



SIR,

F. 20(P)36-MP/711 10/13

196
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
GOVERNMENT OF INDIA
NEW DELHI
INDIA

FROM: P. V. NARASIMHAIAH
JOINT DIRECTOR (MP)

NEW DELHI 5/2/71

To

Sh. R. Vigneshan,
Under Secretary to the Govt. of India,
Ministry of Urban Affairs & Employment,
Nirman Bhavan,
New Delhi

SUB: Change of land use of an area measuring 15.50 ha.
(38 acres) from 'Industrial' to 'Commercial' use
(6.07 ha.) and 'Residential' use (9.43 ha.) at
Jangpura New Delhi Municipal Council Ltd.

Sir,

Kindly refer to the office letter no. 13011/1/91-MP
dt. 12.7.71 regarding the development of JEL factory land in
Jangpura for commercial and residential purposes.

In this regard, I am directed to inform that the proposal for change of land use was considered by the Authority in the meeting held on 17.6.71 under item no. 5/71. While considering the proposal, the question of land use for commercial and residential purposes was discussed and the following points were noted:

- i) Change of land use will help supporting the growth of the public sector unit;
- ii) As per the Ministry's view point, extent of land under commercial use could be reduced so as to increase the land under residential use;
- iii) As per the views expressed by the FCR Planning Board, decision in the matter should be taken keeping in view the fact that the overall issue of siting / relocation of industries and consequent growth of land to be vacated is pending before the Supreme Court and that decision on change of land use will have repercussions on other areas of similar nature.

In the light of these discussions, it was decided that the Ministry be requested to take appropriate decision, keeping in view the above aspects.

Please find enclosed the copy of the above letter, representing the above draft minutes as approved by Chairman, J.C. Government, Delhi for your information and further action.

Thanking you,

Yours faithfully,

P. V. NARASIMHAIAH

Encl. 1

10/13

- Copy for information to
- (i) Chairman Managing Director, Hindustan Petroleum Corporation, New Delhi with reference to letter no. 13011/1/91-MP dt. 12.7.71
 - (ii) Joint Secretary, G.D., New Delhi

प्रीफैब लिमिटेड



259

HINDUSTAN PREFAB LIMITED

(सरकार का संस्थान)

(A Govt. of India Enterprise)

नई दिल्ली-110014 (भारत)

JANGPURA, NEW DELHI - 110014 (INDIA)

उद्देश्य संख्या

Our Ref. No. HPL/Secy/L-20/ 643

दिनांक

Dated 199

Shri R. K. Jain
Joint Director (MP)
Delhi Development Authority
Vikas Minar, I.P. Estate
New Delhi.

Sub: Change of land use of part of HPL Factory land from 'light service industry' to 'commercial/residential' at Jangpura, New Delhi.

Dear Sir,

Please refer to your letter No. F.20 (B)/BG-MP/701-702 dated 17.5.1999 wherein one of the observations mentioned by you is as under:-

- (a) "3.7 ha (9.31 acres) of land out of 11.61 ha (28.67 acres) in the possession of HPL be utilised for improvement of circulation pattern on both sides of Mathura Road."
2. In this connection we are to invite your attention to para 2 of Appendix 'A' of our letter No. HPL/Secy/L-20/2324 dated 19.11.98 which reads as under:
- "Along Mathura road on both sides vacant land about 4-10 acres was kept vacant for approach road to HPL in the year 1956. This land was given to HPL by L&DO for care and management to avoid encroachment. It is proposed that this land be earmarked for construction of approach road to HPL in the MPD - 2001."
3. Therefore, the land measuring 28.67 acres is exclusive of land required for approach road on both sides of the Mathura Road, which is available as mentioned in Para 2 above.

4. Kindly modify your orders accordingly.

Thanking you,

Yours faithfully,

प्र. प्र. प्र.

प्र. प्र. प्र.

Dy. Gen. Manager (L&DO) & Co. Secy.

: प्रीफैब

: PREFAB

टेलीफोन : 031-454906

TELEX : 031-75176

फैक्स : 031-454906

FAX : 031-6830165

फ़ोन : 031-454906

PHONE : 031-6830165

252

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मंत्रालय
VIKAS MINAR
एनएच 100
L.P. ESTATE

NO. F. 20(8)/88-MP/701-702
FROM : R.K. JAIN
JOINT DIRECTOR(MP)

117 MAY 1999
New Delhi-110002

TO

The Company Secretary and Manager(Law),
Hindustan Prefab Ltd.,
Jangpura, New Delhi.

Subj: Change of land use of part of HPL Factory land from 'light and service industry' to 'commercial/residential' at Jangpura, New Delhi

Sir,

This is reference to your letter no.HPL/Secy./L-20/2326 dated 19.11.98 regarding the objections/suggestions in response to the public notice of 25.9.98. The matter has been examined in the M&A and discussed in the Technical Committee held on 7.4.99 wherein Technical Committee recommended the change of land use of 11.61 ha (28.67 acres) from 'industrial' to 'commercial' (6.07 ha) and 'residential' (5.54 ha) at Hindustan Prefab Ltd. with the following observations :

- 3.7 ha (9.31 acres) of land out of 11.61 ha (28.67 acres) in the possession of HPL be utilized for improvement of circulation pattern on both sides of Mathura Road.
- HPL would undertake a fresh parking study which could also include possibility of their area to have an approach/access from Gali Vihar /Ring Road.

You are requested to submit the parking proposals and circulation plans of the site, so, that the matter may be expedited further and processed accordingly.

Thanking You,



Yours faithfully,



(R.K. JAIN)
JOINT DIRECTOR(MP)

Copy to : Shri N.K. Chadda, Under Secretary (DD), Govt. of India, Ministry, Nirman Bhawan, New Delhi, w.r.to his letter no.F-1111/8/91-PDIA dated 23.4.98 for information.

ITEM NO.
51/96

A-17-6-96

Sub : Change of land use of an area measuring 15.38 ha (38 acres) from 'industrial' to 'commercial use' (6.07 Ha) and 'residential use' (5.54 ha) at Jangpura New Delhi - Hindustan Prefab Ltd.
F.20(8)88/MP

P R E C I S

Reference is invited to the letter dt.6.7.94 (App. B. P.No. 13) from Chairman and Managing Director, Hindustan Prefab Ltd., a Govt. of India enterprise for processing of change of land use for 15.38 hect. (38 acres) of land in Jangpura, out of which 9.31 hect. (23 acres) is used for factory purposes and 2.0 hect. (5 acres) is used for residential purposes. Attention is also invited to the letter dt.29.12.93 (App. B. P.No. 14) from Ministry of Urban Development vide which 'no objection' for redevelopment of 5 of the land for commercial exploitation has been requested.

2. The land use of the area as per MPD-2001 is 'light industries' and it is requested to change the land use to 'commercial/residential'.

3. The proposal is to use 100 FAR i.e. about 9 acres of land for commercial purposes with 100 FAR, generating out 40,000 sq.mtrs. of floor space, so that company can re-induct new technology from the proceeds of commercial use. The site is unapproachable from all the sides but could have access from Mathura Road by way of a clover-leaf flyover which will be provided by BPL as per the specifications and sections suggested in the proposal or alternative suggested by DDA. The clover-leaf proposal has conceptual approval from the Ministry of Surface Transport.

4. The proposal was earlier considered by the Technical Committee in its meeting held on 10.5.95 vide item no.23/95 and it was recommended to process the change of land use of land measuring 15.38 ha. (38 acres) for 'residential use' 9.31 ha. (23 acres approx.) and 'commercial use' 6.07 ha. (15 acres approx.) with the

Contd./...

following conditions:-

- i) It would be essential to add one lane on either side of existing fly over for which expenses are to be borne by HPL Ltd.
- ii) The area for which change of land use is recommended will be developed as per development control norms stipulated in MPD-2001.
- iii) Addl. costs towards improvement of the road network is to be borne by HPL Ltd. and accordingly, scheme is to be prepared by HP Ltd.

5. The decision of the Technical Committee was communicated to HPL vide letter dated 7.9.95. HPL has forwarded their scheme for the development of HPL factory land in Jangpura with the following :-

- i) In fact HPL has 28.689 acres of land and the remaining land on both sides of Mathura Road is meant for approach road to HPL complex as per plan 686 approved by the Ministry of Surface Transport in 1956 when Mathura Road over bridge was constructed. This land was given to HPL for Care & Maintenance by L&DO.
- ii) The Board of Directors of HPL in their meeting held on 31.8.95 decided that HPL factory land be developed in phases as under:-
 - i) Commercial office complex 6.07 Ha. (15 acres)
 - ii) Residential 5.54 Ha. (13.689 acres)
 - iii) Approach road to HPL complex 4.04 Ha. (10 acres)
(Land lying on both sides of Mathura road).

6. The proposal was considered by the Technical Committee vide item no.97/95 held on 21.11.95. The Technical Committee recommended that in light of the fact that the case had already been considered earlier by the Technical committee, and that the proposal had administrative approval from the Govt. for phased shifting, the Technical committee agreed to the revised proposal for the change of land use for an area measuring 6.07 hect. from 'light manufacturing' to 'commercial' and for 5.54 Hect. from 'light manufacturing use' to 'residential' with the observation that the cost on im-

contd....

provement of road network would be borne by HPL and the facilities for residential use shall be provided as per MPD-2001.

7. The proposal is placed before the Authority for its consideration and approval of para '6' above and for processing the case under section 11-A of D.D. Act.

RESOLUTION

It was pointed out that the Technical Committee had agreed to the revised proposals of change of land use on account of Govt.'s administrative approval to the phased shifting. Following points of view were put forth during discussion.

- i) Change of land use will help supporting the revival of the public sector unit,
- ii) As per the Ministry's views point, extent of land under commercial use could be reduced so as to increase the land under residential use,
- iii) As per the views expressed by the NCR Planning Board, decision in the matter should be taken keeping in view the fact that the overall issue of shifting/relocation of industries and consequent reuse of land to be vacated is pending before the Supreme Court and that decision to change the land use will have repercussion on other cases of similar nature.

In the light of these discussions, it was resolved that the Ministry be requested to take appropriate decision, keeping in view the above aspects.

ATTESTED

V. Lalit

H. K. LAL
H. K. LALBAH
Assistant Secretary
Delhi Development Authority.

Suddhodan Roy,
Chairman & Managing Director.

HPL/CMD /55
6 July 94

The Vice Chairman
Delhi Development Authority
Vikas Sadan, INA, New Delhi.

Sub: Change in land use of HPL factory land in Jangpura
for commercial exploitation.

Ref: Ministry of Urban Development's letter No. O-17034/
9/93-PS dated 29.6.94 (copy enclosed).

Dear Sir,

Hindustan Prefab Limited is functioning as a Govt. of India Enterprise under the Administrative control of Ministry of Urban Development.

2. HPL is in possession of land ad-measuring 28.639 acres in Jangpura, New Delhi. This land is leased by L&DO. On about 5 acres of land there is a residential staff colony of HPL and on the remaining 23.639 acres of land, the factory operations are being carried out.
3. The Ministry of Urban Development vide letter No. O-17034/9/93-PS dated 29.12.93 has granted no objection for redevelopment of 1/3rd of factory land for commercial exploitation. HPL proposes to construct office complex on 1/3rd of this land.
4. The existing land use as per Master Plan No. 2001 is light industrial.
5. You are now requested to kindly convey the approval for change in land use from light industrial to commercial/residential.

Thanking you,

Yours faithfully

Sd/-

(S. Roy)
Chair & Mg. Director

Encl : As above.

APPENDIX 'C' TO ITEM NO. 51/96

No. 017034/9/93-PS
Government of India
Ministry of Urban Development
(Shahri Vikas Mantralaya)

Dated New Delhi 29.12.93

To

The Chairman-cum-Managing Director,
Hindustan Prefab Limited
Jangpura,
New Delhi 110 014

Sub: Import of machinery for manufacture of hollow core
slabs from France under the Indo-French Cooperation
programme in Housing and Building Technology.

Sir

I am directed to refer to your d.o. No. HPL/CMD/DO/637,
dated 07.12.1993, and to state that the Government has no
objection to the import of French machinery for the
manufacture of hollow core slabs by Hindustan Prefab
Limited. The proposal may be posed to the French protocol.
This will, however, be subject to the following conditions:-

- i) The proposal may be got approved by the Board of
Directors
- ii) A proper market survey may be conducted to
establish that HPL will have regular contracts for
a period of time for this products.

As regards redevelopment of 1/3rd of factory land, the
Government has no objection to exploit the full potential of
the land subject of course to various safeguards so that the
desired return flow out of the project. This is also
subject to condition that there will be no initiative
required by HPL in developing this property.

c Yours faithfully

sd/-
(R.K. Dhir)
Consultant (W)
Tel No. 3019004

DELHI DEVELOPMENT AUTHORITY
MANAGER (FLYOVER PROJECT) GR. I.

NO. F.5(2)EA/PT/Gr.I/DDA/PT.VI/847 Dt 15/6/99

Sh. R. K. Jain
Jt. Director (H.P.)
DDA, Vikas Minar
6th Floor,
New Delhi.

As Manager (Flyover Project) I have been coming to Technical Committee number of times but I find that the minutes of Technical Committee are not endorsed to this office and even if endorsed they do not reach timely. I find that minutes of Technical Committee meeting held on 7.4.99 have been issued by your office on 7.5.99 but so far these minutes have not come to my office. It is seen from the mailing list that the minutes have not even been endorsed to this office. I will request you to please endorse copies of minutes of meeting to all those who are connected with the particular Technical Committee ^{meeting} item at least.

Consequent to Technical Committee ^{meeting} held on 7.1.99, the drawings and write-up in respect of Flyover at - intersection of Nelson Mandela Road and Behrauli Mahipalpur Road as well as flyover at intersection of Jail Road and Mayapuri Road have already been submitted to your office after compliance of all the observations of Technical Committee. These projects have already been discussed in the Technical Committee meeting held on 10.6.99. As such, you are requested to issue drawings duly marked "approved by Technical Committee" for our reference and record.

(S. C. TAYAL)
MANAGER (FLYOVER PROJECT) GR. I.

Copy to:-

1. Director (Works) for information.
2. Director (TTU) DDA.
3. ER/PD. I & 3.

MANAGER (F.P.) GR. I.: DD.

Pl send to
minutes
RAT
apart

Perhaps we have
already sent you 72 min by
at: 2.4.99. Please check
& report.
ET-II 25/6

NO.F.1(10)/99-MP/ 900

22 JUN 1999

FROM : ANAND PARKASH
ASSTT.DIRECTOR (MP)

TO

The E.A. to Director(MM),
DDA, Kirti Nagar Lakkar Mandi,
New Delhi.

Sub.: Reg. Technical Committee held on 1.3.99 and 7.4.99.

...

Sir,

This is with reference to your letter no.F.5(2)EA/FP/
Pt.IV/33/DDA/810 dated 16.6.99 on the subject cited above.
In this regard, I am enclosing the minutes of the Technical
Committee meeting held on 1.3.99 and 7.4.99 for further
necessary action in the matter.

Thanking You,

Yours faithfully,


22/6/99
(ANAND PARKASH)
ASSTT.DIRECTOR (MP)

Encl.: as above.

O/C



DRAFT

Tb

The E.A. to Dir Dir (mm)

Subj: Regarding Tech. Committee held on
1-3-88 & 7-4-88.

Boir

This is with refer to your letter no. F-5(2) EA/FP/PT. VI/88/DDA/O/O dt: 16/6/88 on the subject cited above. In this regard, I am enclosing the ^{minutes of the} Tech. Committee meeting held on 1.3.88 & 5.4.88. for further w/g in these matters

Yours faithfully

yes today

End. As above.

~~R/K turn
Jt. Dev (P)
Award Protocol~~

1892

March 1st

Dear Mr. [illegible]
[illegible] [illegible] [illegible]

Very respectfully

[illegible] [illegible] [illegible]

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] [illegible] [illegible]

OFFICE OF THE DIRECTOR(M.M)
DELHI DEVELOPMENT AUTHORITY

NO.F.5(2)EA/FP/pt.VI/99/DDA/ 810

Dt:- 16/6/99

To
1289/mb
1716
1716

Sh. R.K. Jain,
Jt. Director(MP).
DDA, Vikas Minar,
New Delhi-2.

SUB:- Regarding Technical Committee held on
1.3.99 and 7.4.99.

