zone/green belt by granting a planning permission including permission to convert the land use on payment of such conversion and other charges as notified by the Authority from time to time and subject to such other conditions as may be prescribed under the regulations on this behalf".

2. PROPOSALS

Persuant to Authority's decision referred to in para above and with a view to cope up with the growing demand of such facilities in Delhi, draft regulations for permitting public and semi-public facilities have also been worked out. The recommended regulations are on similar lines as that of Motel Regulations providing different norms with respect to their location on NH/SH^{de} and accordingly, FAR for the building has also been separately provided. The proposal has no provision for maximum ground coverage as the building will be controlled by the maximum height and maximum FAR. Proposed regulations is annexed (Appendix .I..).

The proposed Regulations for permitting Public & Semi-public facilities in Rural use Zone/Green belt are submitted for consideration of Technical Committee.

AC
15.XI.96

AC (D-CB)

DRAFT NOTIFICATION

Sub: Proposed Regulations for permitting 'Public & Semi Public facilities in Rural Use Zone/Green Belt in Delhi.
(Regulations in exercise of the Powers conferred by sub-section (i) of Section 57 of the Delhi Development Act, 1957 (No.61 of 1957).

1. Location:

Public & Semi public facilities on road of around 20 metre right-of-way and above.

2. Type of Facilities:

Category-A: Facilities of larger size : Proposed to be located on National Highways (90 meter R/W) and State Highways (60 meter R/W)

Category-B: Facilities of smaller size : Proposed to be located on roads of around 20 meters R/W and above.

3. Development Controls:

I. Common Norms : (For Category-A & B)

i) Minimum width of access and drive way road:

The minimum width of the drive way used for entry into an exit on a plot shall be 9 meters.

ii) Basement:

Basement equivalent to the ground coverage shall be allowed free from FAR to the extent necessary for air-conditioning plants, filtration plants, Electric sub-station, parking and other essential services only.

iii) Parking:

Parking shall be provided on a minimum scale of 2.5 ECS per 100 sqm. floor area. The increase in the minimum scale has been done as the mode of travel by transport only.

iv) Retail & Service Shop:

Due to isolated location rural use zone 2% of total FAR is recommended to be used for retail & service shop.

- v) Minimum size of plot:
2 times of the Planning Standard as per MPD 2001.
- vi) Residential:
Upto 30% of the total floor area shall be allowed for residential purposes i.e. hostel, servant/staff quarter/guest accommodation etc.
- vii) A minimum of 50% of the eligible plot area will be landscaped.
- viii) Maximum FAR:
 - a) for educational institutions: 25
 - b) For others 50
- ix) Maximum height:
15 mtr.

B) SEPARATE NORMS:

In addition, the following separate norms are proposed for category 'A' & 'B' institutions:

Category 'A' : Size of plot:

- i) Maximum size plot: 4 times of the planning standard as per MPD 2001
- ii) Max. set back: 15 mtr. after leaving 100 mtr. on National Highway and 60 mtr. on State Highway (as per Regional Plan-2001)
Rear & Sides: 9 mtr. each.

Category 'B' : Size of Plot:

- i) Maximum 3 times of the planning standard as per MPD-2001
- ii) Min. set back As per MPD-2001

4. Grant of Planning Permission:

The applications alongwith necessary documents/plans that may be received in this regard will be scrutinised duly in accordance with the regulations and on payment of such conversion charges and other charges that may be notified by the Authority from time to time, planning permission may be granted subject to the following conditions:

- a) Planning permission shall be valid for a period of one year during which the applicant will have to take the necessary building/development permission from the appropriate Authority and commence construction within one year and complete the development within 3 years from the date of this planning permission failing, which the planning permission shall lapse unless it is renewed/revalidated on payment of renewal/revalidation fees as may be decided by the Authority.

- b) All other conditions for clearance of use of the land which are so required in connection with the approval of sanction for development shall be obtained from the prescribed authority.
- c) Provision of infrastructure such as water and electric supply, sewerage, drainage, etc. shall be provided on a scale and according to the standard satisfactory to the building regulatory Authority.
- d) Undertaking shall be required from the applicant for surrendering the land for road widening/increasing the right of way of road (including laying of underground/overhead services) whenever required in front of Motel.
- e) These conditions as laid down in the planning permission will automatically form the part of the condition which may be stipulated by the Building Regulatory Authority.
- f) Plan permission will carry a condition that the land owner will pay additional charges at the time of seeking permission to use additional floor space accruing as a result of revision of any existing regulation/rule/byelaws or imposition of any new regulation/relaxation applicable to that plot/area/use.
- g) The composition fee policy in force for late construction will also be applicable as in other cases.
- h) Use of the premises and the plot for any use other than permitted would be construed as misuse and the policy of misuse in force would be made applicable.

5. Conversion Charges :

The requests/applications received and found in order, planning permission for change of land use shall be granted by the Authority under these Regulations.

