

# दिल्ली विकास प्राधिकरण

अनुभाग Master Plan Section

सिसिल संख्या E1(38) 89-MP

दिप्पणी

पत्र-व्यवहार

षय  
Draft minutes of Technical Committee  
held on 11.9.89 at 5.00 P.M.

पिछले संदर्भ

बाद के संदर्भ

सायकल (पोजन) कार्यालय

दिनांक 21/9  
V.L. Dir(DCP)  
21/9 6/10

सायकल (पोजन) कार्यालय

सायकल

दिनांक

विकास विभाग

संख्या नं. F-2250

दिनांक 6-10-89

DX(MP)  
6/10

पिछले संदर्भ नं.

F2078

13/9

88/30  
24/5

Item No.171

Sub:-Provision of residential use in various institutions  
i.e. schools and colleges etc.  
F.1(2)/75-MP.

Technical Committee desired that the specific proposals for quantum of residential use required for specific insititutes be worked out and be put up for discussion in the next meeting of the Technical Committee. The proposal should cover all type of institutions and the residential components which may be essentially required for such institutions.

Item No.172

Sub:-Rehabilitation of displaced persons occupying tenaments at Kotla Ferozeshah, New Delhi.  
F.16(60)/68-MP.

The proposal for re-housing the affected families in the vicinity of this monument was discussed in detail. Technical Committee approved the scheme for re-housing and recommended to process the change of land use to 'residential use' of the pocket where the families are presently residing and including the area required for re-housing.

Item No.173

Sub:-Scrutiny of projects during the interim period the guidelines issued by the Government of India, Min. of Urban Development become part of zoning regulations/building bye-laws.  
F.PA/JD(B)/Blég. + PA/DD/MP/89/1093.

Jt. Director(Blég.) explained the proposal and the instructions issued by the Government of India, Ministry of Urban Development to follow the harsher norms out of the two (i.e. guidelines and the existing zoning regulations/building bye-laws) during the interim period for scrutinising the projects. He further mentioned that while scrutinising various schemes, the area for the parking in the basement, according to the requirement, is only possible if the basement is extended beyond the actual building line as provided in the guidelines, however the building bye.laws restrict the area of the basement equivalent to the ground coverage. Committee recommended that the area of the basement be extended to meet the parking requirements, up to the envelop line with the spe-cifications indicated in the guidelines.

ii. The other point explained by the Jt. Director(Blég.) was in regard to the restriction of height in certain use zones such as residential (Group Housing), and institutional

buildings. He mentioned that, if the ground coverage is to be restricted to 25% of the plot area according to the guidelines instead of 35% presently applicable as per building bye-laws, to achieve the maximum FAR of 175, the height is to be relaxed beyond the present permissible limit of 80 ft. He suggested that there should be no objection for having a height beyond 80 ft., keeping in view the parameters of max. ground coverage of 25% and 175 FAR. After detailed discussion, the Technical Committee decided that although there should be no objection for relaxing the height beyond 80 ft. in the zoning regulations, yet it is restricted to 80 ft., and a reference be made to the Ministry of Urban Development, recommending that in such cases the height should be relaxed and should not wait for the finalisation of the guidelines as part of the zoning regulations. Technical Committee decided that meanwhile up to pending cases be cleared up to a height of 80 ft.

Item No.174

Sub:- Review of Railway proposed in Delhi Area relating to operational and non operations works.  
PA/JD/PP/W/89/395

Postponed.

Item No.175

Sub:- Alignment plan of Netaji Subash Marg from Darya Ganj footover bridge to Luthian Marg/SP Mukerjee Marg  
F.5(47)/87-MP.

The alignment plan of the above road was discussed in detail and found feasible to implement. Technical Committee recommended for the approval of the plan, subject to retaining to the maximum extent the parking area near Lajpat Rai Market, and further to the condition that the provision of a sub-way on Chanani Chowk, near the crossing be also provided.

Item No.176

Sub : Composite alignment plan of a part of road no.48 along the left bank of Najafgarh Drain from Vijay Nagar road to G.T.Karnal Road near Gurmandi.  
F.5(55)/66-MP.

The alignment plan of Road No.48 was considered in two stretches. Stretch No.(i) from Road leading to Kingsway Camp to road leading to Vijay Nagar; Stretch No.(ii) from road leading to Vijay Nagar to G.T.Road.

Stretch No.(i): Right of way of the road is 100 ft. However, presently available is 48 ft. In the first instance, the alignment plan for 48 ft. as presented was recommended for approval and

implementation. Where the land beyond 48 ft. is available the same should be maintained by the PWD and saved from encroachment.

Stretch No. 9ii): Right of way of the road is 100 ft., however, because of existing construction in some part 48 ft. is available while in other part even 48 ft. is not available. A proposal for taking the road on the nallah was also presented for which the alternative cost estimate were worked out by the PWD. As detailed information was not available from the Flood Deptt., the alignment for this stretch was postponed for discussion in the next meeting of the Technical Committee.

Item No. 177

Sub:- Comments of DDA on the report of Inland container Depot (ICD) at Tughlakabad prepared by RITES. F.3(41)/89-MP.

Earlier also, this item was discussed in the meeting of the Technical Committee held on 31.7.89. The report prepared by RITES was also examined by the Ministry of Urban Development and they have desired the comments of the DDA. In the Ministry, it was decided that the ICD should confine in its size to serve Delhi. Technical Committee observed that the proposal received is not only to serve Delhi but also the other areas. Therefore, it was desired that it should be modified/revised so as its size is confined only to meet the requirements of Delhi.

Item No. 178

Sub:- Route approval for laying of one no. 33 KV 3x300 sq. mtrs. XLPE cable from Vidyut Bhawan 33/11 KV Station to 33/11 KV Lidi Road Sub/Station. PA/DDUC/TT/PPW/89/D-67

Technical Committee noted that the proposed route alignment is passing through underground in the areas reserved for services in road right of way and approved the proposal.

Item no. 179

Sub:- Proposal for covering the nallah on reference from Water Supply & Sewage Disposal undertaking Deptt. MCD. F.3(42)/89/89.

Technical Committee discussed the four proposals received from Water Supply & Sewage Disposal Undertaking for covering the nallah/ drains, passing through various parts of Delhi. After detailed discussions, Technical Committee approved the proposal in principle and desired that further details be worked out regarding the technical feasibility, specific land uses and other details. It also desired that the desirability of appointing the consultant for these jobs may also be examined. *The proposals be processed for change of landuse where necessary.*

Item No. 180

Sub: Route alignment of laying two no. 33 KV mm. XLPE underground cable from 220/33 KV Patparganj sub-station to existing 33 KV sub-station at Karkardooma.

ii. Route alignment of erection of two no. S/C overhead line for loop in and loopout of existing Patparganj G.T. Shahdara Road feeder with ACSR 'GOAT' at proposed Preet Vihar sub-station.

F.9(8)/189/TYA.

Proposals are to lay cables underground as per details given in para 2 above. Technical Committee approved the proposal.

Item No. 181

Sub:- Allotment of land to District Courts for Delhi Administration.

PA/R/2766

Postponed.

Item No. 182

Sub:- Hindustan Petroleum Corporation Limited filling cum service station at the junction of Cornwallis Road and Hamuyan Road.  
F.7(54)/66-MP.

This matter was discussed, keeping in view the earlier decision of the Technical Committee and the observations received from Traffic Department of Delhi Admn. After detailed discussion, Technical Committee desired that the existing outlet should be deleted from the list of the objectionable outlet and the detailed scheme if any, for its improvement be obtained from the Oil Company. It also desired that the Diesel Pump as recommended by the Police Department should be closed down from this site.

Item No. 183

Sub:- Allotment of gas godown site to Indian Oil Corporation Ltd. for Sh. Javed Aslam.  
F.13(46)/86-CRC/DDA.

The proposal for alternate site for a gas godown for Indian Oil Corporation to serve Bara Hindu Rao area, was discussed in detail and site proposed in Jhandewalan was approved.