I am directed to request you to send
copies of minutes of Technical Committee held
on 1.3.99 and 7.4.99, which have not been sent
to this office earlier.

This may kindly be looked on Priority.

M. M. Jain
R.K. Jain
1716
D. D. A.

Sh. R.K. Jain
16/6/99
E.A. to Dir.(MM)
D.D.A.

Minutes of T.C. held on 1/3/99 and 7/4/99
are enclosed with the letter to
send to EA to Dir(M.M)

AD(M.M.)
21/6/99

Please put up in
file NO. F. 1 (10) 99/MP
for further u/s.

UT-II

21/6/99

OFFICE OF THE DIRECTOR (M.M.)
TECHNICAL ASSISTANT AUTHORITY

It, Mr. (Mr.)

12/10/12

Mr. J. K. Jahn,
Director (M.M.),
U.S. Army,
Washington, D.C.

SUBJECT: Regulation Technical Committee
1.1.22 and 1.4.22

I am directed to request you to send
copies of minutes of Technical Committee held
on 1.1.22 and 1.4.22, which have not been sent
to this office earlier.

This may kindly be looked on priority.

Yours truly,

W. J. Jahn,
Director (M.M.).

W. J. Jahn
12/10/12

Minutes of T.C. held on 11/12/22 and 1/4/22
are enclosed with this letter to
send to T.C. to Mr. Jahn.

W. J. Jahn
12/10/12

W. J. Jahn

For Mr. Jahn
12/10/12

W. J. Jahn
12/10/12

W. J. Jahn

OFFICE OF THE DIRECTOR(M.M)
DELHI DEVELOPMENT AUTHORITY

NO.F.5(2)EA/FP/pt.VI/99/DDA/ 810

Dt:- 16/6/99

1289/mg
1716
Tg
STH
For

Sh. R.K. Jain,
Jt. Director(MP).
DDA, Vikas Minar,
New Delhi-2.

SUB:- Regarding Technical Committee held on
1.3.99 and 7.4.99.

I am directed to request you to send
copies of minutes of Technical Committee held
on 1.3.99 and 7.4.99, which have not been sent
to this office earlier.

This may kindly be looked on Priority.

M. M. M.

R.K. Jain
1716

Und W.

E.A. to Dir.(MM)
D.D.A.

Signature
16/6/99

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(12) P-18

Dated: 10.5.99

The 96th Technical Committee meeting held on 29.4.99 at 11.30 A.M. in Conference Hall, 5th floor, Vikas Minar, I.I. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. P.K. Bhow, Vice Chairman (In Chair)
2. Sh. R.K. Bhambhani, Engineer Member
3. Sh. Vijay Rised, Commr. (Plg.)
4. Sh. Chandra Bailabh, Addl. Commr. (AI)
5. Sh. A.K. Jain, Addl. Commr. (UD)
6. Sh. F.L. Banerjee, Addl. Commr. (DC&B) (Member Secretary)

F.C.P.O.

7. Sh. I.C. Bhurukhi, M.

M.C.D.

8. Sh. Chander Singh, Addl. M.

C.I.W.D.

9. Sh. Rajiv Shanker, Architect (Land)

DELHI TRAFFIC POLICE:

10. Sh. Sanjeev Tyagi (Traffic Inspector)

SPECIAL INVITES:

11. Sh. P.R. Bhandelwal, Ex. Ex. (MCD)
12. Sh. Sanjeev Kumar Jain Ex. Ex. (MCD)
13. Sh. S.C. Lohanwal, ACA(II), DDA
14. Sh. N.E. Aggarwal, OSD(Plg.), DDA
15. Dr. S.P. Bansal, Director (DC), DDA
16. Sh. Prakash Nain Director (TT), DDA
17. Sh. S. Srivastava, Director (AP-I) Plg., DDA
18. Sh. Ashok Kumar, Director (Rohr) Plg., DDA
19. Sh. H.S. Dhillon, Dy. Director (TT), DDA
20. Sh. R.M. Lal, Joint Director (TT), DDA
21. Sh. J.S. Sodhi J.D. (MCD), DDA
22. Smt. Poonam Dewan, Dy. Director (Land Scape), DDA.

OK Vikas Sadan

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Sub Minutes of the 96th Technical Committee meeting of the Delhi Development Authority held on 29.4.99 at 11.30 AM in the Conference Hall, 5th Floor, Vikas Mans, I.P. Estate, New Delhi.

1 Item No. 11/99

Sub Guidelines for grant of NOC of storage of petroleum products class B & C in the rural area in Delhi
File No. F.7(4)95-MP

The Technical Committee recommended the guidelines for grant of temporary NOC for storage of petroleum products class 'B' and 'C' in rural areas in Delhi subject to conditions laid down in para 3 of the agenda including one more condition that packed petroleum products would not be allowed in underground storage area, for approval of the Authority

2 Item No. 13/99

Sub Pilot Project of multi level parking on DTC Depot Nehru Place fixing of Development norms
File No. F.3(98)98-MP

The item was deferred

3 Item No. 20/99

Sub Incorporation of proposed bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001
File No. 5(24)92 MP/P/1

In view of the fact that no objection/suggestion had been made against the incorporation of proposed bridge on river Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001, the Technical Committee recommended incorporation of the bridge proposal in the Master Plan for approval of the Authority. The suggestion of Pani Morcha for developing eco park near the bridge location to be considered by the implementing agency i.e. PWD, Delhi Government

4

ITEM NO 23/99

Sub: Change of land use of an area measuring 3.79 ha. from "Residential" to
 "Commercial" centre at Dheerpur DDA Scheme Delhi
File No F 20(16)95-MP

Sr Architect (NZ), HUPW was not available to present the agenda during the meeting. It was decided that the proposal be put up by Chief Architect in file to Vice-Chairman, DDA through Commr (Plg.)

5

ITEM NO 24/99

Sub: Grade Separator on Jail Road on Najafgarh Road Crossing (at Tilak Nagar)
File no F 5(25)91-MP

The item was laid on table. In order to examine the proposal of grade separator on Najafgarh Road on Jail Road crossing (at Tilak Nagar) with respect to MRTS routes Technical Committee desired that MCD be requested to send the grade separator drawings to DDA as well as RITES.

(K K BANDOPADHAYAY)
 ADDL. COMM. (DC&B)
 MEMBER SECRETARY

NOT F 1(12)99-MP

Dt: 10.5.99

Copy to

- ✓ 1 OSD to VC for information of the latter
- ✓ 2 Engineer Member DDA *10/5/99*
- ✓ 3 Principal Commissioner, DDA
- 4 Commissioner (Planning), DDA
- ✓ 5 Commissioner (I.D.), DDA *10/5/99*
- ✓ 6 Commissioner (I.M.), DDA *10/5/99*
- 7 Chief Architect, DDA
- 8 Addl Commr (MPD)

⑨ Director Building Deptn *10/5/99*

9. Addl Commr (AP) DDV
10. Chief Planner (CPO)
11. Chief Architect (NDMC)
12. Town Planner (MCD)
13. Secretary (D/A)
14. Land & Development Officer, MOI A&I
15. Sr Architect (H&IP) CPWD
16. Dy. Commissioner of Police (C)
17. Chief Engineer (Plg) DVB2
18. Director (Land Scape)
19. Secretary to Lt Governor

✓ *Director Plg - Building / MP*

W. J. Jaiswal

(*R. E. JAIN*)
 Lt Director (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(1b)/99-MP

Dated 7.5.99

The Technical Committee meeting held on 7.4.99 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Nagar, I.P.Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice-Chairman, (In Chair)
2. Sh.R.K.Bhandari, Engineer--Member
3. Sh. Vijay Rishod, Commissioner (Plg.)
4. Sh.K.K.Bandyopadhyay, Addl. Commr. (DC&B) Member-Secretary
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A.K. Jain, Addl. Commr. (UDP)
7. Sh. S.C. Karamwal, Chief Architect (Offctg.)
8. Mrs. Savita Bhandari, Director (LS)

DELHI TRAFFIC POLICE

9. Sh. M.S. Upadhyay, DCP

MUNICIPAL CORPORATION OF DELHI

10. Sh. Shamsher Singh, Addl. Town Planner

CENTRA PUBLIC WORKS DEVELOPMENT

11. Sh. Rajiv Shankar, Architect (Lands)

DELHI VIDYUT BOARD

12. Sh. D.K. Suri, Addl. Chief Engineer (Plg./SIDC)

T.C.P.O. : Sh. K.T. Gurnabhi, Addl. Chief Planner, ICPD

SPECIAL INVITES

13. Sh. S.P. Balnwait, Chief Engineer, PWD
14. Sh. T.S. Chopra, Addl. Chief General Manager (Roads), DTC
15. Sh. A. Bhardwaj, Architect, DTC, Project
16. Sh. R.P. Jain, Sr. Manager (), DTC
17. Sh. V.K. Suval, Group General Manager, RILS
18. Sh. B.J. Subgal, Advisor, RILS
19. Sh. Y.C. Rishi, Consultant, RILS
20. Sh. B.P. Kapur, Jr. G.M., RILS
21. Sh. B.L. Khurana, Chief Engineer (Electrical) DDA
22. Sh. C.L. Aggarwal, ACA-II, DDA
23. Sh. M.K. Aggarwal, DSP (Plg.) DDA
24. Sh. Prakash Narayan, Director (II) DDA
25. Sh. S. Srivastava, Director (AP) DDA

all Vikas Sader

26. Dr. S.P. Bansal, Director (DC) DDA
27. Sh. Ashok Kumar, Director (Rohini)DDA
28. Sh. K.L. Subharwal, Director (AP)III DDA
29. Sh. P.V. Mahashabdey, Jt. Director Rohini
30. Sh. S.C. Anand, Jt. Director (AF)I.
31. Sh. R.B. Lal, Jt. Director (Flg.)
32. Sh. B.J. Jain, Director MPD-21
33. Sh. D.K. Saluja, Director (AF)II
34. Sh. S.C. Nayal, Manager, FP-I
35. Sh. J.K. Malhotra, Manager, FP-II
36. Sh. L.K. Bamba, Lt./FD-III, DDA
37. Sh. Shekhar Day, Lt./FD-I, DDA
38. Sh. P.C. Sharma, CE/FD-II, DDA
39. Sh. R.K. Jain, Jt. Director (MP)DDA
40. Sh. N.K. Chakravarty, Jt. Director (AP)I
41. Sh. H.S. Dhillon, Dy. Director (IT)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Sub : Minutes of the 95th Technical Committee meeting of the Delhi Development Authority held on 7.4.99 at 10.00 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

1. Item No. 77/98

Sub : Grade Separator at Nelson Mandela Marg - Mehrauli Mahipalpur Road Intersection
File No. F5(13)98-MP

The modified scheme was presented by the consultant - RITES, comprising two phases. Phase-I of the scheme of fly-over along Mehrauli-Mahipalpur Road with other movements at grade was approved with the following conditions:-

- a) The proposal of long arm of the fly-over with a slope of 1 : 47 be interchanged to provide better access for residents of the planned localities.
- b) The alignment of Mehrauli-Mahipalpur Road within a length of 600 mts. as part of this scheme be taken as an inbuilt constraint while preparing the overall road alignment plan of Mehrauli-Mahipalpur Road.
- c) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

2. Item No. 78/98

Sub : Grade Separator of Ring Road No. 41 Intersection
File No. F.5(20)98-MP

The modified scheme of the proposed grade separator at Ring Road and Road No.41 intersection was presented by RITES. After detailed discussion together with the views of the PWD, GNCTD, the scheme was approved with the following conditions:-

- a) A separate exclusive slip road at the corner of the District Centre to be ensured for access to the District Centre without affecting any building block proposals within the District Centre.
- b) Two underpasses proposed in the circulation plan of the District Centre be appropriately integrated in the scheme. Shifting of one underpass close to the intersection as shown in the grade separator proposal was accepted considering the convenience of pedestrians close to the proposed MRTS corridor.
- c) PWD to realign the existing staircase for smooth entry/exit of the proposed sub-way from Wazirpur Depot side on Ring Road.
- d) An approved scheme of the proposed grade separator be sent to PWD, GNCTD, for suitable incorporation of traffic intersection improvement scheme of Road No 37 with the Ring Road.
- e) The entry/exit of the buses to the Wazirpur DTC Bus Depot be improved incorporating the suggestions of the D.C.P. (Traffic).
- f) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

3. Item No. 12/99

Sub - Grade Separator at Mayapuri Marg - Jail Road Intersection
File No. F.5(12)98-MP

The modified scheme of the grade separator at Mayapuri Marg - Jail Road intersection was presented by RITES. After detailed discussion, the scheme was approved by the Technical Committee with the following conditions :-

- a) In order to supplement the proper traffic movement in the adjoining areas the scheme of rail under/over bridge on Pankaji Road to be taken up on priority.
- b) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

4. Item No. 13/99

Sub: Pilot Project of Multi level parking on DTC Depot Nehru Place fixing of Development norms.

File No. F.3(98)98-MP

The item was deferred

5. Item No. 5/99

Sub: Change of land use of an area measuring 11.61 ha. (28.67 acres) from industrial to Commercial (6.07 ha.) and Residential (5.54 ha.) at Hindustan Prefab Ltd., Jangpura, New Delhi.

File No. F.20(8)88-MP

After considering the objections/suggestions, the Technical Committee recommended the change of land use of an area measuring 11.61 ha. (28.67 acres) from 'industrial' to 'commercial' (6.07 ha.) and 'residential' (5.54 ha.) at Hindustan Prefab Ltd. With the following observations:-

- a) 3.7 ha. (9.31 acres) of land out of 11.61 ha. (28.67 acres) in the possession of Hindustan Prefab Ltd. be utilised for improvement of circulation pattern on both sides of Mathura Road.
- b) HPL would undertake a fresh parking study which would also include possibility of their area to have an approach/access from Jal Vihar/Ring Road.

6. Item No. 11/99

Sub: Regarding policy for storage of Petroleum products class B & C in Rural and Urban areas in Delhi.

File No. F.7(4)95-MP

The item was deferred

7. Item No. 19/99

Sub: Change of land use of an area measuring 56.0 ha. (138.40 acres) approx. in the South of Mehrauli Mahipalpur Road, New Delhi.

File No. F.3(96)98-MP

The Technical Committee recommended the proposed change of land use of an area measuring 56.0 ha. (138.40 acres) comprising of three pockets from 'rural use' to 'residential' (37 ha.), 'recreational' (10 ha.) and 'public and semi-public facilities' (9 ha.) in the south of Mehrauli-Mahipalpur Road, New Delhi, as per the scheme prepared by the Rohini Project.

8 Item No. 20/99

Sub : Incorporation of proposed bridge on River Yamuna to connect Delhi with Noida in the Master Plan for Delhi 2001.
File No. F 5(24)92-MP

The item was deferred

9 Item No. 21/99

Sub : Revision of layout plan of Indian Institute of Technology at Hauz khas - Relaxation of set backs.
File No. F 3(2)99-MP

The Technical Committee recommended relaxation of setbacks for block already constructed from 30' to 21' for approval by the Authority. The Technical Committee observed that the Indian Institute of Technology be requested to follow the prescribed setbacks as per Master Plan in all its future buildings so that the prescribed circulation and parking areas did not get affected.

10 Item No. 22/99

Sub : Request for replacement of Asbestos roof in the DDA built industrial area, Okhla Phase-I & II.
File No. F 3(14)95-MP

The request for replacement of asbestos sloping roof in the DDA built industrial sheds at Okhla Industrial Area Phase-I and II was considered again by the Technical Committee. Whereas the view of Engineer Member, DDA, were for doubling the F.A.R., but after detailed discussion considering the various pros and cons, the proposal of flat RCC roof as requested by the Association was approved, subject to the following conditions:-

- a) All encroachments from public lands/roads/service lanes should be removed by the individual/Association;
- b) The height to be restricted to the existing bottom level of the truss, i.e. 4.5 mts.
- c) No basement, mezzanine and the staircase to be permitted.
- d) Proper light and ventilation as per building bye-laws to be provided. If so required, skylights may also have to be provided.
- e) No Objection Certificate be obtained from the Lands Branch of DDA under the Lease conditions.
- f) The building regulatory agency (MCD) to take stringent action against any unauthorised construction in the area, specially on the roof top.