6. Other Charges :

a) Betterment Charges:

The Authority may also decide from time to time the action and manner for levying betterment charges which shall be payable for grant of planning under these regulations.

b) Development Charges :

The Authority undertaking the development in the said area may also levy development charges payable for sanction of building permit under these regulations.

C.P.P.
Address (DeB)

SUB : Land distribution and development norms
for Technical Education Centre, Polytechnic,
ITI, Coaching Centre etc.
F.9(2)96-MP

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1. REFERENCE :

Time to time the Directorate of Technical Education, GNCTD (now) Department of Training and Technical Education, Govt. of Delhi have been sponsoring/recommending to DDA for allotment of land for establishment of Institutes for Diploma level, education, giving a break up of land to be utilised such as for institute building, sports/play areas etc. One of the such case is BhartiyaBrahmin Charitable Trust where the Deptt. of Tech. Edu. GNCTD has recommended for 2.38 ha. of land out of which 50% is for institute building and 50% is for 'sports/recreational.'

2. MPD-2001 PROVISIONS :

MPD-2001 has recommended Norms for the provisions of educational facilities at various level, right from 'Nursery' to 'Higher General Edu.' Under Technical Education it recommends (i) Technical Education Centre 'A' (ii) Technical Education Centre 'B', Engineering College, Medical Colleges etc. However, MPD-2001 has neither given any area break up (area for institutional building/residential/play fields) for Technical Education Centre 'A' & 'B' nor development controls.

3. EXAMINATION

- 1) All India Council for Technical Education.
 - A. The book on 'Norms & Standards on Technical Education' published by the All India

DD(MP&DC) [Signature]
D/o (DC&MP) [Signature]

Council for Tech. Education (AICTE) has divided the Technical Education in following categories :-

- a. Engineering & Technology (Degree Programme).
- b. Management Education

AND

- . Computer Application (MCA)
- c. Pharmacy Education (Diploma & Degree Programme)
- d. Architecture Education (Degree or Equivalent Programme).
- e. Town & Country Planning Education (Under Graduate & Post Graduate).
- f. Hotel Management & Catering Technology (Dip. & Degree Programme).
- g. Technical Education (Polytechnic Instt.)

ii. Further this book has also given

- INFRASTRUCTURE NORMS i.e. norms for Institute building area and total land area requirement etc. for above mentioned Technical Instt. These norms are directly related with in-take/per year and no. of courses & duration of courses.

iii. In the Chapter TECHNICAL EDUCATION (Poly technic institute) of this book, Diploma programmes have been classified in following categories :-

- a. Diploma Programme in Engineering/Technology.
- b. Diploma Programme in other Discipline.
- c. Diploma Programme in Applied Arts/Crafts.

iv. AICTE has further mentioned that the above. Diploma Programmes/Infrastructure should be considered a broad guidelines and suggests to promote innovations in design/revision of curriculam by the curriculam Development Centres in the state, and Technical Teachers Training Institute at various states.

Dr. P. V. Rao

4. ISSUES IDENTIFIED

Following issues were identified and discussed with officers of Deptt. of Training & Technical Education, GNCTD.

- a. No. of such institutes per 10,00,000 population.
- b. Whether land for ITI, Polytechnic & Coaching Centres be provided seperately or as part of the Tech. Education Centre (A&B) or both types of arrangements shall be required.
- c. The Technical Institutes which can be added to the list of MPD-2001 (i.e. polytechnic/ITI/coaching centre).
- d. The requirement of total land and area for various institutes break-up (i.e. Institute Building, play field, residential & Parking).

5. RECOMMENDATIONS

Discussions indicated the following :-

- i) MPD-2001 provisions i.e. Technical Education Centres (A) & (B) each for every 10 lakh population are reasonable.
- ii) Keeping in view the contribution of private applicant/voluntary organisations in this field, it will be desirable to ^{have} following options :-
 - a. Allotment of Technical Education Centre (A) & (B) as a composite centre (MPD-2001).
 - b. Allotment of land to individual institutions of ITI, Polytechnic, coaching centre, etc. on the basis of recommendations of Deptt. of Training & Technical Education, Govt. of Delhi. This could be done out of the area earmarked for Technical Education Centre (A) & (B).
- iii) However, a wider exercise may be initiated jointly by DDA in consultation with the

D. P.

d. The development norms as prescribed in MPD-2001 for 'Public & Semi Public Use' could be adopted till the detailed study as envisaged in para 5.3 is completed, as under :-

Max. Gr. Cov.	-	25%
Max. FAR	-	100
Max. Height	-	15 mtr.
Residential Use	-	15% of total floor area.
Basement	-	Below Gr. Floor and to the max. extent of Gr. Cov. shall be allowed & if used for parking and services should not be counted in FAR.

5. The above recommendations are placed before Technical Committee for consideration.


D.D. (MP & DC)


Director (DC & MP)