Item No. 184

Sub:- Approval of layout plans and designs by DDA and DUAC for Gowshala at Gazipur.  
F.23(1)/86-Bldg.

Technical Committee noted that this matter was discussed in its earlier meeting and it was desired to work out the norms for various activities within this

plot. The proposal as submitted by the Building Department for the utilisation of 12.5 acres with the details of a) 10.25 acres to be used as Gaushala with single storey structure with 20% coverage and 20 FAR b) 1.5 acre of land for residential use for essential staff with a density of 60 DUs per acre having maximum 35% ground coverage and 100 FAR and c) 0.5 acre of land for administrative and institutional use with maximum 33 1/3% ground coverage and 100 FAR, were approved for the planning of this complex.

Item No. 185

Sub:- Development controls for Turnkey projects in Jasola.  
Jt. Dir. (NP) 137/88.

The proposal for construction of multi storey group housing scheme in Jasola Scheme as a turnkey project was discussed in detail. The norms of ground coverage maximum 25%, FAR 175, maximum number of storey 12 (initially 8 storey and ultimately to 12 storey), having car parking on the basis of norms in the basement and developing 75% of the plot area for landscaping and passage to the buildings, were approved. Wherever, the basement is to be extended beyond the actual building line, it should be flushed with the ground, so that it <sup>could</sup> be properly landscaped at the portion falling beyond curtilage of the building.

The meeting ended with a vote of thanks to the Chair.

*Rajwala*

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Monday the 11th September, 1989 at 5.00 P.M. in the Conference Room of Delhi Development Authority 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No</u>
1.	171	Provision of residential area in Institutionals i.e. Schools, Colleges etc. F.1(2)/75-MP	1
2.	172	Rehabilitation of displaced persons occupying tenements at Kotla Ferozshah, New Delhi. F.16(60)/68-MP.	2 to 6
3.	173.	Scrutiny of C.G.H.S. and other projects during the interim period till the guidelines issued by the Ministry of Urban Development area largely translated in to the Master Plan for Delhi Building Byelaws. PA/JD(B)Bldg/88 + PA/DD/MP/89/1093	7 to 9
4.	174	Review of Railway proposals in Delhi Area relating to operational and non-operational works. PA/JD/PPW/89/395	10 to 11
5.	175	Alignment plan of Netaji Subash Marg from Darya Ganj Footover bridge to Luthian Marg/S.P.Mukherji Marg Crossing. F.5(47)/87-MP.	12 to 15
6.	176.	Composite alignment plan of a part of road no.48 along the left bank of Najafgarh Drain from Vijay Nagar road to G.T. Karnal Road near Gurmandi F.5(55)/66-MP.	16 to 17
7.	177	Comments of DDA on the report on Inland container Depot(I.C.D.) at Tughlakabad prepared by RITES. F.3(41)/89-MP.	18 to 24

Sub:-Provision of residential area in Institutional  
i.e. schools colleges etc.

F.1(2)/75-MP.

Reference is invited to DDA, resolution no.29 dated 3.3.75 where in 15% of land allotted to School and Colleges is allowed to be used for construction of Staff Quarters(Appendix .....). The Honourable Lt. Governor Delhi decided to delete the condition of provision of 'residential use' of the land allotted to Schools and colleges due to the reason that the allottee grab the plot essential for residential use of the Director/Manager/Principal(annexure....).

The matter is now placed before the Technical Committee for its consideration:-

- a. whether as per zoning regulations certain land in educational institution specifically for schools (Nursary Primary & Secondary) should be allowed for staff Quarters or not.
- b. whether certain components of FAR be allowed for hostels as regulations for institutional plots permits max. 25% FAR for use of Hostel.



Copy of Resolution no. 29 passed at an ordinary meeting of the Delhi Development Authority held on 3.3.75.

No. 29 Sub: -percentage of land to be used for staff quarter in the educational institute .  
A 3.3.75 F.17/Site/85/71.

It will be recalled that in the last meeting of the Delhi Development Authority, discussion took place about the percentage of the plot area to be allowed to be used in the educational institutions for staff quarters, and the Chief Executive Councillor was requested to formulate his views and favour the Delhi Development Authority with his advice. The Chief Executive Councillor has recommended that 15 per cent of the area should be allowed to be used as staff quarters in the educational institutions. A note of officer on Special Duty to Lt. Governor dated 27.12.74 is added as (Appendix -N page A-2<sup>g</sup> ).

2. The matter is now placed before the Delhi Development Authority for consideration.

RESOLUTION

Resolved that the proposal of the Chief Executive Councillor that 15 per cent of the area allotted to educational institutions should , as a matter of policy be allowed to be used for construction of staff quarters be approved.

DELHI DEVELOPMENT AUTHORITY  
OFFICE OF THE COMMISSIONER (LANDS)

It has come to notice that the provision of having 10% residential area on institutional plots is being mis-used. It is in the cases of Schools and Colleges. Attempt is being made to grab the plots essential for residential use of the Director/Manager/Principal. It is therefore, necessary to delete this provision of allowing 10% use of residential plots for educational purposes.

L.G. may kindly approved deletion of this provision. Henceforth no plots will be passed for ins titutional area where any provision of residential use is provided. Only chowkidar temporary hut will be allowed to be constructed in the school premises.

Sd/-  
(P.K. TRIPATHI)  
COMMISSIONER (LANDS)  
17.5.89

Reference Commissioner (L) s above order dated 22.5.89. A draft letter to JD(B) is kept along side for approval pl. After issue of the letter, the required circular will also be issued.

Sd/-  
Asstt. Director(H)

Item No. 172

Sub:- Rehabilitation of displaced persons occupying tenements at Kotla Ferozehah, New Delhi  
F.16(60)/68-MP.

There are 224 tenements and 6 shops in kotla Ferozehah which were allotted to the displaced person from West Pakistan by the Ministry of Rehabilitation. This area forms a part of Archaeological Monuments. These houses are adjacent to Archaeological Fort Wall which require repairs so as to keep it in a good condition. Earlier, officer on Special Duty, Ministry of Labour implementation & Rehabilitation Govt. of India vide letter dated 14.10.68 proposed to accommodate about 69 families on a part of land measuring 12.5 acres at Kalkaji. The request was examined and as per the composite draft zonal plan for F.9 & F17., this area has marked for Neighbourhood park and partly for primary school.

2. The matter was considered by the Authority vide its resolution no.234 dated 16.10.70 and resolved that the proposed change of land use from 'recreational' to 'residential' at Kalkaji be not agreed to. The residents of Ferozshahkotla may stay at their existing place. The issue was further considered by DDA in its meeting held on 16.3.71 vide resolution no.45 and resolved as under:

- a. All these families which were originally allotted houses by the Ministry of Rehabilitation should be accommodated in the existing Ferozshah Kotla Colony.
- b. The structures which are near the main gate should be relocated and a redevelopment plan drawn up for the purpose.

- c. The above decision would be applicable only to the original allottees or their descendants and not to those who have put up new unauthorised structures.
  - d. The unauthorised encroachments/structures in the colony should be removed.
3. The matter was further considered in a meeting held by the then three ministers of the Ministry of Education, Works & Housing and Rehabilitation to shift the colony to an alternative site in its meeting held on 15.10.75. The decision is as below:

"It was decided that the alternative site should be selected as near the present accommodation as possible from our of the unutilised land to be transferred by the Department of Rehabilitation to Delhi Admn. and the land already available with the DDA. The DDA would construct suitable residential units in the alternative site. The deptt. of rehabilitation would conduct a survey of the displaced persons and prepare a list of the original allottees or their legal heirs who are staying in the Kotla Ferozeshah. Allotment of the residential units in the alternative site would be made to such persons by the DDA on a hire purchase basis. An estimate of the time required for shifting of the families on this basis would be made by the Deptt. of Rehabilitation in consultation with DD, to be on the safe side, Ministry of Education and Cultural Affairs would be requested to extend the permission for for the continued stay of the displaced persons for that period plus another two years".