- g) Undertaking about the compliance of above conditions be submitted to the building sanctioning authority, i.e. MCD by the individual/ Association under intimation to DDA.

11 OTHER ITEMS

- i. The proposal of grade separator at Mathura Road and Road No. 13 -A intersection near Sarita Vihar was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- ii. The proposal of grade separator at Vikas Marg Road No. 57 (Karkari More) was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iii. The proposal of grade separator at Wazirabad road and Road No. 66 was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iv. The proposal of grade separator at NH-24 bypass and Marginal Bund Road East was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.

The list of the officers present in the meeting is annexed.


(K.K. BANDOPADHAYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

NO.F.1 (10) 99-MP

dated 7.5.99.

COPY TO:

1. ✓ OSD to VC for information of the latter.
2. ✓ Engineer Member *2/11/99*
3. ✓ Principal Commissioner *2/11/99*
4. Commissioner (Planning) DDA
5. ✓ Commissioner (ID) DDA *10/5*
6. ✓ Commissioner (LM) DDA *10/5*
7. Chief Architect, DDA *10.5.99*
8. Addl. Commissioner MPD
9. Addl. Commissioner (AP) DDA
10. Chief Planner TCPO
11. Chief Architect, NDMC
12. Town Planner MCD
13. Secretary, DUAC
14. Land & Development Officer, MOUA&E
15. Sr. Architect, (H&TP) CPWD
16. Dy. Commissioner of Police (T)
17. Chief Engineer (Plg.) DVB
18. Director (Land Scape)
19. Secretary to Lt. Governor.

✓ Director (Building) *mar 8/1/99*

PH 1/10/99

(R.K. JAIN)
JT.DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. 1.1(1b)/99-MP

Dated 7.5.99

The Technical Committee meeting held on 7.4.99 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Nagar, I.P. Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh. P. K. Ghosh, Vice-Chairman, (In Chair)
2. Sh. R. K. Bhandari, Engineer-Member
3. Sh. Vijay Rishbud, Commissioner (Plg.)
4. Sh. K. K. Dandynopadhyay, Addl. Commr. (DC&B) Member-Secretary
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A. K. Jain, Addl. Commr. (UDP)
7. Sh. S. C. Karanwal, Chief Architect (Effctg.)
8. Mrs. Savita Bhandari, Director (LS)

DELHI TRAFFIC POLICE

9. Sh. M. S. Upadhyay, DCP

MUNICIPAL CORPORATION OF DELHI

10. Sh. Shamsher Singh, Addl. Town Planner

CENTRAL PUBLIC WORKS DEVELOPMENT

11. Sh. Rajiv Shankar, Architect (Lands)

DELHI VIDYUT BOARD

12. Sh. D. K. Suri, Addl. Chief Engineer (Plg./S.D.C.)

I.C.P.O. : Sh. K. L. Gurwahi, Addl. Chief Planner, ICPD
SPECIAL INVITEES

13. Sh. S. P. Baidwait, Chief Engineer, PWD
14. Sh. T. S. Chopra, Addl. Chief General Manager (Roads), DDC
15. Sh. A. Bhattacharya, Architect, DDC, Project
16. Sh. R. P. Jain, Sr. Manager (C), DDC
17. Sh. V. K. Suval, Group General Manager, RITES
18. Sh. D. J. Subgal, Advisor, RITES
19. Sh. Y. C. Rishi, Consultant, RITES
20. Sh. B. P. Kapur, Jr. S. M., RITES
21. Sh. B. L. Khurana, Chief Engineer (Electricals) DDA
22. Sh. C. L. Aggarwal, ACA-II, DDA
23. Sh. B. K. Aggarwal, ESU (Plg.) DDA
24. Sh. Prakash Narayan, Director (II) DDA
25. Sh. S. Srivastava, Director (AP) DDA

Sh. Uday Nava

26. Dr. S.P. Bansal, Director (DC) DDA
27. Sh. Ashok Kumar, Director (Robini)DDA
28. Sh. K.L. Sabharwal, Director (AP)III DDA
29. Sh. P.V. Mahashabdey, Jt. Director Robini
30. Sh. S.C. Anand, Jt. Director (AP)I.
31. Sh. R.B. Lal, Jt. Director (Flg.)
32. Sh. S.T. Jain, Director MPD-21
33. Sh. D.K. Saluja, Director (AP)II
34. Sh. S.C. Loyal, Manager, FP-1
35. Sh. D.K. Malhotra, Manager, FP-II
36. Sh. J.K. Bhandu, AL/FD-III, DDA
37. Sh. Shaktar Day, LL/FD-I, DDA
38. Sh. P.C. Sharma, EE/FD-II, DDA
39. Sh. R.K. Jain, Jt. Director (MP)DDA
40. Sh. N.K. Chakravarty, Jt. Director (AP)I
41. Sh. H.S. Dhillon, Dy. Director (IT)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Sub : Minutes of the 95th Technical Committee meeting of the Delhi Development Authority held on 7.4.99 at 10.00 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

1. Item No. 77/98

Sub : Grade Separator at Nelson Mandela Marg - Mehrauli Mahipalpur Road Intersection
File No. F5(13)98-MP

The modified scheme was presented by the consultant - RITES, comprising two phases. Phase-I of the scheme of fly-over along Mehrauli-Mahipalpur Road with other movements at grade was approved with the following conditions:-

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- b) The alignment of Mehrauli-Mahipalpur Road within a length of 600 mts. as part of this scheme be taken as an inbuilt constraint while preparing the overall road alignment plan of Mehrauli-Mahipalpur Road.
- c) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

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File No. F.5(20)98-MP

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- d) An approved scheme of the proposed grade separator be sent to PWD, GNDI, for suitable incorporation of traffic intersection improvement scheme of Road No.37 with the Ring Road.
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File No. F.5(12)98-MP

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4. Item No. 13/99

Sub: Pilot Project of Multi level parking on DTC Depot Nehru Place fixing of Development norms.
File No. F.3(98)98-MP

The item was deferred

5. Item No. 5/99

Sub: Change of land use of an area measuring 11.61 ha. (28.67 acres) from Industrial to Commercial (6.07 ha.) and Residential (5.54 ha.) at Hindustan Prefab Ltd., Jangpura, New Delhi.
File No. F.20(8)88-MP

After considering the objections/suggestions, the Technical Committee recommended the change of land use of an area measuring 11.61 ha. (28.67 acres) from 'industrial' to 'commercial' (6.07 ha.) and 'residential' (5.54 ha.) at Hindustan Prefab Ltd. With the following observations:-

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File No. F.7(4)95-MP

The item was deferred

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Sub: Change of land use of an area measuring 56.0 ha. (138.40 acres) approx. in the South of Mehrauli Mahipalpur Road, New Delhi
File No. F.3(96)98-MP

The Technical Committee recommended the proposed change of land use of an area measuring 56.0 ha. (138.40 acres) comprising of three pockets from 'rural use' to 'residential' (37 ha.), 'recreational' (10 ha.) and 'public and semi-public facilities' (9 ha.) in the south of Mehrauli Mahipalpur Road, New Delhi, as per the scheme prepared by the Rohini Project.

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Sub : Incorporation of proposed bridge on River Yamuna to connect Delhi with Noida in the Master Plan for Delhi 2001.
File No. F.5(24)92-MP

The item was deferred.

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Sub : Revision of layout plan of Indian Institute of Technology at Hauz khas - Relaxation of set backs.
File No. F.3(2)99-MP

The Technical Committee recommended relaxation of setbacks for block already constructed from 30' to 21' for approval by the Authority. The Technical Committee observed that the Indian Institute of Technology be requested to follow the prescribed setbacks as per Master Plan in all its future buildings so that the prescribed circulation and parking areas did not get affected.

10 Item No. 22/99

Sub : Request for replacement of Asbestos roof in the DDA built industrial area, Okhla Phase-I & II.
File No. F.3(14)95-MP

The request for replacement of asbestos sloping roof in the DDA built industrial sheds at Okhla Industrial Area Phase-I and II was considered again by the Technical Committee. Whereas the view of Engineer Member, DDA, were for doubling the F.A.R., but after detailed discussion considering the various pros and cons, the proposal of flat RCC roof as requested by the Association was approved, subject to the following conditions:-

- a) All encroachments from public lands/roads/service lanes should be removed by the individual/Association
- b) The height to be restricted to the existing bottom level of the truss, i.e. 4.5 mts.
- c) No basement, mezzanine and the staircase to be permitted.
- d) Proper light and ventilation as per building bye-laws to be provided. If so required, skylights may also have to be provided.
- e) No Objection Certificate be obtained from the Lands Branch of DDA under the Lease conditions
- f) The building regulatory agency (MCD) to take stringent action against any unauthorised construction in the area, specially on the roof top

- g) Undertaking about the compliance of above conditions be submitted to the building sanctioning authority, i.e. MCD by the individual/ Association under intimation to DDA.

11 OTHER ITEMS

- i. The proposal of grade separator at Mathura Road and Road No. 13 -A intersection near Sarita Vihar was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- ii. The proposal of grade separator at Vikas Marg Road No. 57, (Karkari More) was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iii. The proposal of grade separator at Wazirabad road and Road No. 66 was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iv. The proposal of grade separator at NH-24 bypass and Marginal Bund Road East was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.

The list of the officers present in the meeting is annexed.


(K.K. BANDOPADHAYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

NO.F.1(10)99-MP

COPY TO:

1. OSD to VC for information of the latter.
 2. Engineer Member
 3. Principal Commissioner
 - ✓ 4. Commissioner (Planning) DDA. 18/10/99
 5. Commissioner (LD) DDA
 6. Commissioner (LM) DDA
 - ✓ 7. Chief Architect, DDA 10/5/99
 - ✓ 8. Addl. Commissioner MDD 10/5/99
 - ✓ 9. Addl. Commissioner (AP) DDA 10/5/99
 10. Chief Planner TCPO
 11. Chief Architect, MDD
 12. Town Planner MDD
 13. Secretary, DUAC
 14. Land & Development Officer, MOUA&E
 15. Sr. Architect, (H&TP) CPWD
 16. Dy. Commissioner of Police (T)
 17. Chief Engineer (Plg.) DVB
 - ✓ 18. Director (Land Scape) 10/5/99
 19. Secretary to Lt. Governor.
- ✓ 20 Director P&D DDA 10/5/99
- ✓ 21 Director NCD DDA 10/5/99
- ✓ 22 Director MPD-2021 DDA 10/5/99
- ✓ 23 OSD Cplg DDA 10/5/99
- ✓ 24 Director Cplg AP-D DDA 10/5/99
- ✓ 25 Director Plg. (AP-D) DDA 10/5/99
- ✓ 26 Director Plg. AP-D DDA 10/5/99
- ✓ 27 Director Plg. Narela DDA 10/5/99
- (R.K. JAIN)
JT.DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(10)/99-MP

Dated 7.5.99

The Technical Committee meeting held
on 7.4.99 at 10.00 A.M. in the Conference Hall, 5th. floor, Vikas
Minar, J.P. Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh. P. K. Ghosh, Vice-Chairman, (In Chair)
2. Sh. R. K. Bhandari, Engineer-Member
3. Sh. Vijay Rishud, Commissioner (Plg.)
4. Sh. K. K. Bandyopadhyay, Addl. Commr. (DC&D) Member-Secretary
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A. K. Jain, Addl. Commr. (UDP)
7. Sh. S. C. Karanwal, Chief Architect (offctg.)
8. Mrs. Savita Bhandari, Director (LS)

DELHI TRAFFIC POLICE

9. Sh. M. S. Upadhyay, DCP

MUNICIPAL CORPORATION OF DELHI

10. Sh. Shamsher Singh, Addl. Town Planner

CENTRA PUBLIC WORKS DEVELOPMENT

11. Sh. Rajiv Shankar, Architect (Lands)

DELHI VIDYUT BOARD

12. Sh. D. K. Suri, Addl. Chief Engineer (Plg./SIDC)

I.C.P.O. : Sh. K. T. Garmukhi, Addl. Chief Planner, ICPO

SPECIAL INVITEES

13. Sh. S. P. Dalnwait, Chief Engineer, PWD
14. Sh. T. S. Chopra, Addl. Chief General Manager (Roads), DIC
15. Sh. A. Bhardwaj, Architect, DIC, Project
16. Sh. R. P. Jain, Sr. Manager (C), DIC
17. Sh. V. K. Suval, Group General Manager, RTES
18. Sh. P. I. Subgal, Advisor, RTES
19. Sh. Y. C. Rishi, Consultant, RTES
20. Sh. D. P. Kapur, Jr. G. M., RTES
21. Sh. B. L. Khorana, Chief Engineer (Electrical) DDA
22. Sh. C. L. Aggarwal, ACA-II, DDA
23. Sh. H. K. Aggarwal, CGO (Plg.) DDA
24. Sh. Prakash Narayan, Director (TI) DDA
25. Sh. S. Srivastava, Director (AP) DDA

26 outside

26. Dr. S.P. Bansal, Director (DC) DDA
27. Sh. Ashok Kumar, Director (Subini)DDA
28. Sh. K.L. Subharwal, Director (AP)III DDA
29. Sh. P.V. Mahashabdey, Jt. Director Robini
30. Sh. S.L. Anand, Jt. Director (AI)I.
31. Sh. R.B. Tal, Jt. Director (Elg.)
32. Sh. B.J. Jain, Director MPD-21
33. Sh. D.K. Saluja, Director (AP)II
34. Sh. S.C. Nayal, Manager, FP-I
35. Sh. J.K. Malhotra, Manager, FP-II
36. Sh. L.B. Anand, AI/FD-III, DDA
37. Sh. Shaktar Day, AI/FD-I, DDA
38. Sh. P.C. Sharma, EE/FD-II, DDA
39. Sh. R.K. Jain, Jt. Director (MP)DDA
40. Sh. N.K. Chakravarty, Jt. Director (AP)I
41. Sh. H.S. Dhillon, Dy. Director (II)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Sub : Minutes of the 95th Technical Committee meeting of the Delhi Development Authority held on 7.4.99 at 10.00 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

1. Item No. 77/98

Sub : Grade Separator at Nelson Mandela Marg - Mehrauli Mahipalpur Road Intersection
File No. F5(13)98-MP

The modified scheme was presented by the consultant - RITES, comprising two phases. Phase I of the scheme of fly-over along Mehrauli Mahipalpur Road with other movements at grade was approved with the following conditions:-

- a) The proposal of long arm of the fly over with a slope of 1 : 47 be interchanged to provide better access for residents of the planned localities.
- b) The alignment of Mehrauli-Mahipalpur Road within a length of 600 mts. as part of this scheme be taken as an inbuilt constraint while preparing the overall road alignment plan of Mehrauli-Mahipalpur Road.
- c) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

2. Item No. 78/98

Sub : Grade Separator of Ring Road No. 41 Intersection
File No. F.5(20)98-MP

The modified scheme of the proposed grade separator at Ring Road and Road No.41 intersection was presented by RITES. After detailed discussion together with the views of the PWD, GNCTD, the scheme was approved with the following conditions:-

- a) A separate exclusive slip road at the corner of the District Centre to be ensured for access to the District Centre without affecting any building block proposals within the District Centre.
- b) Two underpasses proposed in the circulation plan of the District Centre be appropriately integrated in the scheme. Shifting of one underpass close to the intersection as shown in the grade separator proposal was accepted considering the convenience of pedestrians close to the proposed MRTS corridor.
- c) PWD to realign the existing staircase for smooth entry/exit of the proposed sub-way from Wazirpur Depot side on Ring Road.
- d) An approved scheme of the proposed grade separator be sent to PWD, GNCID, for suitable incorporation of traffic intersection improvement scheme of Road No.37 with the Ring Road.
- e) The entry/exit of the buses to the Wazirpur DTC Bus Depot be improved incorporating the suggestions of the D.C.P.(Traffic).
- f) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

3. Item No 12/99

Sub : Grade Separator at Mayapuri Marg - Jail Road Intersection
File No. E.5(12)98-MP

The modified scheme of the grade separator at Mayapuri Marg - Jail Road intersection was presented by RITES. After detailed discussion, the scheme was approved by the Technical Committee with the following conditions :-

- a) In order to supplement the proper traffic movement in the adjoining areas the scheme of rail under/over bridge on Pankha Road to be taken up on priority.
- b) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

4. Item No. 13/99

Sub : Pilot Project of Multi level parking on DTC Depot Nehru Place fixing of Development norms.