4. The matter thereafter, was discussed in a meeting held on 7.7.76 in the Deptt. of Rehabilitation and the above decision was referred to. Accordingly, the Ministry of Rehabilitation was requested for a complete displacement of the person who were entitled for an alternative accommodation. Later the Authority vide resolution no. 122 dt. 22.9.80 resolved that the Ferozeshah Kotla colony tenements be re-located and the persons concerns offered flats by DDA.

5. To resolve the issue, the following proposal was made for the consideration by the Cabinet:

"In case the proposal for shifting of the colony is approved by the Cabinet, the residents will be allotted LIG tenements by the DDA on usual lease terms. The initial cost of these tenements will be borne by the Ministry of Labour and Rehabi. through a straight loan to be given by them to the DDA on the terms and conditions to be prescribed by the Min. of Finance. The repayment of this loan will not, however, be linked with the recovery of this cost of tenements from the displaced persons by the DDA. In working out the cost of tenements, the cost of land will be included, but will be adjusted against the amount payable by the DDA to the Deptt. of Rehab. for the surplus land transferred to them. The DDA will recover the cost of tenements (excluding the cost of land) from the displaced persons as per their rules and procedure. The cost of land and the expenditure involved on the construction of tenements can not be indicated by the Deptt. of Rehabilitation at this stage but it will be worked out in consultation with the Min. of Finance and the DDA after the proposal is approved by the Cabinet".

DDA was asked to intimate the area requirement for construction of tenements, location, type of accommodation, cost of construction of these tenements and total outlay of the scheme. The then VC DDA vide its letter dt. 1.10.85 informed that the probable sites are (i) in the north of Dilshad Garden near Nand Nagri and (ii) in Kondly/Gharoli Complex with an estimated cost of Rs.55,000/- (excluding cost of land). The total cost for 250 flats was worked around Rs.1.625 ~~xx~~ crores.

6. However no final decision was taken, later on in a meeting held on 20.6.88 by the Group of Ministers, it was recommended that :

- i. LG Delhi be asked to accommodate 50 families (62 tenements) in an area adjacent to the monument outside the notified area.
- ii. In the first instance 15 families (20 tenements) identified along the north wall in Block 'A' and 'B' be shifted to this area.

- iii. The allottees will construct their own house on the plots so allotted.
- iv. The plots will be free of cost to the allottees.
- v. Min. of Urban Dev. and the DDA will provide all assistance in giving them appropriate house bldg. plans as well as loan from HUDCO.
- vi. Arch. survey of India will take steps to protect the 25' strip along the north wall thus, made available to them and also along the other walls as and when made available to them.

The area measuring about 4.7 acres approx. in the proximity of Kotla Ferozeshah Monument on Bahadur Shah Zafar Marg was considered for rehabilitation of the evictees. Presently, part of the land under reference is being used for the parking of DTC buses, partly under guggies and the major portion is being used for recreational activities like Bhartiya Kala Kendra, Krishna Lila, Ramlila and other similar functions. In Master Plan 1962 and PDP-2001 it is earmarked for 'recreational use'.

7. A scheme was prepared on the above lines for phase I (15 families and 20 tenements) with the suggestion that remaining 35 families (42 tenements) be settled in Mata Sundri Area Zone D-2.

8. Ministry in its letter dt. 16.5.89 desired that 35 families (42 tenements) be also relocated in adjacent area. A plan has been prepared for the 50 families 62 tenements. The area details are as under:

S.NO.	Land use	Phase I		Phase II		Total	
		Area in sq.mt.	% to the total	Area in sq.mt.	% to the total	Area in sq.mt.	% to total
1.	Residential	640	45%	1344	45%	1984	45%
2.	Green/Open space	430	31%	951	32%	1381	31.5%
3.	Circulation	330	24%	700	23%	1030	23.50%
TOTAL		1400	100%	2995	100%	4395	100%

The size of the plots 8 mt. x 4 mt. = 320 sq.mt.

Copy of Resolution No. 45 passed at an ordinary meeting of the Delhi Development Authority held on 16.3.71.

Res. No. 45 Sub: proposed change of land use from  
16.3.71 'recreational' to 'residential'  
at Kalkaji (F 16(60)/68/M.P.)

In resolution no. 234, dated the 16.10.70, the Authority decided to reject the suggestion of the Rehabilitation Ministry that the land use of a 12.5 acre plot of land in Kalkaji be changed from 'neighbourhood park and primary school' (as laid on down in the draft zonal development plan of the zone) to 'residential', so as to permit the resettlement of persons occupying the Ferozeshah Kotla Colony, which constitutes a non conforming use. The Authority also decided that the Ferozshah Colony be allowed to stay at the present site.

2. The chairman has asked that the matter be placed before the Authority for reconsideration. In the Delhi Master plan the land use of the Ferozshah Kotla Colony is recreational. He feels that the continuance of the colony at the present site would permanently spoil the look of the Ferozshah K. M. Monument.

3. The matter is now placed before the Authority for consideration.

RESOLUTION

Resolved that:

- (a) All those families which were originally allotted houses by the Min. of Rehabilitation should be accommodated in the existing Ferozeshah Kotla Colony.
- (b) The structures which are near the main gate should be relocated and a redevelopment plan drawn up for the purpose.
- (c) The above decision would be applicable only to the original allottees or their descendants and not to those who have put up new unauthorised structures.
- (d) The unauthorised encroachments/structures in the colony should be removed.

Resl.No.122 Sub: Resettlement of displaced persons of  
 22.9.90 Kotla Feroz Shah Refugee Colony.  
 F 16(60)/68/M.P.

PRECIS

In 1949, 224, tenements and 6 shops were constructed partly on the land of the Archaeological Deptt. and partly on the Nazul land in Kotla Ferozshah and these were allotted to 167 displaced families temporarily on monthly rental basis by the Ministry of Rehabilitation. As the land has been requisitioned from the Ministry of Education for a period of 5 years only, the Ministry asked for its vacant possession of expiry of the stipulated period. Therefore, efforts were made to shift the displaced persons to some other place but they insisted of being resettled on the existing site. The Ministry of Education, however, objected to the change of land use on the ground that it would adversely effect the Kotla Ferozshah monument and that it would be against the statutory provisions of the Ancient Monuments and Archaeological sites and Remains Act 1959.

2. In this connection decision was taken by the Ministers of Works and Housing, supply and Rehabilitation and the Ministry of Education in their meeting held on 15.10.75 to the effect that the Ferozshah Kotla Colony tenements would have to be relocated eventually, but prior to this, the DDA would offer plots/houses/group housing to the authorised tenants of the Department of Rehabilitation on hire purchase basis. The matter was again discussed in the meeting held on 7.7.76 in the Department of Rehabilitation and the above decision was referred to.

3. Accordingly, the Ministry of Supply and Rehabilitation was requested to supply the complete list of the eligible persons who were entitled for the alternative accommodation on 28.2.77 the Joint Director, Min. of Supply and Rehabilitation sent the list of eligible persons who were entitled to rehabilitation benefits in Kotla Ferozshah Colony. It was decided that the alternative site should be selected as near the present accommodation as possible from out of the unutilized land to be transferred by the Deptt. of Rehabilitation to Delhi Admn. and the land already available with the DDA would construct suitable residential units in the alternative site. The Deptt. of Rehabilitation would conduct a survey of the displaced persons and prepare a list of the original or their legal heirs who are staying in the Kotla Ferozshah. Allotment of the residential units in the alternative site would be made to such persons by the DDA on a hire purchase basis. An estimate of the time required for shifting of the families on this basis would be made by the Deptt. of Rehabilitation in consultation with DDA, to be on the safe side, Min. of Education and Cultural Affairs would be requested to extend the permission for the continued stay of the displaced persons for that period plus another two years.