File No. F.3(98)98-MP

The item was deferred.

5. Item No. 5/99

Sub : Change of land use of an area measuring 11.61 ha (28.67 acres) from Industrial to Commercial (6.07 ha) and Residential (5.54 ha) at Hindustan Prefab Ltd., Jangpura, New Delhi.

File No. F.20(8)88-MP

After considering the objections/suggestions, the Technical Committee recommended the change of land use of an area measuring 11.61 ha. (28.67 acres) from 'industrial' to 'commercial' (6.07 ha.) and 'residential' (5.54 ha.) at Hindustan Prefab Ltd. With the following observations:-

- a) 3.7 ha. (9.31 acres) of land out of 11.61 ha. (28.67 acres) in the possession of Hindustan Prefab Ltd. be utilised for improvement of circulation pattern on both sides of Mathura Road.
- b) HPL would undertake a fresh parking study which would also include possibility of their area to have an approach/access from Jal Vihar/Ring Road

6. Item No. 11/99

Sub : Regarding policy for storage of Petroleum products class B & C in Rural and Urban areas in Delhi

File No. F.7(4)95-MP

The item was deferred.

7. Item No. 19/99

Sub : Change of land use of an area measuring 56.0 ha. (138.40 acres) approx. in the South of Mehrauli Mahipalpur Road, New Delhi.

File No. F.3(96)98-MP

The Technical Committee recommended the proposed change of land use of an area measuring 56.0 ha. (138.40 acres) comprising of three pockets from 'rural use' to 'residential' (37 ha.), 'recreational' (10 ha.) and 'public and semi-public facilities' (9 ha.) in the south of Mehrauli-Mahipalpur Road, New Delhi, as per the scheme prepared by the Rohini Project.

8 Item No. 20/99

Sub : Incorporation of proposed bridge on River Yamuna to connect Delhi with Noida in the Master Plan for Delhi 2001.
File No. F.5(24)92-MP

The item was deferred.

9 Item No. 21/99

Sub : Revision of layout plan of Indian Institute of Technology at Hauz khas - Relaxation of set backs.
File No. F.3(2)99-MP

The Technical Committee recommended relaxation of setbacks for block already constructed from 30' to 21' for approval by the Authority. The Technical Committee observed that the Indian Institute of Technology be requested to follow the prescribed setbacks as per Master Plan in all its future buildings so that the prescribed circulation and parking areas did not get affected.

10 Item No. 22/99

Sub : Request for replacement of Asbestos roof in the DDA built industrial area, Okhla Phase-I & II.
File No. F.3(14)95-MP

The request for replacement of asbestos sloping roof in the DDA built industrial sheds at Okhla Industrial Area Phase-I and II was considered again by the Technical Committee. Whereas the view of Engineer Member, DDA, were for doubling the F.A.R., but after detailed discussion considering the various pros and cons, the proposal of flat RCC roof as requested by the Association was approved, subject to the following conditions:-

- a) All encroachments from public lands/roads/service lanes should be removed by the individual/Association;
- b) The height to be restricted to the existing bottom level of the truss, i.e. 4.5 mts.
- c) No basement, mezzanine and the staircase to be permitted.
- d) Proper light and ventilation as per building bye-laws to be provided. If so required, skylights may also have to be provided.
- e) No Objection Certificate be obtained from the Lands Branch of DDA under the Lease conditions.
- f) The building regulatory agency (MCD) to take stringent action against any unauthorised construction in the area specially on the roof top.

- g) Undertaking about the compliance of above conditions be submitted to the building sanctioning authority, i.e. MCD by the individual/ Association under intimation to DDA.

11 OTHER ITEMS

- i. The proposal of grade separator at Mathura Road and Road No. 13 -A intersection near Sarita Vihar was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- ii. The proposal of grade separator at Vikas Marg Road No. 57 (Karkari More) was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iii. The proposal of grade separator at Wazirabad road and Road No. 66 was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iv. The proposal of grade separator at NH 24 bypass and Marginal Bund Road East was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.

The list of the officers present in the meeting is annexed.


(K.K. BANDOPADHAYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

NO.F.1 (10) 99-MP

Dated 7.9.99.

COPY TO:

1. OSD to VC for information of the latter.
2. Engineer Member
3. Principal Commissioner
4. Commissioner (Planning) DDA
5. Commissioner (ID)DDA
6. Commissioner (LM)DDA
7. Chief Architect, DDA
8. Addl. Commissioner MPD
9. Addl. Commissioner (AP)DDA
10. Chief Planner TCPO
11. Chief Architect, NDMC
12. Town Planner MCD
13. Secretary, DUAC
14. Land & Development Officer, MOUA&E
15. Sr. Architect, (H&TP)CPWD
16. Dy. Commissioner of Police (T)
17. Chief Engineer (Pig.)DVB
18. Director (Land Scape)
19. Secretary to Lt. Governor.

Director (Ply) Swarajee om

Director (Ply) Rehini, oas

R.K. Jain

(R.K. JAIN)
JT.DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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NO.F.1(10)/99-MP

Dated 7.4.99

The Technical Committee meeting held
on 7.4.99 at 10.00 A.M. in the Conference Hall, 5th Floor, Vikas
Minar, I.P. Estate, New Delhi.

The following were present :

DELHI DEVELOPMENT AUTHORITY

1. Sh. P. K. Ghosh, Vice-Chairman, (In Chair)
2. Sh. R. K. Bhandari, Engineer-Member
3. Sh. Vijay Risbud, Commissioner (Plg.)
4. Sh. K. K. Bandyopadhyay, Addl. Commr. (DC&B) Member-Secretary
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A. K. Jain, Addl. Commr. (UDP)
7. Sh. S. C. Karanwal, Chief Architect (Offctg.)
8. Mrs. Savita Bhandari, Director (LS)

DELHI TRAFFIC POLICE

9. Sh. M. S. Upadhyay, DCP

MUNICIPAL CORPORATION OF DELHI

10. Sh. Shamsher Singh, Addl. Town Planner

CENTRA PUBLIC WORKS DEVELOPMENT

11. Sh. Rajiv Shankar, Architect (Lands)

DELHI VIDYUT BOARD

12. Sh. D. K. Suri, Addl. Chief Engineer (Plg./SLDC)

T.C.P.O. : Sh. K. T. Gurmukhi, Addl. Chief Planner, TCPO
SPECIAL INVITEES

13. Sh. S. P. Bainwait, Chief Engineer, PWD
14. Sh. T. S. Chopra, Addl. Chief General Manager (Roads), DTC
15. Sh. A. Bhardwaj, Architect, DTC, Project
16. Sh. R. P. Jain, Sr. Manager (C), DTC
17. Sh. V. K. Suval, Group General Manager, RITES
18. Sh. B. I. Subgal, Advisor, RITES
19. Sh. Y. C. Rishi, Consultant, RITES
20. Sh. O. P. Kapur, Jr. G. M., RITES
21. Sh. B. L. Khurana, Chief Engineer (Electrical) DDA
22. Sh. C. L. Aggarwal, ACA-II, DDA
23. Sh. N. K. Aggarwal, OSD (Plg.) DDA
24. Sh. Prakash Narayan, Director (TT) DDA
25. Sh. S. Srivastava, Director (AP) IDDA

26. Dr. S.P. Bansal, Director (DC) DDA
27. Sh. Ashok Kumar, Director (Rohini)DDA
28. Sh. K.L. Sabharwal, Director (AP)III DDA
29. Sh. P.V. Mahashabdey, Jt. Director Rohini
30. Sh. S.C. Anand, Jt. Director (AP)I.
31. Sh. R.M. Lal, Jt. Director (Plg.)
32. Sh. B.K. Jain, Director MPD-21
33. Sh. D.K. Saluja, Director (AP)II
34. Sh. S.C. Tayal, Manager, FP-I
35. Sh. S.K. Malhotra, Manager, FP-II
36. Sh. P.K. Nanda, EE/FD-III, DDA
37. Sh. Shikhar Day, EE/FD-I, DDA
38. Sh. P.C. Sharma, EE/FD-II, DDA
39. Sh. R.K. Jain, Jt. Director (MP)DDA
40. Sh. N.K. Chakravarty, Jt. Director (AP)I
41. Sh. H.S. Dhillon, Dy. Director (TT)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

No. F.1(10)99-MP/

Dt. 7.4.99

Sub : Minutes of the 95th Technical Committee meeting of the Delhi Development Authority held on 7.4.99 at 10.00 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

1. Item No. 77/98

Sub : Grade Separator at Nelson Mandela Marg - Mehrauli Mahipalpur Road Intersection
File No. F5(13)98-MP

The modified scheme was presented by the consultant - RITES, comprising two phases. Phase-I of the scheme of fly-over along Mehrauli-Mahipalpur Road with other movements at grade was approved with the following conditions:-

- a) The proposal of long arm of the fly-over with a slope of 1 : 47 be inter-changed to provide better access for residents of the planned localities.
- b) The alignment of Mehrauli-Mahipalpur Road within a length of 600 mts. as part of this scheme be taken as an inbuilt constraint while preparing the overall road alignment plan of Mehrauli-Mahipalpur Road.
- c) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

2. Item No. 78/98

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File No. F.5(20)98-MP

The modified scheme of the proposed grade separator at Ring Road and Road No.41 intersection was presented by RITES. After detailed discussion together with the views of the PWD, GNCTD, the scheme was approved with the following conditions:-

- a) A separate exclusive slip road at the corner of the District Centre to be ensured for access to the District Centre without affecting any building block proposals within the District Centre.
- b) Two underpasses proposed in the circulation plan of the District Centre be appropriately integrated in the scheme. Shifting of one underpass close to the intersection as shown in the grade separator proposal was accepted considering the convenience of pedestrians close to the proposed MRTS corridor.
- c) PWD to realign the existing staircase for smooth entry/exit of the proposed sub-way from Wazirpur Depot side on Ring Road.
- d) An approved scheme of the proposed grade separator be sent to PWD, GNCTD, for suitable incorporation of traffic intersection improvement scheme of Road No.37 with the Ring Road.
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3. Item No. 12/99

Sub : Grade Separator at Mayapuri Marg - Jail Road Intersection
File No. F.5(12)98-MP

The modified scheme of the grade separator at Mayapuri Marg - Jail Road intersection was presented by RITES. After detailed discussion, the scheme was approved by the Technical Committee with the following conditions : -

- a) In order to supplement the proper traffic movement in the adjoining areas the scheme of rail under/over bridge on Pankha Road to be taken up on priority.
- b) The Project Manager to ensure submission of authenticated drawings of Phase-I of the grade separator and traffic management plan of 1.0 km around the intersection duly signed by the Consultant and the Project Manager incorporating the decision of the Technical Committee. It should be ensured that separate traffic diversion plans during the course of construction of the grade separator as well as the feasibility report of the entire project incorporating all the relevant aspects be submitted to DDA so that the process of approval could be completed.

4. Item No. 13/99

Sub : Pilot Project of Multi level parking on DTC Depot Nehru Place fixing of Development norms.

File No. F.3(98)98-MP

The item was deferred.

5. Item No. 5/99

Sub : Change of land use of an area measuring 11.61 ha. (28.67 acres) from Industrial to Commercial(6.07 ha.) and Residential (5.54 ha.) at Hindustan Prefab Ltd., Jangpura, New Delhi.

File No. F.20(8)88-MP

After considering the objections/suggestions, the Technical Committee recommended the change of land use of an area measuring 11.61 ha. (28.67 acres) from 'industrial' to 'commercial' (6.07 ha.) and 'residential' (5.54 ha.) at Hindustan Prefab Ltd. With the following observations:-

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6. Item No. 11/99

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File No. F.7(4)95-MP

The item was deferred.

7. Item No. 19/99

Sub : Change of land use of an area measuring 56.0 ha. (138.40 acres) approx. in the South of Mehrauli Mahipalpur Road, New Delhi.

File No. F.3(96)98-MP



The Technical Committee recommended the proposed change of land use of an area measuring 56.0 ha. (138.40 acres) comprising of three pockets from 'rural use' to 'residential' (37 ha.), 'recreational' (10 ha.) and 'public and semi-public facilities' (9 ha.) in the south of Mehrauli-Mahipalpur Road, New Delhi, as per the scheme prepared by the Rohini Project.

8.Item No. 20/99

Sub : Incorporation of proposed bridge on River Yamuna to connect Delhi with Noida in the Master Plan for Delhi 2001.

File No. F.5(24)92-MP

The item was deferred.

9.Item No. 21/99

Sub : Revision of layout plan of Indian Institute of Technology at Hauz khas - Relaxation of set backs.

File No. F.3(2)99-MP


The Technical Committee recommended relaxation of setbacks for block already constructed from 30' to 21' for approval by the Authority. The Technical Committee observed that the Indian Institute of Technology be requested to follow the prescribed setbacks as per Master Plan in all its future buildings so that the prescribed circulation and parking areas did not get affected.

10.Item No. 22/99

Sub : Request for replacement of Asbestos roof in the DDA built industrial area, Okhla Phase- I & II.

File No. F.3(14)95-MP

The request for replacement of asbestos sloping roof in the DDA built industrial sheds at Okhla Industrial Area Phase-I and II was considered again by the Technical Committee. Whereas the view of Engineer Member, DDA, were for doubling the F.A.R., but after detailed discussion considering the various pros and cons, the proposal of flat RCC roof as requested by the Association was approved, subject to the following conditions:-

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- a) All encroachments from public lands/roads/service lanes should be removed by the individual/Association;
 - b) The height to be restricted to the existing bottom level of the truss, i.e. 4.5 mts.
 - c) No basement, mezzanine and the staircase to be permitted.
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 - e) No Objection Certificate be obtained from the Lands Branch of DDA under the Lease conditions.
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- g) Undertaking about the compliance of above conditions be submitted to the building sanctioning authority, i.e. MCD by the individual/ Association under intimation to DDA.

11. OTHER ITEMS

- i. The proposal of grade separator at Mathura Road and Road No. 13 -A intersection near Sarita Vihar was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- ii. The proposal of grade separator at Vikas Marg Road No. 57 (Karkari More) was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iii. The proposal of grade separator at Wazirabad road and Road No. 66 was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.
- iv. The proposal of grade separator at NH-24 bypass and Marginal Bund Road East was briefly discussed in the absence of a formal agenda. It was desired that the Project Manager should ensure submission of authenticated phase-I of the scheme and traffic management scheme of 1.0 km around the intersection duly signed by the Project Consultant and Project Manager incorporating the decisions of Technical Committee along with the text report, feasibility and diversion plan to DDA so that formal approval could be processed.

The list of the officers present in the meeting is annexed.



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


F.1(1)99-MP

Dated 5.4.99

MEETING NOTICE

The 95th Technical Committee meeting of the DDA be held on 7.4.99 at 10.00 AM 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.


(K.K. BANDYOPADHYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY
PH. OFF. 3311416
RESIDENCE 5720946

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OKHLA

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


F.1(1)99-MP

Dated 5.4.99

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(K.K. BANDYOPADHYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY
PH. OFF. 3311418
RESIDENCE 5720946

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OKHLA

**Sub : GRADE SEPARATOR AT MEHRAULI MEHIPAL PUR ROAD AND NELSON-
MANDELA ROAD INTERSECTION**

Ref. File No. F 5(13) /98-MP

1 INTRODUCTION & LOCATION

This intersection is located in South Delhi (Division - F). At present it is a three armed (T-intersection) formed by Mehrauli Mehpal pur Road and Nelson-Mandela Road. This is an important link providing access to Vasant Kunj Scheme, proposed International Hotel Complex and is one of the major road link to Indra Gandhi Air Port. As per approved Vasant Kunj Scheme this three armed intersection is proposed to be converted to a four armed intersection.

2. TECHNICAL COMMITTEE DECISION:

a. DATED 17.11.98

Earlier the above item was considered by the Tech. Committee meeting vide S No 1/Item No.77/98/TC dated 17.11.98. In this meeting, preliminary concept plan proposal prepared by the consultant -RITES-was discussed. The decisions of the Tech. Committee are as follows :

"The scheme was discussed in detail and the RITES was advised to mark 45 mts R/W of Nelson-Mandela Road and 75 mts R/w of Mehrauli-Mahipalpur Road upto a length of 600 mtrs on all the 3 arms. Any available additional land beyond the R/w be included in the road R/w. The road R/W be suitably detailed out with 6/8 -lane divided carriage way and service roads on either sides of the central verge. The existing structures falling in the R/w are required to be removed and these be shown in the central verge to the extent possible for the time being. Accordingly, the half flyover on the Northern side of Mehrauli-Mahipalpur Road be taken up with rotary at the surface level on the T-junction for right turning movements. The details of underground / overhead services, structures, trees etc., affected in the proposal be shown on the plan and tabulated.

The general arrangement of the fly over, as suggested was approved RITES should submit the detailed scheme to a scale of 1:500 along with project report and feasibility note for final approval of the Technical Committee."

b.DATED 1.3.99.

In the light of the above observations of the T.C. RITES partially modified the earlier proposal and brought the same in the T.C. dated 1.3.99.

The decisions of the Tech. Committee is as follows :

"After detailed discussion, on the proposal of Grade Separator at Mayapuri - Jail Road intersection together with other two Grade Separators (1) Nelson Mandela Marg - Mehrauli-Mahipalpur Road & (2) Ring Road & Road No.41 near Netaji Subash Distt. Centre. Technical Committee observed that these grade separator proposals required to be discussed by the Project Consultants i.e. RITES with Director (Planning) TT Unit, DDA at the earliest & to put up to the Tech. Committee in the next meeting along with all relevant drawings & write up incorporating observations of DDA. The Engineering details e.g. required super elevation, curves etc. be examined by the Engg. Deptt. / Manager Project, DDA in respect of these grade separator proposals".

3. FURTHER ACTIONS TAKEN ON THE DECISION OF TECNICAL COMMITTEE

To sort-out the above issues a meeting was held on 3.3.99 in the office of Ex.Engineer.Flyover Project at Vasant Kunj which was attended by officers from Planning Wing, Engg. Wing & Representatives of RITES the Consultants for this project. The proposal was discussed in detail and necessary inputs for carrying-out improvements were given to the Consultant for incorporation as decided in this meeting.

4.MODIFIED PROPOSAL

The modified proposal submitted by the Consultant through Flyover Project Group-I has been examined with reference to the approved guidelines and the subsequent discussion in the meeting held on 3.3.99. The modified proposal as received from E. A. to Manager Flyover Group-I vide letter dated 10.3.99 has been re-examined, and

considering projected traffic volume at this intersection a Two Lane (half-flyover) flyover has been proposed along Mehrauli-Mahipalpur Road on the Northern side of the carriage way and the two right turning movements will be managed at grade by traffic signals/ rotary.

5.OBSERVATIONS:

The above proposals has been examined and the following are the observations:-

a Base Plan:

1. The alignment plan of Mehrauli-Mahipalpur Road was earlier approved from the Authority vide Resolution No. 114 dated 21.9.1987 where the R/W of the alignment was shifted towards South to save of the existing structures of the Masud Pur Village. Later on DDA planned Vasant Kunj Scheme on both side of this road where the R/W of the road alignment approved by Authority was incorporated above the existing R/W which would become available by shifting the road towards the South as proposed in the approved alignment for which land is still available. Due to this 256 S.I.S houses of DDA which are falling within the alignment plan have not been constructed at site. The layout plan of Vasant Kunj is laid on the table.
2. The Technical Committee decision dated 17.11.98 regarding marking R/W upto a length of 600 mts on all the three arms has been incorporated in the modified proposal. Once the proposal is recommended by the T.C. this will required re-processing the alignment plan of Mehrauli-Mahipalpur Road through the Authority indicating suitable changes.
3. A meeting was held on 27.1.99 under the chairmanship of Commissioner (Planning) DDA to finalise the alignment plan of Mehrauli Mahipal Pur Road. This was attended by C.E. -II, MCD and other officers of MCD & DDA. The minutes of the meeting are placed at Annexure I. In this meeting MCD was requested to finalise the alignment of this specific stretch of road on priority.

FLY OVER PROPOSAL

- i) As per MPD-2001 the R/W of Mehrauli-Mahipalpur Road is 75 mtrs (250 Ft) and the R/W of Nelson Mandela Marg is 45 mtrs. (150 Ft.). The Vasant Kunj planned scheme and Proposed International Hotel Complex abutt the present proposal. The half two lane flyover will smoothen the straight moving traffic along Mehrauli-Mahipalpur Road. The other movements are proposed to be dealt at grade by traffic lights / rotary.
- ii) In this case the proposal will require modification in the approved alignment plan; therefore, the earlier approved R/W land needs to be indicated on the plan for further processing. The cross sectional details of the full road R/W and its final development has not been shown in the proposal.
- iii) In the proposal the slope on one side of the Flyover has a gradient of 1:30 while on the other side the gradient is 1:47. This needs a proper justification.
- iv) The R/W base line of Nelson Mandela Road should abutt the existing approved scheme of Vasant Kunj and other approved lay out plans of the area.
- v) The Consultant is required to incorporate the provision of Bus lanes, bus bays, cycle tracks wherever required on the basis of his study.
- vi) Traffic Management and Circulation
 - i) The present T-junction concept of the intersection will finally be converted into a 4 arms intersection which will require complete working-out of the future scenario. The cross sectional details of the full R/W and its final development has not been elaborated which requires further detailing so that a proper approach to the adjoining land uses could be worked-out in detail to establish a complete circulation system.

- ii. For the optimum utilisation of Grade Separator and during the course of construction a detailed Traffic Management scheme is required to be submitted. The present proposal is in a sketchy form and is incomplete as required vide earlier decisions of the T.C.'s.

(D) FEASIBILITY

No feasibility report has been submitted for the present modified proposal.

(E) OTHER REQUIREMENTS

- i. No Project report / writeup has been submitted
- ii. The design of the grade separator requires further examination by Engineering wing in terms of head clearance above the rotary, design speed, structure, super elevation, services, and other engineering aspects.
- iii. Slope of 1:47 shown in the proposal requires justification.
- iv. The approved cross section of Nelson Mandela Road be included in the present proposal, otherwise the R/W as shown may affect services.
- v. The R/W of Mehrauli Mehpal Pur Road beyond 600 mts (as per the decision of T.C. dated 17.11.98) shall be finalised during the preparation of the detailed alignment plan of Mehrauli Mehpal Pur Road.

6. RECOMMENDATIONS FOR CONSIDERATION

The observations/deficiencies on the proposal as given in para-5 above are placed for consideration of the Technical Committee.

Signature
31/3

Signature

Sub : GRADE SEPARATOR AT RING ROAD - ROAD NO.41 INTERSECTION

Ref. File No. F.5(20)/98-MP.

1.INTRODUCTION AND LOCATION

The proposed grade separator is located in West Delhi. This is a three armed (T - intersection) formed by Ring Road and Road No.-41. This intersection is surrounded by Netaji Subash Distt. Centre, Wazirpur DTC Depot, and Facility cum Service Centre. The road no. -41 is a major link connecting Rohini Project with other parts of the city.

2. TECHNICAL COMMITTEE DECISION**a. DATED 17.11.98.**

The above item was considered at Sl.No 2 item No.78/98/TC in the Technical Committee meeting held on 17.11.98. The decision of the Technical Committee is as follows :

"After detailed discussion, the Technical Committee accepted alternative 4 of the RITES proposal presented in the meeting which involved partial acquisition of land from DTC Depot and NAFED.

The detailed proposal showing the road R/W along with project and feasibility note should be submitted for final approval of the Technical Committee."

b.DATED 1.3.99.

In response to the above mentioned TC decision, a proposed modified flyover at Ring Road - Road No.41 Mayapuri - Jail Road intersection was submitted by RITES and forwarded by Project Manager (Group-I),DDA vide his letter dated 24.12.98. This proposal was put-up to TC in its meeting held on 1.3.99 and the Technical Committee decided as follows :

"After detailed discussion, on the proposal of Grade Separator at Mayapuri - Jail Road intersection together with other two Grade Separators in (1) Nelson Mandela Marg - Mehrauli-Mahipalpur Road & (2) Ring Road & Road No.41 near Netaji Subash Distt. Centre. Technical Committee observed that these grade separator proposal required to

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be discussed by the Project Consultants i.e. RITES with Director (Planning) TT Unit, DDA at the earliest & to put-up to the Tech Committee in the next meeting along with all relevant drawings & write up incorporating observations of DDA. The Engineering details e.g. required super elevation, curves etc. be^{re} examined by the Engg. Deptt. / Manager Project, DDA in respect of these grade separator proposals".

3. FURTHER ACTIONS TAKEN ON THE DECISION OF TECHNICAL COMMITTEE

To sort-out the above issues a meeting was held on 3.3.99 in the office of Ex. Engineer, Flyover Project at Vasant Kunj which was attended by officers from Planning Wing, Engg. Wing & Representatives of RITES the Consultants for this project. The proposal was discussed in detail and necessary inputs for carrying-out improvements were given to the Consultant for incorporation as decided in this meeting.

4. MODIFIED PROPOSAL

The modified proposal submitted by the Consultant through Flyover Project Group-I has been examined with reference to the approved guidelines and the subsequent discussion in the meeting held on 3.3.99. The proposal as received from E. A. to Manager Flyover Group-I vide his letter dated 10.3.99. Considering Traffic volume along Road No.41 the right turning at the intersection has been proposed to be provided through a Grade separator starting from Road No 41 and crossing over the Ring Road and then landing on the Eastern side of Ring Road through the loop and vice-versa. This will manage independent right turning movements through the bridge and the remaining traffic will be managed at grade with the help of traffic signals.

5. OBSERVATIONS:

The modified proposal has been examined and the following are the observations :-

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27/3/99

A. BASE PLAN

- i) The R/W of the Ring Road as per draft divisional plan is having a R/W of 64 mtrs. (210 Ft.) and the R/W of Road No 41 is having a R/W of 45 mtrs. the same has been taken for the base plan.

B) FLYOVER PROPOSAL:

- i) The proposal has Netaji Subash District Centre on one side, Distt. park and facility centre on the other and Wazirpur Bus Depot Ph.I,II and III on the eastern side of Ring Road. The proposal contain acquisition of land outside the existing R/W limit along eastern side of Ring Road and mostly the flyover proposal has been proposed by taking over some part of land from Wazirpur DTC Depot for construction of Ramps and providing additional width of service road to make two way bus movements (width not specified). Simultaneously, additional widening beyond the R/W limits has been proposed on either side of road no.41 near the intersection to provide movements for service road, cycle track and pedestrian.
- ii) The turning radii look esthetically reasonable. However, this requires a critical evaluation through a specialised agency in-respect of design criteria with reference to design speed, structure, super elevation and other Engineering services. The ^{proposed} entry of light and heavy vehicles to the MRTS station needs re-evaluation. The U-turning proposal after crossing the Distt. Centre on the Ring Road will become a bottle neck on the movements of traffic along Ring Road, that intersection requires further detailing.
- iii) Various cross sectional details needs to be elaborated on the drawing for understanding the proposal.
- iv) The Consultant is required to elaborate the provision of bus lane, bus bays, cycle track and pedestrian movements etc.
- C) TRAFFIC MANAGEMENT AND CIRCULATION:

Traffic management plan needs to be worked-out integrating the dispersal arrangement from MRTS, Netaji Subhas Distt. Centre and adjoining areas. The movements from MRTS station including traffic movements from Distt. Park also

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22/3/98

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need to be integrated along with adjoining Facility Centre/Service Centre, TV Tower/Cultural Complex etc, *for 37/47 (2) junction side.*

(D) FEASIBILITY

No feasibility report has been submitted along with the modified proposal.

(E) OTHER REQUIREMENTS

- i. No Project report has been submitted
- ii. The design of the grade separator requires further examination by Engineering wing in terms of design speed, structure, superelevation, services, and other engineering aspects.

6. RECOMMENDATIONS FOR CONSIDERATION

The observations / deficiencies on the proposal as given in para-5 above are placed for consideration of the Technical Committee.

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27/3/55

**Sub : GRADE SEPARATOR AT MAYAPURI MARG - JAIL ROAD
INTERSECTION.**

File No. F.5(12)98-MP.

1. INTRODUCTION AND LOCATION

The proposed grade separator is located in West Delhi. It is a four arm intersection formed by MAYAPURI ROAD & JAIL ROAD. On the Western side, Tihar Jail occupies one corner and on the other side is green area with a major drain running parallel to Maya Puri Road. A H.T. line runs along the Mayapuri Road. To the north of the intersection, lies the Mayapuri indl. area and the residential localities of Janakpuri & Dwarka lie towards the South. The Jail Road connects major residential areas of Vikaspuri & Janakpuri to Dhaula Kuan. The Mayapuri Road connects Pankha Road with Ring Road.

2. TECHNICAL COMMITTEE DECISIONS

a. DATED 17.11.98

A Technical note giving details of the proposal of Grade Separator at this location was put-up to the Technical Committee in its meeting held on 17-11-98 where Technical Committee decided as follows :

"Various alternative proposals at this intersection were discussed in detail. Finally, it was decided that a simple 4-lane straight flyover from the existing ROB on Rewari Railway line be taken-up which would take care of almost 55% of the total traffic volume along this corridor. It was also emphasized that the RUB below Pankha Road be taken-up simultaneously so that the right turning traffic from Janakpuri could use this under bridge.

The detailed proposal to a scale of 1:500 be submitted along with the project report and feasibility note for final approval of the Technical Committee."

[Signature]

b.DATED 1.3.99.

In response to the above mentioned TC decision , a proposed modified flyover at Mayapuri - Jail Road intersection was submitted by RITES and forwarded by Project Manager (Group-I),DDA vide his letter dated 24.12.98. This proposal was put-up to TC in its meeting held on 1.3.99 and the Technical Committee decided as follows :

"After detailed discussion, on the proposal of Grade Separator at Mayapuri - Jail Road intersection together with other two Grade Separators in (1) Nelson Mandela Marg - Mehrauli-Mahipalpur Road & (2) Ring Road & Road No.41 near Netaji Subhas Distt. Centre. Technical Committee observed that these grade separator proposals required to be discussed by the Project Consultants i.e. RITES with Director (Planning) TT Unit, DDA at the earliest & to put-up to the Tech. Committee in the next meeting along with all relevant drawings & write up incorporating observations of DDA. The Engineering details e.g. required super elevation, curves etc. be examined by the Engg. Deptt. / Manager Project,DDA in respect of these grade separator proposals".

3. FURTHER ACTIONS TAKEN ON THE DECISION OF TECNICAL COMMITTEE

To sort-out the above issues a meeting was held on 3.3.99 in the office of Ex Engineer,Flyover Project at Vasant Kunj which was attended by officers from Planning Wing, Engg. Wing & Representatives of RITES the Consultants for this project. The proposal was discussed in detail and necessary inputs for carrying-out improvements were given to the Consultant for incorporation as decided in this meeting.

4. MODIFIED PROPOSAL

The modified proposal submitted by the Consultant through Flyover Project Group-I has been examined with reference to the approved guidelines and the subsequent discussion in the meeting held on 3.3.99. The proposal received from ^{EATB} Manager Flyover Project Group-I vide his letter dated 10.3.99 a straight flyover along Jail Road has been proposed. This flyover connects before T-junction next to Janak Setu at Nangal Raya

HLR

5. OBSERVATIONS

The above proposals has been examined and the following are the observations:

A) FLYOVER PROPOSAL

- i) As per the approved layout plan or Janakpuri Scheme|Mayapuri industrial area scheme, the R|W of the road was earlier approved as 30.43 mtrs. (100 ft.). The gradeseparator proposal approved on the intersection of Ring Road & Mayapuri Road, the r/w is 30.43 mtrs. During the proceeding of MPD-2001 and divisional Plan of Zone-G, the R|W of this road was proposed as 45 mtrs. (150 ft.) Since the approved scheme is fully implemented at site therefore, most of the committed plots become affected under the road right of way. This requires review|decision.
- (ii) The cross-sectional details of the full R|W has not been indicated.
- (iii) The proposed width of footpath|cycle tracks in each arms varies from 1.5 to 3 mtrs. which is inadequate and cycle track is incomplete.
- (iv) A service road of 5.5 mtrs. has been proposed from Tihar Jail side which appears to be inadequate considering the large volume of left turning traffic which is mixed in nature having a large number of cyclists. This service road can be increased considering the available right-of-way at site.
- (v) On the Jail Road towards the Eastern Arms there is existing commercial activities on both sides. and in the proposal a 6.5 to 7.0 mtr. side road road has been provided which appears to be insufficient. An exercise may be undertaken or solution may be given to avoid bottleneck in this stretch for free flow|movement of traffic.
- (vi) The land of Tihar Jail is affected by Road R|W therefore, NOC from Jail authorities would be required.