4. In a reference from the Adl. Secy., Min. of Education, Social Welfare & Culture, it was informed that the structures adjacent to Ferozeshah Kotla will be dealt with according to the Govt.'s order contained in letter no. K 13037/113/74/UDI/IIB dt. 16.2.77. However, the Director Archaeological Survey of India informed that the above orders of the Govt. will not apply as this is an unauthorised development and the structure constructed by the Govt. of India for housing of the displaced persons have to be cleared in the interest of preserving the monuments in question.

5. There is hardly any progress in the relocation of the persons presently occupying the barracks in Ferozshah Kotla.

x The matter is placed before the Authority for consideration,

RESOLUTION

Resolved that the Feroz Shah Kotla Colony tenements be relocated and the persons concerned offered flats by the DDA.

Appendix 'E' to Item no.172

- E1 -

No. K-12016/8/88-DDA  
Government of India  
Min. of Urban Development  
(Shehri Vikas Mantralaya)

New Delhi, dt 7.12.88

To

Shri K.S. Bains,  
Vice Chairman,  
DDA, Vikas Sadan,  
New Delhi.

Sub: Settlement of displaced persons occupying tenements  
at Kotla Ferozshah, N. Delhi.

Sir,

Ministry of Human Resource Development, Department of Culture proposes to submit a note for consideration of the Cabinet proposing (i) to shift in the first instance 15 families (20 tenements) identified along the north wall in Block A & E outside the monument complex where after development plots will be allotted to them free of cost for constructing houses and Min. of Urban Development and DDA will provide necessary assistance in giving building plans as well as loan from HUDCO, and (ii) regularisation of the remaining residential colony and change in the land use of the area in the Master plan from 'Green' and 'Monument' to 'Residential'. In the note it is mentioned that there is an open area (4.7 acres) outside and in the immediate proximity of the Kotla Ferozshah monument Complex on Bahadur Shah Zaffar Marg. In the meeting of the Group of Ministers on 20.6.88 the Lt. Governor agreed that this land could be developed to house the custodes. The Ministry of Home Affairs (Relief and Rehabilitation Wing) have confirmed vide their D.O. letter no.7(30)/73/S.S.II dt. 29.2.88 that the cost of land would be met by them. It will be adjusted against the amount payable by the DDA to the Deptt. of Relief and Rehabilitation for the Surplus land transferred to them. I am to request you to furnish your comments in the matter immediately for incorporation in the note for Cabinet.

Yours faithfully,

sd/-  
(RAJINDER SINGH)

- F. 1 -

Govt. of India  
Min. of Urban Development

Asst. Secretary

dt. 16.5.89

Kindly refer to our personal discussion on the settlement of displaced persons occupying tenements in Katla Ferozeshah Monument.

2. DDA has already agreed to relocate 15 families in the immediate neighbourhood of their present location. Govt. have accepted this position and the DDA has already been suitably informed. It is hoped that necessary follow up action has already been taken by the DDA. We may kindly be kept informed. I hardly need mention that the matter is of very urgent nature.

3. As for the remaining families, DDA has proposed that they may be relocated in the Mata Sundari Complex across the road. It is feared that the ~~xxxxxxx~~ concerned residents may resist this decision. You may like to reconsider the position in the light of the following:

- (a) Lt. Governor at one stage had assured the Group of Ministers that all these families will be resited in the immediate neighbourhood.
- (b) Total requirement of land for these families is not very large and perhaps can be accommodated in the open land available.

4. I shall be grateful if immediate necessary action is taken in respect of both groups of tenements.

It is likely that, among other action, change of land use is required. If so, necessary proposal may be sent to the Government.

With best wishes,

Yours sincerely,

sd/-

(R.K. TAKKAR)

Sh. K.S. Bains,  
Vice Chairman,  
Delhi Development Authority  
Vikas Sadan, INA  
N. Delhi-110 023

IN THE HIGH COURT OF DELHI: AT NEW DELHI:  
SUIT NO. 1445/1989.

SHRI SUBH CHAND JAIN & OTHERS. .... PLAINTIFFS.

VERSUS

DELHI DEVELOPMENT AUTHORITY & OTHERS ..... DEFENDANTS.

AFFIDAVIT OF MISS JANAK JUNEJA, SECRETARY,  
DELHI DEVELOPMENT AUTHORITY, VIKAS SADAN?  
BEHIND I.N.A. MARKET, NEW DELHI.

.....

I, the above-named deponent, do hereby solemnly affirm and declare as under:-

1. That I am the Secretary of the Delhi Development Authority (defendent No.1), as such, I am fully conversant with the facts and circumstances of the case, as derived from the official records and therefore, I am able and competent to swear and depose to this affidavit.
2. I say that as per the queries raised by this Hon'ble court on 3rd May, 1989, I state and submit as follows:-
  - (a) As already stated in the earlier affidavits, it is submitted that the persons, whose properties are involved in the Redevelopment of Janpath Lane Scheme, would be entitled to a resultant FAR of 250 on the net area. The said permissible FAR of 250 in the comprehensive scheme would be proportionate to the area of each resultant plot.
  - (b) Area if any, required/utilised for proposed road widening and providing common services/facilities in the said comprehensive redevelopment scheme, shall be taken/deducted proportionately from the area of each existing plot.
  - (c) There would be a composite controlled drawing for the whole scheme, which is under finalisation with the defendent No. 1.
3. I say that the said scheme is at a draft stage and the same is being processed in accordance with the guidelines laid-down by the Union of India. The scheme has to undergo

through various channels before the same can be given a final shape. In this regard, as already stated in the earlier affidavits, the defendant No. 1 has already forwarded the said scheme for inviting objections/suggestions etc. from various authorities like Land & Development Officer, Chief Fire Officer, New Delhi Municipal Committee, Archaeological Survey of India and Ministry of Urban Development.

4. I say that the scheme has to be cleared by the Technical Committee and after the said Technical Committee clears the matter, the scheme is to be submitted to the Delhi & Urban Arts Commission.

DEPONENT.

VERIFICATION:

Verified at New Delhi on this the 12th day of May, 1989 that the contents of the forgoing affidavit in paras 1 to 4 are true to my knowledge based on the records of the Authority made available to me; no part of it is false and nothing material has been concealed therefrom.

DEPONENT

Sub: Scrutiny of CGHS and other projects during the interim period till the guide lines issued by the Ministry of Urban Development area legally translated into the Master Plan for Delhi / Building bye laws. PA/UD(B) Bldg./88.

The Ministry of Urban Development issued the guidelines vide its letter no. K-13011/17/86/DDIIA dt. 8.2.88 (annexed) and latter on issued the clarifications/modifications to the revised guidelines. A letter dt. 12.8.88 was issued by the Dir. Ministry of Urban Dev. stating that before these guidelines come into force, they will have to be translated into bye laws of the respective local bodies. A meeting was held in the chamber of Secy. Urban Dev. on 23.8.88 and the question of enforcement of revised guidelines in the interim period was also considered. It was decided that the building activity should be governed by the provision of the Master Plan 1962 and the provision of the revised guidelines. In the even of any party having option between the two, the harsher of the provision should be imposed. In order to work out the harsher of the two provision, a check list for the scrutiny of the projects during the interim period was prepared in a meeting held on 17.10.88 under the chairmanship of Commr. (Plg.). A check list was again discussed on 18.11.88 under the Chairmanship of Commr. (Plg.) with Dir. (PPW), Dir. (CP), Addl. Chief Architect, Jt. Dir. (Bldg.) and DDL (Bldg.) as the members and the check list was finalised which shall be imposed for the scrutiny of Group Housing Schemes and other projects during the interim period till the amendments are made in the Master Plan and the building bye laws.