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- (vii) No separate bus lane, On all the four arms of the intersection has been shown which is a mandatory requirement as per the Supreme Court orders. If these bus lanes are not required in the proposal they may be justified by the Consultant.
- (viii) As per the agreement with the Consultant a 3.5 mtr. wide stretch on one side of the road having R/W of 40 mtr. and above shall be reserved for High Tension Line which has not been indicated in the proposal

(C) **TRAFFIC MANAGEMENT AND CIRCULATION:**

In order to optimise the utilisation of the Grade Separator a detailed traffic Management scheme of the catchment area on all directions bounded by the Master/Zonal Plan Roads to min. one kilometer or upto next major intersection is required which has not been prepared and submitted.

(D) **FEASIBILITY**

No feasibility report has been submitted

(E) **OTHER REQUIREMENTS**

- i. No Project report has been submitted
- ii. As per T.C. decision this gradeseparator proposal was to be integrated with the RUB on Rewari railway line at Pankha Road, no action / recommendation has been given on this aspect.
- iii. The design of the grade separator requires further examination by Engineering wing in terms of design speed, structure, superelevation, services, and other engineering aspects.

6. RECOMMENDATIONS FOR CONSIDERATION

The observations deficiencies on the proposal as given in para-5 above are placed for consideration of the Technical Committee.

Prayon

H.S. Dhillon
(H.S. Dhillon)
DY.DIR.T.T

**Sub: PILOT PROJECT OF MULTILEVEL PARKING ON DTC DEPOT- NEHRU PLACE-
FIXING OF DEVELOPMENT NORMS.**

File no F.3(98)98-MP

1. BACKGROUND

1.01 In Inter Agency Working Committee of Traffic Management Task Force constituted by L.G. NCTD to give suggestions to solve the Traffic & Transportation Problems in Delhi, it was decided that DDA will process the case of finalisation of Policy on Multi Level Parking in its meeting held on 27.1.98.

1.02 The issue of Multi Level Parking in Planned areas has been also discussed in weekly meeting on DDA matters held on 2.2.98 under the chairmanship of L.G. NCTD, it was decided that one pilot project each should be undertaken by DTC & DDA in their respective land to test the viability of the project.

1.03 Additional Secretary, Ministry of Urban Affairs & Employment vide letter dated 11.3.98 has also emphasised the need to provide more parking. (surface/basement and also Multi Level Parking). It has also been emphasised that these should be self financing /cost be recovered over a period of time and also to examine the existing parking standards/ norms and make necessary revisions when MPD-2021 is prepared.

1.04 As a follow up action a draft Policy on Multi Level Parking is prepared. This policy was also presented in the meeting held on 17.12.97 under the Chairmanship of Transport Minister, GNCTD. This policy was circulated to all members present for comments and observations.

In response to these discussions the issue was discussed in Technical Committee vide item no 25/98 dated 26.5.98. The decision is given below:

2. TECHNICAL COMMITTEE'S DECISION

(ITEM NO. 25/98 dated 26.5.98.: Draft Policy for multi-level parking lots)

Technical Committee discussed in detail the proposed norms for multi-level parking lots and DTC terminals/depots. It was decided that:

- i) Size of plot ideally be (4000 sqm) however smaller size of plot if technically feasible can also be considered.
- ii) No. of parking floors be with reference to the surrounding road capacity. The commercial space should be restricted to 15% of plot area.

- iii) Maximum height need not be prescribed but will be subject to height in surrounding areas
- iv) Envelope area can be considered for super structure & basement extent & in case of integrated schemes it can even be 100% of the area earmarked
- v) Upto 3 basements may be allowed for parking activity.

Technical Committee desired that the norms proposed for DTC depots may be reviewed keeping in view the following points :

There should be graded norms separately for depots and terminals. Whereas depots may allow petrol pump terminals may not have petrol pump facility. The norms may be revised keeping in view Technical Committee suggestions given above for multi-level parking.

Technical Committee further desired that DTC may frame a pilot project so that the norms could be finalised keeping in view the ground realities.

3. PROPOSAL

Chairman cum Managing Director DTC vide letter No. Sr. Mgr.(C)/F54/98/575 dated 26.8.98 has submitted a pilot project. The Project Report of this pilot Project is placed in the proposal of DTC Terminal site forming part of the Nehru Place Distt. Centre. The report is accompanied by schematic drawings and circulation system as a pilot project.

4. RECOMMENDATIONS OF MPD-2001

4.1 NORMS FOR DTC TERMINALS

use	nos	area/unit	population/unit
Bus Terminal	1	4000sq.mts.	500000
	1	2000sq.mts	100000
Bus Depot	1	20000sq.mts.	250000
	depending on requirements. (2nos as per Tech Comm. decision)		1000000

2 DEFINITION OF USE PREMISES

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

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

4.3 USES/USE ACTIVITIES PERMITTED IN USE PREMISES

BUS TERMINAL: bus terminal, soft drink and snack stall, administrative office, other offices.

BUS DEPOT: bus depot, workshop, watch ward residence (upto 20 sq.mts), soft drink and snack stall, administrative office.

4.4 DEVELOPMENT CONTROL NORMS FOR DTC TERMINALS:

Max. coverage on different floors of Terminal:

FLOOR	FAR	USE
Ground floor	3%	for passenger facilities
1st floor	3%	for facilities
2nd floor	10%	for terminal offices
Total	16%	

MAXIMUM FLOOR AREA PERMISSIBLE SHALL BE 500 SQ.MTS

MAXIMUM HEIGHT 14m.

OTHER CONTROLS:

- The space on 1st & 2nd floor shall be essentially used for public services like Post & Telegraph offices, Police, Post & Other essential services.
- Bus queue shelters are not to be included in the coverage and FAR.

4.5 PARKING SPACE NORMS

- For the use/premise for which the parking standards have not been prescribed, the same shall be prescribed by the Authority depending on the merits and requirements of the individual case.
- For the provision of car parking spaces, the space standards shall be as under :

i For open parking 23.0 sqm Per equivalent car space.

ii For ground floor covered parking 28.0 sq mts Per equivalent car space

iii For basement 32.0 sq mts Per equivalent car space

- c In the use premises, parking on the above standards shall be provided on the Ground Floor or in the basement (where the provision exists). In case of organized centres like District Centre and Community Centre to meet with the above demand of parking, additional underground space (besides the basement) may be provided below the piazzas or pedestrian or open spaces but within the setback lines.
- d Plots forming part of any commercial development such as Central Business District, District Centre, community Centre, etc. Basement(s) upto the envelope line maximum equivalent to the plot area, could be permitted for parking and services such as electric sub-station with specifications and approval of DESU, installation of electrification for fire fighting equipment with the approval of Delhi Fire Services and any other services/required for the building with appropriate approval. However, any other use in the basement including storage, if provided, shall be counted in permissible FAR.
- d The basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical means of ventilation, and
- e Basement shall be designed to take full load of the fire tender, wherever required.

4.6 MPD-2001 HAS NOT ENVISAGED ANY AREA OF SUPER STRUCTURE FREE FROM FAR

4.7 DEVELOPMENT CONTROLS FOR DISTRICT CENTRE

Maximum ground coverage	25%
Maximum floor area ratio	125
Maximum height	37 m

Other Controls

- i. Some of the buildings in a District Centre could be permitted upto 50m height with the approval of the Government for achieving an urban form.
- ii. Basement(s) upto the building envelope line to the maximum extent of plot area shall be allowed and if used for parking and services should not be counted in FAR.
- iii. DESIGN GUIDELINES

As regards the Nehru Place Distt. Centre, the land allocation of 38.20 hect. has been made for the project out of this 4 hect. is proposed for Govt. Offices and the remaining areas is to be developed as retail shops - 30% ground coverage and 75 FAR including Commercial Centre, and informal sector. The Distt. Centre is to be developed as an integrated scheme to serve the community.

5. SALIENT POINTS OF THE PROPOSAL

The Extract of DTC proposal has shown a plot area of 16,500 sq. mtrs. with its detailed ground coverage and FAR calculations as enclosed in Ann-I.

The Pilot Project has been submitted indicating a broad concept and State of the Art technology consisting of provisions of Fire Safety Systems, Ventilation, lift and escalators and electrical digital display systems with adequate security and automation. As per this reports the DTC has proposed a 7 storeyed building with 3 basements which is estimated to cost around 85 crores. The use of various floors is given in Ann. I with details of areas proposed for commercial purposes, DTC Offices and parking etc. The analysis of the floor area break up is as under:-

Total Number of Floors	7
TOTAL NUMBER OF BASEMENTS	3
GROUND COVERAGE	49.8% of plot area
HEIGHT OF THE BUILDING	32 mts.

FAR ANALYSIS

S.NO		COVERED AREA	FAR	REMARKS
1	TOTAL FLOOR AREA	79,912	484	Including 3 basements
2	3 BASEMENTS	31,065	188	171 BUSES
3	WITHOUT BASEMENTS	48,847	296	ECS 733
4	ONLY COMMERCIAL AREA(WITHOUT PARKING)	20,728	126	
	a. DTC Offices	4,477	28	
	b. Commercial	16,251	98	
5	Parking required FOR Commr Component	12,669	76	ECS 344 (including 25 surface parking)
6	COMMERCIAL + DTC +RELATED PARKING	33,397	202	ECS 344 (including 25 surface parking)
7	Additional parking Area generated	15,450	94	ECS 389
8.	TOTAL FLOOR AREA	79,912		
9	Commercial & Office	20,728	126	
10	Parking	59,184	358	
a	COMMR. & RELATED PARKING	33,397	202	
b	ADDL. PARKING MADE AVAILABLE	46,515	282 (94 +188)	Including 3 basements for 171 buses

The floorwise area and use breakup is placed at annexure I

As per earlier T/C decision 15% of PLOT AREA

was recommended for COMMERCIAL USE.

2475 Sqm.

INFERENCES :

i) AS PER ANALYSIS DTC HAS PROPOSED TO USE 125 FAR ON THE PLOT EXCLUSIVELY FOR COMMERCIAL & DTC OFFICES (excluding related parking)

ii) An FAR OF 94 TO PROVIDE 389 ECS SPACES, IN ADDITION 76 FAR FOR 319 ECS FOR COMMERCIAL AREA AND DTC OFFICES IN SUPER STRUCTURE AND FAR OF 188 FOR 171 BUSES IN 3 BASEMENTS.

6. OBSERVATIONS:

i. TCPO:

(Annexure II)

Chief Planner TCPO vide DO No 1-20 / 97-TCPO / UT dated 23 rd Oct 1998 has

- 1 Such type of proposals will generate huge traffic and may lead to congestion and bottleneck in future. Besides , this will be permanent loss to the future expansion of terminal activities.
2. MPD-2001 has not postulated for provision for Multi-Storeyed parking of cars and buses in bus terminals.
3. It is necessary to study the implications of such high rise development including enviromental impact and generation of traffic at entry and exit points.
4. The proposal under consideration needs modifications in Building Byelaws.
5. The urban form, skyline etc. needs to be kept in view.
6. The impact on road network with respect to quality and capacity needs to be undertaken. Moreover, such a proposal should form an integral part of traffic management plan of the area.
- 7 It is necessary to devise a parking policy for the whole of the area in order to assess parking demand ,pricing , operationa management , etc.

ii M/S CRAPHTS

(Annexure III)

The DTC proposal has been examined by M/S CRAPHTS , the consultants of PWD, NCID for the Flyover project at the Intersection of Ring Road and Hans Raj Marg. The consultants vide letter no CRTS / PWD -FOV /98 /2033 dated 19.9.98 has informed that " The circulation Plan as visualised by CRAPHTS does not in any way interfere with the circulation of buses being contemplated at the Nehru Place DTC terminal

iii. DDA

- (i). MPD-2001 has recommended the maximum area of basement equivalent to plot area while DTC has proposed 1.88 times the plot area
- (ii). DTC has provided three basements which are in conformity to Technical Committee decision date 26.5.98
- (iii). MPD -2001 has envisaged only surface/basement parking in District Centres, while DTC proposal has used 4 floors above ground level for parking.
- (iv). The Technical committee in its meeting held on 26.5.98 has recommended 15% of plot area for Commercial use in such developments while DTC has proposed 125% plot area for offices etc.

- (v) The ground coverage of 50% has been proposed by DTC which is also higher than 25% envisaged in MPD-2001
- (vi) The Technical committee in its meeting held on 26.5.98 has recommended that height of the project will be subject to the height in surrounding areas. In this case the adjoining buildings are four story while the height of the proposed building is 32 mts (7 storied).
- (vii) As per MPD-2001 the basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical ventilation. This proposal is not in conformity
- (viii) The formulation of the policy for dealing with misuse of planned parking spaces needs to be formulated expeditiously otherwise additional parking so generated shall give further incentive to misuse the present available Planned Parking spaces
- (ix) PWD GNCTD has formulated the scheme for the improvement of Outer Ring Road between Modi MILL (ROB-22) and Chirag Flyover. The proposal shall also need integration with this proposed scheme
- (x) The FAR generated on this plot may require adjustment in the Nehru Place Phase II scheme
- (xi) After the finalisation of broad concept the proposal shall also be examined by
 - a Lands/Finance/Legal Sections of the concerned Land Owning Agencies for necessary modifications if required in lease/allotment conditions/betterment charges.
 - b Shall be processed for modifications in the MPD-2001 if any
 - c The Building Byelaws shall also be examined by MCD in consultation with concerned agencies for necessary modifications if any
- (xii) As per Technical Committee decision the parking capacity of such parking lots is to be determined after making proper road capacity assessment. The DTC proposal is not backed by such a study

7. RECOMMENDATIONS FOR CONSIDERATION

The details as mentioned in paras 5 and 6 are placed for the consideration of Technical Committee

3/12

VI. LAND & SPATIAL USAGE DATA:

Details of plot size, F.A.R. ground coverage, breakup of space utilization, parking provisions etc. are given below:

Area of Plot 16,500 sqm.

Ground Coverage - 8,227 sqm. (49.8%)

F. A. R. - 112.3% (18,530 sqm.)

SPACE BREAK-UP

S. NO.	AREA DESCRIPTION	COVERED AREA IN SQM.	F.A.R. USED IN SQM.	PARKING IN SQM.	USE OF SPACE COMMERCIAL IN SQM.	D.T.C. IN SQM.
1.	FIRST BASEMENT	10,355	-	10,355	-	-
2.	SECOND BASEMENT	10,355	-	10,355	-	-
3.	THIRD BASEMENT	10,355	-	10,355	-	-
4.	GROUND FLOOR	8,227	3,190	2,500	2,333	3,495 (Including 2637 sqm. area of double & triple height Piazza and Concourse).
5.	MEZZANINE FLOOR	2,739	2,394	-	1,412	982
6.	FIRST FLOOR	4,387	2,692	2,015	2,692	-
7.	SECOND FLOOR	6,200	110	6,200	-	-
8.	THIRD FLOOR	6,200	110	6,200	-	-
9.	FOURTH FLOOR	6,200	110	6,200	-	-
10.	FIFTH FLOOR	4,760	110	4,760	-	-
11.	SIXTH FLOOR	4,907	4,907	-	4,907	-
12.	SEVENTH FLOOR	4,907	4,907	-	4,907	-
TOTAL		79,912	18,530	58,940	16,251	4,477

9] respect of capacity and quality of the roads needs to be undertaken. Moreover, such a proposal should form an integral part of traffic management plan of the area.

- (5) The project envisages induction of state of art technology which should preferably be the Intelligent Transport System technology. This will ensure efficient and cost effective management of parking spaces.
- (6) The project developers also have to ensure that the investments made in such venture are recovered with profit within a reasonable time period by charging parking charges from the users and other remunerative uses.
- (7) It is necessary to devise a parking policy for the whole of the area in order to assess parking demand, pricing, operational management, etc.

With regards,

Yours sincerely,


(D.S. Meshram)

To

Shri P.K. Ghosh,
Vice Chairman,
Delhi Development Authority,
Vikas Sadan, I.N.A.,
New Delhi.

AP/De/98

089

21.10.98

TOWN AND COUNTRY PLANNING ORGANISATION

Government of India

Ministry of Urban Affairs and Employment

D.S. MESHARAM
CHIEF PLANNER"E" Block,
Vicks Bhawan,
I.P. Estate,
New Delhi - 110 002.

D.O. No. 1-20/97-TCPO/UT

Dated: 23rd October, 1998.**Sub: Pilot Project of Multi-level parking on DTC Terminal/Depot, Nehru Place.**

Dear Shri Ghosh,

Kindly refer to the meeting of Technical Committee of DDA held on 23.9.98 in which one of the agenda item No. 69/98 regarding Pilot Project of Multi-Level Parking in DTC Terminal Nehru Place was discussed and it was decided to examine the proposal in detail with regard to the objectives, implementation of the proposed development and the economic viability etc. and discuss in the next meeting. The proposal has been studied with the available agenda note and our observations/comments are given below:

- (1) As per MPD-2001 Bus Terminal is defined as premises used by public transport agency to park the buses for short duration to serve the population. It may include the related facilities for passengers. The uses permitted are soft drink and snack stall, administrative office and other offices. The proposal envisages 25% of the plot area for offices etc. Such type of proposal will generate huge traffic and may lead to congestion and bottleneck in the future. Besides, this will be a permanent loss to the future expansion of terminal activities.
- (2) The proposal envisages parking for 171 buses and 733 equivalent car spaces covering 3 basements and additional seven floors above the ground level for making provision of parking upto 5 floors and other 2 floors for the offices, etc. However, it is to be noted that MPD - 2001 has not postulated for provision for multi-storeyed parking of cars and buses in Bus Terminals. Before this is permitted it is necessary to study the implications of such high rise development including environmental impact and generation of traffic at entry and exit points.
- (3) The technical committee meeting held on 26.5.98 has recommended that height will be subject to the height restrictions in surrounding areas which is four storey while the height of the proposed building is 32 mts (7 storeys). The modifications in the building byelaws in respect of FAR, height regulations and the urban form, skyline, etc. needs to be kept in view.
- (4) Development of such large scale parking would generate tremendous amount of traffic irrespective of peak and non peak hours considering the fact that the proposal include public dealing offices plus commercial development. An examination in

Handed over personally by Shri Gurubhaskar Acharya, (18.10.98) on 24.10.98. (in the T.C meeting)

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CRAPHTS

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AL
DIRECTOR
C. DIRECTOR

CRAPHTS
TRANSPORTATION PLANNERS TOWN PLANNERS ARCHITECTS
HIGHWAY ENGINEERS URBAN & REGIONAL PLANNERS
LANDSCAPE ARCHITECTS

URGENT

CRTS/PWD-FOV/98/2033

19.09.1998

DATE

The Commissioner (Plg.)
Delhi Development Authority
5th Floor, Vikas Minar
I.P. Marg
NEW DELHI 110 002

Sir,

Sub: Plan for DTC terminal at Nehru Place - req.

I have examined the plan for the proposed DTC terminal at Nehru Place in the context of the expected traffic circulation pattern arising out of construction of Nehru Place flyover that had already been approved by the Technical Committee of the DDA. It is found that the traffic circulation plan as visualised by the CRAPHTS does not in any way interfere with the circulation of buses being contemplated at the proposed DTC Terminal. This is for your kind information and record.

Thanking you,

Yours faithfully,

sd/-
(D. SANYAL)

cc

Shri Ajay Bhargava
Joint Secretary

[Signature]
(D. SANYAL)

91 129 278513

for kind information

Road Network improvements envisaged the project and its cost is to be born by HPL.

20/10/98 Sh. N.D. Aggarwal,
Company Secy. and
Manager(Law)
Hindustan Prefab
Ltd., Jangpura, New
Delhi-14.

1. Disinvestment Commission suggested that the Govt. approved for change of landuse for a part of land is granted prior to strategic sale.

Purely administrative in nature and there is no bearing on Plg.
2. HPL will develop 9 acres of land for commercial purpose and 6 acres for residential purpose and on the remaining 13,689 acres HPL operations will continue.

Change of land-use has been already taken up & the factory is to be shifted as per norms.
3. For the entire land on which the factory is presently functioning the area becomes non-conforming area and as soon as it becomes non-conforming area. Factory can not function, which will create problems of vacating the land and labour unrest.

The problem is clearly realted with labour employeeer relations.
4. Hindustan Prefab Ltd. is a Central Govt. Enterprise and Central Govt. has not yet decided to close down its operations.

The MOU&E has already decided for the change of landuse.
5. Along Mathura Road on both sides vacant land about 9-10 acres was kept vacant for approach road to HPL in the year 1956. This land was given to HPL by L&DO for care & Management to avoid encroachment. It is proposed that this land be earmarked for constn. of approach road to HPL in the MPD-2001.

Yes, the road alignment plan will be prepared accordingly and the proposal will be incorporated in MPD-2001. The cost of the circulation improvement project will be born by HPL.
6. The time frame for phased development is to be considered taking into consideration the approval of plans for providing one extra lane over Mathura Road over-bridge and other infrastructure.

It will be seen by local Body as when the Building plans are to be submitted for sanction.

Subject:- Change of land use of an area measuring 11.61 Ha. (28.67 Acre) from 'Industrial' to 'Commercial' (6.07 Ha.) and 'Residential' (5.54 Ha.) at Hindustan Prefab Ltd., Jangpura, New Delhi. File No. F.20(8)88-MP

BACKGROUND:

1. The above change of landuse has been approved by Technical Committee vide its item No. 97/95/TC dated 21/11/95 and subsequently approved by the Authority vide item No. 51/96 dated 17/6/96.
2. The Govt. of India, MOU&E vide letter No. K-12011/8/91-DDIB dated 22/8/98 directed to DDA to invite the objections/suggestions from the public for the above change of landuse under Section 11-A of DDA Act.
3. Accordingly, as per the direction of MOU&E public notice was issued on 25/9/98 in response to the public objections/suggestions, the 3 objections/suggestions were received and the summary of the same alongwith Plg. Comments is as follows:-

S.No.	Date	Name & Address of Objector.	Objection/Suggestion	Planning Comment
1.	21/10/98	Sh. Sureshwar D. Sinha, Chairman, Panni Morcha, 73, Sainik Farms, Khanpur, N.Delhi-110062.	As regards, the land use of an area measuring about 11.61 ha. (28.67 acres) falling in Jangpura Zone 'D' (New Delhi) Area) Since the location is close to, the Yamuna River no high rise building with deep foundations and basement should be permitted as it would seriously affect the aquifers and aquitards of the area. Only two floors buildings with the basement may be permitted in the location.	The suggestion has no direct bearing on the proposed change of landuse under process.
2.	6/11/98	Sh.A.D.Biswas,Jt. Town Planner(G), MCD, Nigam Bhawan Kashmere Gate, Delhi-6.	The landuse of the area falling in Jangpura which is proposed to be changed from 'Manufacturing' be 'Residential & Commercial' needs examination from the point of view of traffic circulation of the area. The existing roads adjoining the proposed site are already very congested & therefore the impact of commercial use has to be examined on the existing volume of traffic on adjoining roads.	Already 10 acres of land both sides adjoining to Mathura Road is already approved by the Ministry of Surface Transport in May back in 1956 to ease the traffic congestion/ smooth circulation of vehicles.

- 28
4. As desired in Technical Committee Meeting dated 13.1.1999, Vice-Chairman alongwith other officers of DDA & representative of HPL inspected the site on 22.2.1999 & the following observations were made:-
 - a) HPL has 28.689 acres of land, In the remaining 9.31 acres land given to HPL by L&DO for care & Maintenance is to be utilised for improvement of circulation pattern on both sides of Mathura Road.
 - b) HPL would undertake a fresh parking study which would also include possibility of their area having an approach/access from Jal Vihar/Ring Road.
 - c) Minor modification in Plg. Comments relating to Objection No. 2&3 regarding construction of clover leaf/improvement of circulation have been incorporated arising out of discussion/decision during the inspection.
 5. Above Objections/Suggestions alongwith Planning Comments are placed for consideration of Technical Committee.

Reviewed
27.2.1999
S. S. Bhandari
27.2.1999

3. PROPOSAL:

In view of growing requirements, the existing policy may be considered for revision on following lines:

- i) DDA may have no objection for temporary storage of petroleum products class 'R' & 'C' within the rural use zone, subject to the following conditions:
 - a) The premises in which such storage is proposed would have necessary clearance from the Fire & Explosive Department.
 - b) No building/structure shall be allowed within the premise except the underground storage tank and a chowkidar hut of 2mx2m size (as in case of gas godown). The permission shall be purely temporary and could be renewed after every 2 years.
 - c) In case the storage is for trading purpose, clearance from concerned Oil Company shall be mandatory.
 - d) Min. road R/W in front of premises to be 20 mtr. (as in case of Motels). No such permission shall be considered for the area identified as Regional park/Ridge, in MPD-2001.
 - e) A non-refundable processing fee of Rs.5000/- (Subject to concurrence of Finance Department DDA shall be charged from the applicant).
 - f) The grant of NOC shall in no way entitle the applicant any exemption from acquisition of the land, if required for planned development.

4. The proposal as given in para 3 above is put up for consideration of the Technical Committee.

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SER No- 6 / ITEM No- 11/99 / T.C

SUB: Guidelines for grant of NOC of storage of Petroleum products class B & C in the Rural areas in Delhi
F.7(4)95-MP

1. BACKGROUND:

In the Master Plan for Delhi-2001, it has been envisaged that about 30 to 40 lakh population would be accommodated in urban extension having an area of 18000 to 24000 hac. Along with the proposed urban extension, it has been observed that the population of the rural settlement in the rural zone / area is increasing. With this increase in population the demand for storage of petroleum products for captive as well as trading purpose is also increasing.

The office of DCP(Lic.) Delhi often forwards the request of storage / trading of petroleum products to DDA for NOC from land use point of view. As per existing Master Plan provisions on the subject, NOC for petroleum products in rural area that are not for captive use is not permissible. Although, these products are increasingly being used by rural population for running generators, tube wells, tractors and other appliances of domestic / agricultural use.

2. EXISTING PROVISIONS:

i) Technical Committee vide item no. 18/96 dt. 6.2.96 decided that the guidelines formulated earlier under item no. 54/95 in its meeting of 25.7.95 in respect of grant of NOC for storage of petroleum products be followed in rural areas also. These guidelines are as given below:

"DDA has no objection for the storage of petroleum Class B & C products within any urban land use, subject to the following conditions:

i) the plans for the premises are sanctioned;

ii) Petroleum products are only for the captive use for the activities performed on the premises".

Petroleum class B is defined as petroleum having a flash point of 23 degree centigrade above but below 65 degree centigrade. Petroleum Class 'C' is defined as petroleum having a 65 degree centigrade above but below 93 degree centigrade.

ii) Separately there are guidelines/regulations under process for setting up of petrol pumps in rural use zones in Delhi (a letter of MOUA&E dt. 8.8.97 is annexed **A**). Also policy for granting permission for motels in Rural Delhi has been finalised by MOUA&E (letter of MOUA&E dt. 13.1.99 is annexed **B**).

ground water, power supply, etc. and basically to permit the owner to utilize the land for a higher value use, a "Use Permission Charge" may be levied. It was agreed that the rates may be such that they are based on the argument that motels on larger plots which would have larger green areas, would be preferable to small-sized motels of just 1 ha. The FAR allowed for various plot sizes was also taken into account. It was proposed that the levy may be approximately 50% of the present acquisition rates for small sized plots and thereafter at decreasing rates for larger plots.

The Use Permission Charges for motels may, therefore, be levied at the following rates:-

- (i) For 1st ha. : Rs.20 lakhs
 (ii) For 2nd ha. : Rs.10 lakhs
 (iii) For 3rd ha. onwards : Rs.5 lakhs

The charges/fees indicated above are on the basis of per hectare rates and actual levy would be in that proportion as the per hectare rates vis-a-vis size of the land. This would be applicable for second hectare onwards.

Example I: for plot size of 1.6 ha., the Use Permission Charge would be calculated as follows:

For 1st ha.	Rs.20.00 lakhs
For balance 0.6 ha. (which is part of 2nd ha.): 10×0.6	= Rs.06.00 lakhs
Total Use Permission Charge of the plot	Rs.26.00 lakhs

Example II: For a plot size of 3.4 ha., the Use Permission Charge would be calculated as follows:-

For 1st ha.	Rs.20.00 lakhs
For 2nd ha.	Rs.10.00 lakhs
For balance 1.4 ha.: 5×1.4	Rs.07.00 lakhs
Total Use Permission Charge of the plot	Rs.37.00 lakhs

These charges would be collected and utilised by the concerned local body for augmentation of infrastructure in the city.

ANNEXURE - A

No. K 11011/11/78 DDA/VI/IB
Government of India
Ministry of Urban Affairs & Employment
(Department of Urban Development)

Nirman Bhavan, New Delhi
Dated: 13.1.1999

To

✓ The Vice Chairman,
DDA, Vikas Sadan,
New Delhi

Subject:- Setting up of motels in rural areas of Delhi.

Sir,

I am directed to refer to our letter of even No. dated 11.9.98 addressed to Secretary to LG, Delhi for implementing the notification dated 16.6.95 issued by DDA on the above-mentioned subject and to d.o. letter No. 20(4)83-Vol.III/MP/1453 dated 24.12.98 from VC, DDA seeking certain clarifications thereon. The matter has now been examined in detail after discussions with the concerned officers of DDA and NCRPB and the following decisions taken:

(i) The Master Plan amendment dated 15.6.95 issued by this Ministry incorporating motels as a permissible facility within NCT of Delhi has defined a motel as 'premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of a traveller by road'. Regarding use attributed to motels, the type of motels contemplated in NCT of Delhi within the framework of notification dated 15.6.95, should essentially be considered for recreation and leisure. As such, these motels will fall within the permissible use i.e. Category 8 under green belt/green wedge vide Para 13.6(v)(b) of the Regional Plan 2001 of the National Capital Region. This is especially true in the case of these motels since they can have a maximum ground coverage of 15% with low height structures not exceeding 9 meters and with about 85% of the area being developed as green space for recreation and leisure of the users. Accordingly the setting up of these motels within the areas designated as green belt/green wedge in the NCT of Delhi would not constitute a change of land use.

(ii) Regarding levy of a fee, it was agreed that since conversion of land use is not involved, therefore, conversion charges need not be levied. However, in order to enable the local body to mobilise necessary funds to provide for the infrastructure in the form of road widening and maintenance, extra pressure on

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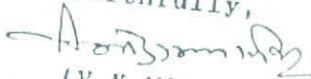
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(iii) It was agreed that there has been a lot of confusion amongst the applicants for motels whose applications are pending with MCD. Hence DDA may issue a letter to MCD clarifying that based on the notification amending the Master Plan dated 16.6.95 issued by this Ministry and notification dated 16.6.95 issued by DDA laying down norms for a motel, no further approval of DDA is necessary. MCD may, therefore, be advised by DDA to examine the applications and take suitable action on the basis of the above-mentioned notifications and the present clarifications.

3. You are requested to take further necessary action in the light of above.

Yours faithfully,


(V K Misra)
Under Secretary to the Govt. of India

Under Secretary to the Govt. of India

Copy for information & necessary action to:-

Secretary to the Lt. Governor, Raj Niwas, Delhi
Commissioner (Planning), DDA, Vikas Minar, New Delhi.
Commissioner, MCD, Town Hall, Delhi
Chief Executive Officer, Delhi Cantonment Board, Delhi
Cantt.
Member Secretary, NCRPB, I H C, Lodi Road, New Delhi.

(V K Misra)
Under Secretary to the Govt. of India

(1) A non-refundable processing fee of Rs.5,000 (Rs. Five Thousand only) shall be charged by the DPA for scrutinising an application for planning permission.

(c) The Oil Company will apply to the DDA for planning permission and seek clearances from all other concerned agencies including the Deputy Commissioner of Police (licensing), the Competent Authority under UDCAP, Delhi Fire Service, the concerned local body, etc.

(xi) After issue of clearance as required in para (x) above, approval for the building plans will be obtained by the Oil Company from the concerned local authority or the BDA, as the case might be.