3. The Secy. (Offg.) DUAC has communicated the observations of the Commission in the schemes of

- i. Staff housing belonging to Escort Heart Institute & Research Centre at Okhla.
- ii. Kanoongo CGHS Ltd. at Patparganj
- iii. New Town CGHS Ltd. at Rohini

All these projects are of the group housing schemes which were examined in the light of the check list. These proposals are for the construction of multi storey (more than 80' ) housing complex. Commission's main emphasised as on the height which is more than 80' (letter 28.7.89 appendix)

4. According to the building bye laws / Master Plan, permissible height for group housing complex is 80' (24.4. mtrs.) There is no height restriction specified in the revised guidelines issued by the Ministry of Urban Development for the interim period till necessary modifications are made in the Master Plan / building bye laws. In accordance to the directives of the Govt. provision of Master Plan and guidelines issued by Min. of Urban Development on 23.7.88 are to be followed by taking harsher of the two. According to the check list following 2 regulations varies from the existing Master Plan / Building bye laws regulations.

5. According to the BBL the basement cannot extent beyond the building line and the maximum height of the ceiling shall be min. 0.9 mtrs. and maximum of 1.2 m above the average surrounding ground level. The provision of basement according to the check list is as given below:

The basement provision for low rise building should be equivalent to the ground coverage proposed subject to the maximum 35% of the plot area and to have one continuous/inter connected basement for easier vehicular movement and to avoid number of ramp it shall be allowed to extent beyond the building line upto the envelop line subject to the condition that the top roof level of the basement beyond the actual building line should be flushed with the ground and should be properly landscaped to make it green.

b. For High rise Building it should be equivalent to the area required for cars and scooters at the rate of 30 sq.mtrs. per car and 10 sq.mtrs. per scooter. In order to have one continuous inter connected basement for easier vehicular movement and to avoid number of ramp, it should be allowed to extent beyond the building line upto the envelop line subject to the condition that the top roof level of the basement beyond the actual building line should be flushed with the ground and it should be properly landscaped.

As per the BBL/Master Plan the maximum permissible height for group housing schemes is 80' whereas as per the check list no height restriction is made but it is subject to the approval of DUAC, National Airports Authority, and Delhi Fire, service. The restriction of height has been waived off keeping in view that the maximum ground coverage in high rise/composite buildings is restricted to 25% of the plot area.

7. The observations of DUAC are about the height only whereas there are no observations/comments about the extension of basement beyond the building lines and basement ceiling flushed with the ground level. Pending finalisation of the guidelines all these schemes have been examined according to the checklist and forwarded to DUAC. The low rise schemes after the approval of the DUAC and VC, DDA have also been released.

8. According to the observations of Commissioner (Plg.) any housing complex more than 80' height cannot be allowed till change in the regulations takes place. In case regulations given in the guidelines/check list are not to be made applicable till legally amended the provision of basement as per check list can not be followed. It has been opined by Jt. Dir. (Bldg.) DDA that the check list can not be adopted partially.

9. The matter is submitted before the TC for its consideration.



H1

R. L. FARDEEP  
JOINT SECRETARY(UD)GOVT. OF INDIA  
MINISTRY OF URBAN DEVELOPMENT  
D.O.No. K-13011/17/86-DDIIA

Dated New Delhi 110 011, the 8th Feb., 1988

Dear Shri Dharam Dutt/Kumar/Chauhan/Majithia

As you are aware, this Ministry had imposed temporary ban on construction of multi-storeyed buildings in New Delhi, including areas under the DDA and the MCD falling in South Delhi, with effect from 17.10.85; till the Master Plan for Delhi 2001 is finalised. This ban was partially lifted in respect of Connaught Place area, subject to certain conditions, vide this Ministry's O.M.No.K-13011/19/35-DDIIA dated the 18th July, 1986. Pending finalisation of the Master Plan for Delhi for 2001, it was decided that revised comprehensive guide-lines in regard to multi-storeyed buildings in Delhi should be prepared. A committee under my chairmanship with representatives of other con-concerned agencies, was accordingly set up in the Ministry. This committee made certain recommendations to the Government in its report submitted in October, 1986. Thereafter, the DJAC was also consulted and their re-recommendations made in December, 1987 were also placed before the Government.

2. After consideration of these recommendations, the Government have now declared that high rise constructions in Delhi may continue to be regulated subject to compliance with conditions of detailed urban design clearance, fire fighting requirement and requirements under other provisions like the Master Plan, zoning regulations, Building bye-laws etc., but further subject to the following modifications

- (a) The space to be constructed should be guided only by per floor coverage and floor area ratio (FAR) norms. These would, in general influence the height of buildings, leaving at the same time some independence to the builders with regard to height. There is, therefore, no need to impose any specific height restrictions. The maximum per floor coverage should be 25% of the net plot for all zones. This will include the area required for all services except passage to the building. The remaining 75% must include only the passage to the building and the green area around.
- (b) Lutyen's Bungalow Zone: In order to maintain the present character of Lutyen's Delhi, which is still dominated by green areas and bungalows, there should be a separate set of norms for this Zone area. This area has been clearly demarcated. It will consist of the entire Lutyen's Delhi excluding (i) the area lying between Baba Kharag Singh Marg on the South, Panchkuian Road on the north and the ridge on the west, (ii) the area between Baba Kharag Singh Marg, Ashok Road, Ferozeshah Road, Barakhamba Road and the Connaught Place, (iii) Mandi House and (iv) the Institutional area where the Supreme Court is situated. It will, however, include the areas presently out of Lutyen's Delhi which consist of (i) Nehru Park, (ii) Yashwant Place, (iii) the area lying between Yashwant Place and the Railway line on the south and (iv) the area and the boundary of Lutyen's Delhi on the western edge of Safdarjung Aerodrome and the Race Course. The demarcation has been highlighted in blue colour on the map enclosed. There will be following norms for const. in Lutyen's Bun-

- (i) The new construction of dwellings, on a plot must have the same plinth area as the existing bungalow and must have a height not exceeding the height of the bungalow in place or, if the plot is vacant, the height of the bungalow which is the lowest of those on the adjoining plots.
- (ii) In the commercial areas, such as Khan Market, Yashwant Place etc. and in Institutional areas within the Lutyen's Bungalow Zone, the norms will be the same as those for these respective areas outside the zone.
- (iii) The existing regulations for the Central Vista will continue to be applicable.
- (iv) The demarcation line of the Lutyen's Bungalow Zone should not run along prominent roads because, if it does so, there will be bungalows on the side of the road and high-rise buildings on the other side. It has, therefore, been decided that the demarcation of the Lutyen's Bungalow Zone should run along the first inner/outer road or lane from the prominent road through which the demarcation line is shown in the map. However, the demarcation can run through the prominent road where there is park, ridge or green area in the other side of the road.
- (c) As already stated, the maximum per floor coverage of 25% should include the area required for all services except passage to the building. Thus the parking facility must be included in the 25% and it must be underground in case of new buildings that come up in the Central Business District (Connaught Place) and Business Districts. The remaining 75% must include only the passage to the buildings and the green area around.
- (d) The FAR for the six areas listed below will be as indicator against each:

S.No.	Zone	Max. permissible FAR
1.	CBD(Central Business District) or Connaught Place area.	250
2.	District Centre	250
3.	Sub-District Centre	100
4.	Community Centre/Local Centre	100
5.	Group Housing (Residential Areas)	250
6.	Institutional	250

There will not be a separate governmental category for FAR specification. The norms for Government construction will be governed by the norms specified for the zone where the Government building is to be constructed.

3. While the maximum per floor coverage norms cannot exceed 25% a relaxation in FAR norms could be granted to allow taller constructions in all zones except in Lutyen's Bungalow Zone in re-defined provided that the builder pays in appropriate mode the additional cost incurred on the infrastructure, such as water and fire fighting services by the urban body on account of additional FAR (height). The detailed guidelines to determine the (a) the additional cost and (b) the mode of payment will be issued by this Ministry.

4. You may kindly ensure that the above guidelines are now adhered to while approving plans for multi-storeyed constructions. In view of these revised guidelines, the temporary ban on multi storeyed constructions imposed by this Ministry's O.M. No. K-13011/19/35-DDIIA dated 17th October, 85 may be treated as withdrawn.

With regards,

Yours sincerely,

Sd/-  
(R.L. PARDEEP)

SHRI DHARAM DUTT  
Administrator,  
NDMC,  
New Delhi.

SHRI OM KUMAR  
Vice-Chairman,  
Delhi Development Authority,  
New Delhi.

SHRI P.O. Chauhan,  
Commissioner,  
Municipal Corporation of Delhi,  
Town Hall,  
Delhi.

SHRI J.J.S MAJITHIA,  
Secretary,  
Delhi Urban Art Commission  
Lok Nayak Bhavan,  
NEW DELHI

Copy forwarded to:

1. Shri Desh Raj Singh, JS(WI), Ministry of Urban Development.
2. Shri Harish Chandra, Director General of Works, CPWD, New Delhi.

No.22(27)/89-DU AC

July, 1989

The Commissioner (Plg.)  
DDA, Vikas Minar,  
New Delhi.

Sub:- Layout and building plans for staff housing  
belonging to Escorts Heart Institute and  
Research Centre Staff at Okhla.

Sir,

The above mentioned proposal as forwarded vide  
DDA'S letter no.13(2)/89-Bldg dated 6.6.1989 was con-  
sidered by the Commission in its meeting held on July,  
13, 1989 and the observations made therein are repro-  
duced below for ensuring appropriate action in the  
matter:

"The above mentioned proposal for construction of  
multi storeyed (upto 9 storeys housing complex achieving  
an FAR of 172 as duly forwarded by the DDA was examined  
The following observations were made.

- i. The maximum height as proposed was approximately  
31 mtrs. as against the permissible height of 80 Ft. (  
24.4. mts.) as laid down in the bye-laws/Master Plan  
The proforma for planning permission as duly certified  
and forwarded by the DDA along with the proposal how-  
ever, indicated that there was no height restriction  
(obvious in view of the revised comprehensive guide-  
lines issued by the Government which are yet to be  
notified.
- ii. The Commission in its meeting held on May, 24, 1989  
had decided in another case that the Commission would  
consider that proposal provided it is accompanied by  
the requisite proforma for planning permission duly  
completed and certified and is within the prevailing/  
prescribed regulations including the height restric-  
tion.
- iii. The matter regarding compliance of the regulations  
concerning bye-laws/Master Plan/Zonal Plan was therespon-  
sibility of the concerned local body i.e. DDA in this  
case and the proposal be examined without strictly  
going into these aspects.
- iv. The proposal was otherwise satisfactory from the  
point of view of the urban form despite certain comments  
regarding the impact of living in high-rise building.

In view of above, it was decided to approve the  
proposal as far as the aesthetic of urban and environ-  
mental design were concerned subject to submission of  
a proper landscape plan for consideration of the commi-  
ssion and the DDA verifying the statutory position  
regarding various regulations.

Sub: - Review of Railway proposals in Delhi Area relating to operational & non-operational works.

PA/JD/PPW/89/395

The Chief Engineer construction, Northern Railways vide D.No. 291-W/122/W-II dated 17th April, 1989 has forwarded the following two circulars regarding operational /non operational const. issued by the Ministry of Works and Housing.

1. Circular No.H-11001/1/73/DIVB/Vol. II dated 5.3.77
2. Circular No.K-10618/25/84/W IIIB dated 16.4.84.

As per the circular mentioned at Sl. No.1 above the definition of the operational construction is as under:

Operational construction means any construction whether temporary or permanent which is necessary for the operation, maintenance, development or execution of any of the following services namely:

- i. Railways
- ii. National Highways
- iii. National waterways
- iv. Major ports
- v. Airways and aerodromes
- vi. Post and telegraphs, telephones, wireless, broadcasting and other like forms of communications.
- vii. Regional grid for electricity.
- viii. Any other service which the state Govt. may, if it is of opinion that the operation, maintenance, development for execution of such service is essential to the life of the community by notification declare to be a service for the purpose of this clause.

Explanation- For the removal of doubts it is hereby declared that the construction of:

- (i) New residential buildings (other than gate lodges, quarters for limited essential operational staff and the roads and drains in railway colonies, hospitals, clubs institutions and schools in the case of railways and.

(ii) A new buildings, new structure or new installation or any extension there of, in the case of any other services, shall not be deemed to be constructed within the meaning of the clause.

The circular dated 16th April, 1984 further clarify that 'In order to ensure that the building plans conform to the National Building Code and also environmental impact of such operational construction is properly assessed, it is necessary that a certificate is recorded by the Architect/Town Planner employed by the Departments to the effect that the plans conform to the National Building Code and also would not have any adverse environmental impact. Our observations on the above definitions are as under:

1. The operational construction shall only mean the immediate improvements required at a very short notice for the operation, maintenance of the existing system. Under this heading no addition/ major alternations which affects the capacity of the existing system/yard/station shall be included.

This is essential because the expansion of the activities of transport network have the repercussions on the surroundings road network and other infrastructure of the city and these needs to be examined very carefully by the authorities concerned with the plan development of the city.

2. The plans prepared by the agencies for the modernisation/minor improvements of the existing system without increasing the capacity should also be submitted to the development authority with justifications for information.

3. These plans should also conform to the unified building bye-laws applicable in the city, zoning regulations and the Master Plan provisions of the city.

In general all the plans prepared by the concerned authority for the expansion of the railway stations and other related infrastructures should be submitted to the agencies concerned with planned development of the city for its consideration and approval as per the provision of the Master Plan, zonal plans and area schemes etc.

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

Sub:-Alignment plan of Netaji Subhash Marg from Darya Ganj footover bridge to Luthian Marg/ S.P. Mukherjee Marg crossing.

File No. F-5(47)/87-2001

1. Netaji Subhash Marg starts from Delhi Gate to Luthian Bridge/S.P. Mukherjee Marg intersection and forms a part of the north south corridor as identified in MED-2001. This road provides access to capitals oldest CBD i.e. Chandni Chowk, historical land mark such as Red Fort and Jama Masjid Delhi's oldest and highly populated residential areas i.e. walled city and the Old Delhi Railway Station.

Existing Situation:

2. The stretch under consideration is from Darya Ganj footover bridge to Luthian pridge/S.P. Mukherjee Marg intersection. Total length of this stretch is 1.5. km. Since, the road connects one of the most important activity centre and historical area of the capital the existing landuse along the road has influenced the volume of traffic. Netaji Subhash Marg from Meena Bazar point to Lajpat Rai Market carries a total over 3500 vehicles in both the directions during the peak hour. Slow moving modes constitutes 18% of the total volume. Around 1800 pedestrian walk along this stretch on both the directions during the peak hour. The volume of traffic between Chandni Chowk intersection and S.P. Mukherjee Marg intersection rises well over 6000 during the peak hour in both the directions which contains 40% slow modes(source NATPAC study). This has grossly reduced the present journey speed to 7 km. per hour. Presently, there is six lane divided carriageway existing with the central verge varying from 2.5.mt. to 8mt.

Footpaths varying from 3.5 mt. to 6.4 mt. are existing on both sides of the road. The traffic flow on this stretch of the road remains more or less constant due to the location of the activities and facilities along the road and its linkage with Old Delhi Railway Station. Hence pedestrians face a lot of problems to cross the road from Red Fort side to Chandni Chowk side and vice versa. Presently, four signalised intersections are existing on this stretch of road. Overhead lighting system on central verge and on the footpaths are existing, Keeping the traffic volume, problems of the pedestrians in view composite alignment plan indicating the junctions/intersection designs of all the major roads has been prepared based on the P.T. Survey supplied by MCD.