Director (DP)

ANNEXURE - B

Government of India
Ministry of Urban Affairs & Employment
Department of Urban Development
11111

Hirman Bhawan, New Delhi
Dated: 8.3.1977

Subject:- REGULATIONS FOR SETTING UP PETROL PUMPS IN RURAL USE ZONE IN THE NATIONAL CAPITAL TERRITORY OF DELHI.

Petrol pumps will be permitted on Government/DDA/private lands in urban areas (including urban extension areas) and in rural use zones/green belt.

2. A petrol pump located in the rural use zone/green belt shall be subject to the following norms and building standards:-

(i) It shall be located on roads of minimum 30 mtrs right-of-way (as per Master Plan/PWD/MCD/Revenue records).

(ii) The use of the premises in the petrol pumps so sanctioned will be for use as filling/service stations.

(iii) The land between the existing right-of-way boundary and the property line of the proposed retail outlet will be maintained as green buffer zone. No construction will be allowed in this area except approach roads to the retail outlet site.

(iv) The minimum plot size for such petrol pumps will be 36 mts X 30 mts and the maximum plot size 60 mts X 45 mts.

(v) The minimum set-back shall be regulated according to the standard design to be approved by the Competent Authority and the Fire and Explosive safety agencies.

(vi) The norms of building standards shall conform to the approved standard design applicable to petrol pumps as laid down by DDA.

(vii) The general conditions for setting up of petrol pumps shall also be in accordance with the norms laid down by Ministry of Surface Transport and the India Roads Congress (IRC: 11 - 1983)

(viii) The conversion fee for change of land use shall be payable by the applicant as per the rates laid down by the DDA from time to time.

the area beyond 100 mtrs. upto 200 mtrs. controlled building activity may be allowed after approval of the ASI. Most of the land pocket is having scattered monument structures besides deep ditches in some area. Part of the land is encroached by squatters. The landuse of the area is required to be changed from 'Rural Use' to 'Recreational, Public and Semi-public facilities' and 'Residential Use'.

3.2 Land adjacent to Spinal Injury Hospital:

This land pocket measuring about 5.0 Ha. (12.35 acres) falls in the South of Mehrauli-Mahipalpur Road, adjacent to the Spinal Injury Hospital. The landuse of the land is 'Rural Use' as per MPD-2001. Considering the proximity of this land to the Sultan Garhi monument, the change of landuse is required to be processed from 'Rural Use' to 'Public and Semi public facilities and Recreational use'.

3.3 Land behind Sector D-6, Vasant Kunj:

This land pocket measuring about 23.0 Ha. (56.85 acres) falls in the South of Mehrauli-Mahipalpur Road, behind Sector D-6, Vasant Kunj. The landuse of this land is 'Rural Use' as per MPD 2001 and the change of landuse is required to be processed from 'Rural Use' to 'Residential Use', as this is one of the pockets identified for the Housing Competition, recently announced by DDA.

4.0 Proposals :

In view of above examination, it is proposed to change the landuse of the area measuring about 56.0 Ha. (138.40 acres) comprising of three pockets, from 'Rural Use' to 'Residential, Recreational, and Public and Semi Public facilities' (plan laid on table) as per the following break up:

Land Pocket	Total Area	From	To	Area
Land around Sultan Garhi monument	43.0 Ha.	Rural use	Recreational Public & Semi Public facilities	8.0 Ha. 6.0 Ha.
Rural use	(28.0 Ha.)			
Ridge/Regional Park	(15.0 Ha.)		Residential	14.0 Ha.
Land adjoining Spinal Injury Hospital	5.0 Ha.	Rural use	Public & Semi Public facilities Recreational	3.0 Ha. 2.0 Ha.
Land behind Sector D-6, Vasant Kunj	23.0 Ha.	Rural use	Residential	23.0 Ha.
Total Area	71.0 Ha. (175.40 acres)			56.0 Ha. (138.40 acres)

5.0 The proposal as contained in para '4' above is placed before the Technical Committee for its consideration and approval of processing the change of landuse under section 11-A of the Delhi Development Act 1957.

[Signature]

[Signature]
9/12/99

Subject : Change of landuse of an area measuring 56.0 Ha.(138.40 acres)
appx. in the South of Mehrauli - Mahipalpur Road, New Delhi.

F. 3(96)98-MP

1.0 Reference is invited to the meeting held in the chamber of Engineer Member, DDA on 7.8.98 regarding utilization of vacant land pockets in South West Zone, the minutes issued vide No.SE/CC.1/16(16)/98/485 Dated 18.9.98. This meeting was a follow up action of the meeting held earlier in the office of the Lt. Governor, Delhi on 1.6.98. It was decided to process the change of landuse of the acquired land pockets.

2.0 Sr. Architect (South Zone) vide note dated 5.1.99 has forwarded a plan indicating the following three land pockets with respective areas, for processing the change of landuse. The plane table survey of land of these pockets is yet to be completed.

i) Land around Sultan Garhi Tomb	32.0 Ha. (80 Acres)
ii) Land adjacent to Spinal Injury Hospital	13.0 Ha. (32 Acres)
iii) Land behind Sector D-6, Vasant Kunj	16.0 Ha. (40 Acres)

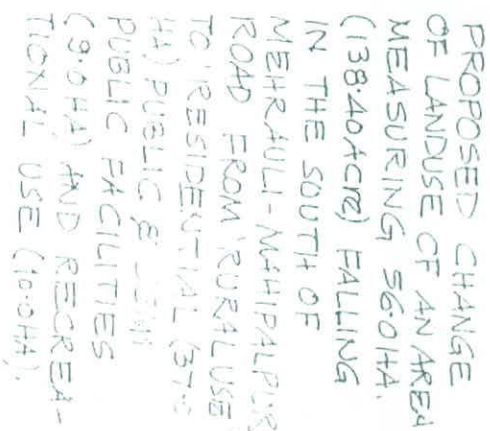
3.0 Examination:

As per the information received from Lands Dept. DDA, land measuring about 71.0Ha.(175.40 acres) was acquired in the South of Mehrauli-Mahipalpur Road, in different Pockets (Annexure I) falling in the Development Area No. 176 of DDA. The landuse of these land pockets is 'Rural Use', as per MPD-2001, except part of the land falling in 'Residential Use' behind Sector D-6, Vasant Kunj and part of land falling in the Ridge/Regional, Park near Sultan Garhi Tomb, for which change of landuse is not to be processed. It is to mention that in this area Urban Extension is neither proposed as per Urban Extension Plan of DDA nor as per the NCR Plan. The details of the land pockets are as follows:

3.1 Land around Sultan Garhi Tomb :

3.1.1 This pocket measuring about 43.0 Ha. (106.25 acres) falls in the South of Mehrauli-Mahipalpur Road, adjoining the vacant land near Spinal Injury Hospital. The Sultan Garhi monument forms part of this land, which is a protected monument of Archaeological Survey of India. A scheme for this area was also prepared earlier, which, however has not been implemented. The landuse of this pocket is 'Rural Use' and part of this land, measuring about 15.0 Ha. (37.0 acres) falls in 'Regional Park/Ridge' as per MPD 2001.

3.1.2 As per the Notification No.8/2/90-M. issued by the Archaeological Survey of India, Govt. of India, the areas upto 100 mtrs. from the protected limits and further beyond upto 200 mtrs. near or adjoining protected monuments be declared to be prohibited and regulated areas respectively for purposes of both mining operations and construction under the AM & ARS Act 1956 and Rules 1959. Accordingly, no construction is permissible in the 100 mtrs. surrounding area, whereas in



1/0

With a view that implementing agency may consider ~~examine~~ the proposal for setting of Eco Park near the Bridge location a letter was written to Shairman, Pani Morcha for submission of the detailed report. The Detail report of Pani Morcha as received in this office has also been sent to FWD for considering the suggestion of Pani Morcha.

4. RECOMMENDATIONS

As no objection has been made on the incorporation of the proposed bridge over river Yamuna in the Master Plan for Delhi 2001, the matter is put up to the Tech. Committee for its consideration and approval.

✓/M/11/101
19/3/99

Sub: Incorporation of proposed bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001

....

File No. F.5(24)92- MP

1. INTRODUCTION

The incorporation of the proposed Bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001 was approved by the Tech. Committee vide item No.117/96 in its meeting held on 21.12.96. Subsequently, the same was also approved by the Authority vide item No.17/Plg./97 dated 31.3.97. Consequently, the Ministry of Urban Affairs & Employment was requested to grant permission for calling objections/suggestion from the Public for the proposed amendment in the Master Plan 2001 u/s 11A of the DDA Act, 1957. The Ministry of Urban Affairs and Employment vide its letter No.K-13011/16/97-DDIB dated 2.7.97 directed DDA to invite objections/suggestions from the public for the proposed amendment in the Master Plan for Delhi. As a follow up to the Ministry's permission, a public notice was issued by DDA on 3.10.98 for inviting suggestions/objections. (Annexure)

2. OBSERVATIONS

Only one objection/suggestions from Sh. Sureshwar D. Sinha, Chairman, Pani Morcha has been received in which it has been received (Annexure) in which it has been stated that the Yamuna Bridge connecting Ring Road (Mabarani Bagh)-Noida would require a land filling on the right bank of the river Yamuna. The Bridge spans would be extended to within 15 mtrs. of the Ring Road embankments. This would permit location of a Eco Park on the River Bank as proposed by Pani Morcha for treatment of city sewage.

3. EXAMINATION

The objection/suggestions received from Pani Morcha primarily concerns with the planning and design of the proposed bridge which will be examined by the implementing agency/consultant for the project separately. From the above it is clear that there is no objection as to the Bridge/

Incorporation of the proposed bridge over river Yamuna in the Master Plan for Delhi-2001.

have requested to allow the set back as available at site since the building has already been constructed.

2.5 It is a fate-accompli case where a building has been constructed with a lesser set-back than provided in the approved layout plan. This is a case of IIT, Delhi which is an educational institution of eminence.

3.0 PROPOSAL/RECOMMENDATION:

3.1 In view of the paras 2.4 and 2.5 above, it is proposed that the set back available at site may be considered for acceptance since it is a matter of fate-accompli and secondly it is an educational institution of eminence.

W.P.

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by (a/c) 3

SUB: Revision of Layout Plan of Indian Institute of Technology at Hauz Khas- Relaxation of Set-backs.

F-3(2)/99-MP.

1. BACKGROUND:

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1.1 An area measuring 1012322 sqm. was allotted to Indian Institute of Technology at Hauz Khas for construction residential, academic, play ground and hostel blocks. In this connection a layout plan was also prepared and got approved by the competent Authority.

1.2 Now, a reference has been received in this Department regarding revision of layout plan of I.I.T., from Addl. Town Planner (L) Shri Shamsher Singh vide letter No. TP/9/70, dated 8.1.99. The reason, as has been pointed out by the Addl. Town Planner(L), MCD for revision of layout plan is based on 'Not maintaining the minimum set-backs norms during construction'.

2.0 EXAMINATION:

2.1 The case has been examined in this Department and the decision given by the L.O.S.C. (Layout Scrutiny Committee) has also been gone through, which is also reproduced below for ready reference. This decision was given by LOSC on 18.12.98 during its meeting:-

"The case was discussed in the presence of Dir. (Plg. DDA and it was decided that since the building is already constructed the set-back of 21' on this plot be accepted as fait-accompli. However, the authority to relax the set-back lies with D.D.A., the observation on the effect of MCD has no objection to the proposal be conveyed to D.D.A. for their comments/observations, if any. The case be closed further thereafter."

2.3 Further it is also worthwhile to mention that as per provisions of the MPD- 2001 the minimum set-back required for measuring above 10,000 sqm. is as under:-

<u>Front</u>	<u>Rear</u>	<u>Side-1</u>	<u>Side-2</u>
15 mtr.	9 mtr	9 mtr	9 mtr.

2.4 In the instant case the minimum set-back should be 30' as had been approved earlier in the layout plan of the Institute. As per the approved plan of the Institute a 30' set-back has been kept all around but at one point where Jawahar Hostel building has been constructed, the set back has been reduced to 21'. Now, in this regard the I.I.T. authorities

- 2.2 The existing asbestos roof of the industrial sheds in Okhla built up allotted by DDA in early 80's have already outlived their lives and need replacement. The cost of RCC sloping roof either with the existing slope angle or even with the reduced slope angle would be higher as compared to the flat slab roof which has much more relevance in view of advance technological development that have since taken place for providing certain modern equipments, tanks, solar system etc., what may be required for the individual units. In the instant case there would be no increase from the existing FAR and, therefore, there would also not be any additional load on parking and services. It is pointed out here that this area has been de-notified from DDA Development Area and stands transferred to MCD.
- 2.3 On this subject the Technical Committee in its meeting held on 13.1.98 gave a decision that a detailed survey of the area be undertaken in respect of commercial use of Industrial sheds, encroachments, problems of parking/circulation and services. The proposal may be accordingly reframed giving a comprehensive picture. But in this regard no action seems that has been taken place as no concrete decision to sort out the matters/problems stated in the meeting of T.C. on 13.1.98 has been taken place.
- 3.0 The recommendations/suggestions as contained in para 2.3 were placed before the Technical Committee and it was desired by the T.C. that 'a detailed survey of the area be undertaken in respect of commercial use of industrial sheds, encroachments, problems of parking/circulation and services. The proposal may be, accordingly reframed giving a comprehensive picture.
- 3.1 A meeting was taken by Hon'ble Minister of Industry, Govt. of Delhi on 10.7.98 wherein the representative of the Association, DDA offices and officers of Industry Department Delhi Govt. were present. Hon'ble Minister assured the Association that he has already discussed the matter with L.G. and he will put up a note in this regard for approval to L.G.

SUB: REQUEST FOR REPLACEMENT OF ASBESTOS ROOF IN THE D.D.A. BUILT INDUSTRIAL SHEDS AT OKHLA INDUSTRIAL AREA, PHASE-I & II.

FILE NO: F.3(14)/95-MP.

1.0 BACKGROUND:

- 1.1 The Association of the entrepreneurs of DDA Sheds, Okhla Phase-I and II (Regd.) made a request to examine the possibility of replacement of existing asbestos sheet roof with R.C.C. flat slab roof in industrial sheds built and sold by DDA in Okhla Industrial Area, Ph-I & II.
- 1.2 DDA constructed three sizes of sheds in Okhla Ph-I and II type -'A' with 1300 sq. ft. (20x65'), Type-B, 800 sq. ft. (20x40') and Type-'C' 1000 sq. ft. (20x50'). These sheds are having North Light Roof truss with A.C. sheet. The clear height of the shed from floor upto the bottom of the truss is 15 ft. and total height is 20 ft. There are about 350 sheds in total.
- 1.3 The request of entrepreneurs has been considered by the Technical Committee in its various meetings. At one time details of provision of RFF flat slab roof were studied and it was found feasible within the framework of building bye-laws. However, it did not find favour with the apprehension of multi-storeyed construction.

2.0 DETAILS/EXAMINATION:

- 2.1 The request has been considered on various occasions by the Technical Committee. But in this regard a meeting was held on 12.5.97 under the chairmanship of Hon'ble Minister for Industries/Labour, Govt. of Delhi to discuss this issue, with the officers of DDA and MCD alongwith the representatives of the Association. During the discussion the issue of reduction in the slope of the roof also figured. However, finally it was agreed that replacing the existing sloping roof with RCC flat slab roof may be reconsidered by DDA.

3.2 Secretary to L.G. sent a reference dt. 7.9.98 wherein it was indicated that Lt. Governor has desired that the issue may be examined and put up for his perusal/orders. In this regard a note was prepared on the same was discussed with L.G. Consequently, it has been desired that the matter/earlier decision of the TC should be reconsidered.

4.0 RECOMMENDATION:

3.1 In view of the facts given in paras 2.1 and 2.2 above some suggestions/proposals ^{so, treated} are ~~given~~ for kind consideration of the Technical Committee:-

- i) All encroachments from the public lands/roads/services lanes would be removed.
- ii) The height would be restricted to the existing bottom level of the truss, i.e. 4.5 mtrw.
- iii) No basement, mezzanine and staircase shall be permitted.
- iv) Proper light, and air ventilation as per building bye-laws would have to be provided. If so required, sky-light would have to be provided.
- v) No objection certificate be obtained from the Lands Branch of DDA under the lease conditions; and
- vi) The Association of the entrepreneurs will undertake compliance of these conditions for taking up the matter with MCD, i.e. the sanctioning Authority.

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[Signature] 26/3