Proposals:

3. The R/W of this road as per the zonal/master plan is 45 mt. Major proposals are enunciated in the alignment plan are as follows:-
  - a. The plan has been prepared with the R/W of 45 mt.
  - b. The existing carriageway and central verge had been fully utilised to the maximum extent possible to provide maximum space for a smooth and free flow traffic.
  - c. An eight lane (28mt) divided carriageway with a central verge of 2 mt. has been proposed on the entire stretch of the road. No separate service roads have been proposed as the same are not required here.
  - d. The intersection design of Netaji Subhash Marg with Kashituba Gandhi Hospital Road/Ansari Road/Darya Ganj road and intersection of this road with S.P. Mukherjee Marg/Luthian Marg have already been approved by the Technical Committee and the same have been incorporated in the alignment plan with required minor modifications. The 'T' junction design of 30.48 mt. R/W New Darya Ganj Road with Netaji Subhash Marg has also been incorporated as indicated



- in the plan. The intersection design of Chandni Chowk Road has also been incorporated.
- e. Parking bays for cars and scooters have been proposed in the R/W to the extent possible as per the zonal development plan.
  - f. Bus bays have been proposed at the selective places to enhance a smooth boarding and alighting for bus passengers. The existing bus stands opposite to the Parade Ground have been shifted to the side of Lajpat Rai Market.
  - g. Since there is a regular flow of traffic on this road, pedestrians find it difficult to cross the road at important places such as near Chandni Chowk Re Fort. To overcome this a subway has been proposed near Lajpat Rai Market which has been indicated in the alignment plan to provide safety movements for pedestrians. The proposed bus stops along Lajpat Rai Market would be more convenient to the pedestrians due to its location.

4. The alignment plan was sent for feasibility study to MCD which has been agreed from planning point of view vide the LOSC decision on 23.3.89. As per the MCD report the following properties are affected in the proposal.

One temple with open land, 86 kiosks, 2, D.T.C. booth one MCD Dalao with room above, 5 bus stands, one piao, 2 urinals, 1 taxi stand booth, 1 traffic signals box, 2 vent shaft, 81 electric poles, 7 trees 6 traffic signals poles and 2 telephone poles are affected.

One room and part of land of Kasturba Gandhi Hospital one room with part of Mahavir Vatika, one room of health centre on MCD land, part of MCD park store, petrol pump with 2 garages, open workshop, land under control of army along with their boundary wall/ railing are also affected.

Sub:- Composite alignment plan of a part of road no. 48 along the left bank of Najafgarh drain from Vijay nagar road to G.T. Karnal Road near Gurmandi.

F.5(55)/66-MP.

A 30.48 mt. wide road no.38 and 48 along the left bank of Najafgarh drain was proposed between road no.37 and mall Road as per MPD-62 and PDP-2001. The stretch of road between road no.37 and G.T. Karnal Road near Gurmandi is known as road no.38. The balance stretch upto Mall road is called road no.48 Alignment plan of road no.38 and 48 with 30.48 mt. R/W stands approved by the authority vide resolution no.79 dt.7.3.77 (annexure 'I' ).

2. A part of road no.48 between Mall Road and Vijay nagar road with 30.48 mt. R/W was approved with the Hudson line Redevelopment scheme and action for implementation of the same is in process by PWD(DA).

3. The construction of this road between vijay nagar road and G.T. Karnal road near Gurmandi had become very difficult due to the partial widening of Najafgarh Drain from the R/W of the proposed road along with the drain. The case was referred referred to the T C of DDA in its meeting held on 14.4.78 in which it was desired that certain structures are affected in the road widening which are necessary to be acquired. It is further stated that after the houses affected within the widening of 24 ft. wide road are acquired in full, road could easily be widened to the extent of 48 ft. The TC recommended that these structures be acquired in full to achieve the width of the road maximum to the extent possible. The case was referred to the authority in its meeting held on 25.5.79 in which it was resolved that the recommendation of the TC be approved.

4. Thereafter many other exercises and site inspections with regard to the widening of this road near Gurmandi where the existing quarters of Ministry of Rehabilitation are affected were undertaken with the PWD (DA) widening of the road in this stretch was also discussed in a meeting under CEC Delhi wherein an alternative proposal by extending the road in the Najafgarh drain was discussed. A comparative cost comparison by constructing a partially stilted road on Najafgarh drain and the cost of construction of new flats at an alternative place was to be obtained from PWD(DA)

5. Ex. Engineer, Divn. I, (PWD (DA) vide letter dt.18.7.89 has informed that 15 double storeyed flats are affected in this stretch part from the temporary office of flood control Deptt. (DA) The cost of construction of a stilted bridge of 6 mt.

width on Najafgarh drain in a length of 300 mt. will be about Rs.200 lakhs as against the cost of construction of the flats on an alternative place which will be around Rs. 60 lakhs.

6. The case is put up to the TC\* for consideration of:

- i. Approval of the composite alignment plan of road no. 48 from Vijay nagar road to G.T. road near Gursandi with a R/W of 48 ft. (wherever additional R/W is available same shall be retained.)
- ii. Approval of one of the alternative proposals of providing a stilted bridge on Najafgarh drain or reconstruction of the houses on an alternative place.

Sub: Construction of 100' wide Master plan Road no. 38 and 48 on the left Bank of Najafgarh Drain. (F.no. F5(55)66-MP)

In the master plan, road no. 38 and 48 was proposed to be constructed along the left bank of Najafgarh Drain between JJ Colony Wazirpur near Nimari colony upto Mall road on the left bank of Najafgarh Drain. As the sufficient land was not available, a plan was prepared by the A.T.P. DDA for the construction of this road to the extent of 24' as metalled portion along the Najafgarh Drain. The name was approved by the Authority vide its resolution no. 79 dt. 7.3.77.

2. The Chief Engineer (I&F) Delhi Admn. now pointed out that if the widening of Najafgarh Drain to its left bank in the reach from GT Road to Roop Nagar Bridge is to be achieved then there is hardly any distance left out between the edge of Najafgarh Drain and to the edge of the buildings for the construction of the road and this means the road along the Najafgarh Drain is to be achieved by pulling down the buildings for this stretch of road.

3. The matter was discussed in the meeting of the TC held on 14.4.78. It was noted that the Authority vide its resolution no. 79 dt. 7.3.77 had already agreed for the construction of a 24' wide road in ~~xxx~~ the first instance. Certain structures are affected in its widening, which are necessary to be acquired before the road is widened. It was noted that if the houses affected within the widening of 24' wide road, are acquired in full the road could easily be widened to the extent of 48'. The TC recommended that these structures be acquired in full to achieve the width of the road maximum to the extent possible.

4. The matter is placed before the Authority for consideration of the recommendations of TC.

#### RESOLUTION

Resolved that the recommendations of the TC, referred to in para 3 of the agenda note, be approved.

Sub: Comments of DDA on the report on Inland container Depot (ICD) at Tughlakabad prepared by 'RITES'

F3(41)/89-MP

Under Secy. Ministry of Urban Dev. vide letter no. K-14011/49/85-NCR/IB dt. 21.7.89 addressed to VC, DDA has desired our comments on the report on Inland container Depot (ICD) Tughlakabad prepared by 'RITES'. The report has been examined in the PPW and our observations are given in two parts as follows:

PART I SALIENT POINTS OF THE REPORT:

- i. Inland container Depot (ICD); Concept/Function:  
An ICD provide facilities for house to house cargo movement packed/unpacked through a container which is carried by trains to destinations.  
An ICD essentially a 'Dry Port' where except for handling of ships, all other functions associated with handling, storage and customs clearance of containerised export and import cargo are performed.
- ii. Handling capacity of ICD in Delhi:  
The designed handling capacity of the ICD at Pragati Maidan is 6,000 TEUs per year. At present it is handling over 18,000 TEUs per year. The potential traffic of Delhi and its hinter land is estimated to be of the order of 60,000 TEUs in 1989-90 increasing to 30,00,000 TEUs in 200 AD. The proposed ICD, Tughlakabad is one of the biggest in the world and would be capable to handle 3 to 4 lakh TEUs per year.
- iii. Influence/Service zone:  
The proposed ICD at Tughlakabad alongwith Delhi Traffic would serve an unusually large hinter land encompassing states of Jammu and Kashmir, H.P. Punjab, Haryana, Rajasthan & West UP. Main Industrial centres feeding the ICD are Moradabad, Gaziabad, Panipat, Faridabad, Ludhiana, Jullundhar, Parwanoo and Jaipur. Also traffic from Agra, Sonapat, Amritsar, Batala, Merrut and Kanpur will be attached.
- iv. Site:  
The site is at Tughlakabad on the railway marshalling yard. The available road links to the site are Mathura Road (NH\_2) and Mehrauli Badarpur road which is crossing the railway line.  
A CCI stockyard is situated on the west of the site. (CCI - Cement Corporation of India)

(v) Constraints:

For proposed ICD at Tughlakabad one of the biggest in the world, there are several constraints as far as the site is concerned. (Ref. page 12, Chapter-II of the report). Some of the important ones are:

- (a) Poor road infrastructure for gaining access to the ICD from Mathura Road (NH-2) The estimates of percentage of originating traffic at the proposed ICD (i) 30% from Delhi (ii) 30% from U.P. (iii) 20% from Punjab (iv) 10% from Haryana (v) 5% from Rajasthan and remaining from Himachal Pradesh etc. This pattern indicates that 90% of traffic will cover from West and East of the site. Traffic from U.P. Punjab and Delhi would flow through Ring Road and Mathura road thereby crossing the railway line via Mehrauli-Badarpur road to gain access to the ICD site which has limited capacity

(b) Quantum of traffic:

As far as quantum of traffic is concerned it is estimated by RITES that throughput of 50,000 TEUs per annum will involve.

660 vehicles movement bothways each day i.e.  
(660 truck / day).

Further adding the movement of personnel working agents and others involved with functioning, total number of movements would of the order of 1000 vehicle/day. To be precise in 1990 the (a) Daily gate-moves (6 days/week) will be 716 trucks (b) hourly gate moves (12 hr. / day) will be 60 truck/s and (c) peak hour gate moves will be 125 trucks and those of by year 2000 (a) will be 2357 (b) 196 and (c) 412 trucks respectively. The figures demonstrate the quantum of traffic generated by ICD on the road infrastructe is indeed very high.

To carry this future traffic volume as estimated above by RITES, there should be a RUB from NH-2 crossing the railway line with a four lane road totally segregated from the traffic space meant for public.

(c) Another constraint is the exclusion of possibilities for further expansion. In this context the report has suggested further acquisition of land at two adjacent places namely (i) a triangular piece available between CCI siding and ICD rail track and (ii) an additional land of 2,85,000 sq.mt. of land for construction of road approach to the ICD complex from Mehrauli Badarpur road.

(d) The report mentioned about the serious cement-dust pollution generated by the CCI stockyard would jeopardise the maintenance and operation of sophisticated equipments within the ICD, so the report recommended that CCI should take anti pollution measure including the plantation.

PART II. OUR OBSERVATIONS:

- i. The proposed ICD is meant to serve not only Delhi but an unusually large area / region encompassing state of J & K, H.P. Punjab, Haryana, Rajasthan & West UP. Its reach would be upto industrial areas at distances as far as Ludhiana, Amritsar, Jullundhar, Agra, Kanpur etc.



2. By the year 2000 the ICD would generate a peak traffic load of 412 trucks a day; besides movement of vehicles i.e. personnels employed agents involved & visitors etc
3. Mathura road (NH-2) being the only major approach road a RUB crossing the railway line along Mehrauli - Badarpur road with four lane exclusively seggragated for ICD truck movements is to be constructed. The road space required for city traffic will have additional lanes as per the traffic volume (at least 4 lane Hence, the intersection of Mehrauli Badarpur road and NH-2 will generate high volume of directional flow of various kinds of vehicular traffic into the city network. This is bound to lead traffic congestion on all major city roads.
  
4. The prposed ICD is located on the land on which the Draft MPD perspective 2001 has proposed a metropolitan passenger terminal. If the ICD is developed, the area shall not be sufficient for developing the passenger terminal as envisaged. For the metropolitan city of Delhi, the priority is the metropolitan passenger terminal.

5. Proposed ICD would encourage a number of exporters/importers as identified in the report. This is likely to generate number of employment opportunities in Delhi. The tentative figure of 6 to 12 lakh as worked out in the report seems to be on lower side. Besides direct employment, the proposed ICD would attract much higher order of indirect employment e.g. informal sector, floating population etc. This is contrary to the policies of Regional Plan-2001, NCR; as well as policies of draft MPD perspective-2001.
6. The goods traffic which shall be handled through railways; will put lot of pressure on the existing ring rail which is proposed for intra city passenger movement as per draft MPD-2001. Moreover, from Tughlakabad dispersal of goods containers to other states shall put additional burden on the existing railway lines passing through New Delhi & Delhi junction. For smooth dispersal, the ideal location in our view is 'Palwal'. A regional rail bye pass connecting palwal is also proposed in the Regional Plan\_2001, NCR, which can be used to bypass the regional goods traffic otherwise requiring entering into Delhi.

The TC in its meeting held on 31.7.89 in item 141 Conceptual planning & designing of Metropolitan Passenger Terminal in Delhi - at Tughlakabad resolved that

"Keeping in view the various policies of NCR plan - 2001 and also to decongest Delhi, it will not be desirable to locate ICD for the Northern India in Delhi. The Railways may consider the provision of ICB in Delhi to meet the requirements only for the Union Territory of Delhi. The passenger terminal at Tughlakabad as proposed in the Draft PDP-2001 should be given priority".

The Ministry of Urban Development vide letter dt. 21.7.89 has desired to know the views of the DDA regarding the location of ICB in Delhi.

The item is placed before the TC for its consideration.

Sub: Route approval for laying of one no. 33 KV 3x300 sq.mt. XLPE cable from Vidyt Bhawan 33/11 KV/Stn. to 33/11 kv Lodi road S/stn. PA/DDII/TT/PPW/89/D-67

The case has been referred to DDA from DESU for laying of additional 33 KV cable from Vidyt Bhawan to Lodi Road for approval.

As per the information supplied by DESU vide letter no. XEN (Plg.I)/2/51/252 dt. 17.7.88 a U/G cable is already existing along the proposed route between 33 KV sub station of Lodi road & 33 KV st. of Vidut Bhawan. The proposed additional two U/c cables have been indicated by DESU on drawing no. 13-4925. From the cross sections AA, BB, CC & DD there shown the existing U/G 33 KV power line.

The existing U/C cable between Nizamuddin sub stn. & Vidyt bhawan was approved by T/c in its meeting held on 28.7.78 This was conveyed to DESU by Additional Secy. (MP) vide letter no. F6(2)78/MP dt. 22.8.78. In the said meeting it was also desired that before the work is taken up, the local body and the other departments may be informed. The cable was laid according to the approved route in consultation with the local authorities i.e. NDMC.

Now DESU has submitted a proposal to DDA for the approval of one more U/c cable of 33 KV connecting the 33 K/v S/e of Lodi complex with Vidyt bhawan S/E. As per the proposal submitted by DESU, the cable was to run on the other side of the road. The case was discussed with the DESU officers on 18.8.89 by Jt.Dir.(T) PPW, DDA & DESU. Officers have agreed to lay the cable parallel to existing 33 KV U/B cable. PPW has examined the proposal and the following proposal is placed before the T/C for its consideration.

- i. The DESU shall lay the 33 KV U/G cable parallel to the existing cable.
- ii. The cable shall be adjusted within 2.5 mt. from the property line of the approved layout.
- iii. DESU shall also obtain the clearance from NDMC.

L A I D O N T A B L E

ITEM NO. 179

SUB: PROPOSAL FOR COVERING THE NALLAH ON REFERENCE FROM WATER SUPPLY & SEWAGE DEPARTMENT, MCD FILE NO F 3(42)/89/M.P.

Reference from Engineer in Chief Delhi water and Sewage Disposal undertaking MCD no. E&C/A-113/89/3420 dt. 20.6.89 was received regarding the proposal to cover all the open drains in Delhi in a phased manner and to recover the land for utilisation to make the scheme economically viable (self financing) The proposal is in continuation to the meeting taken by L.G. on 25.5.89

2. In the first phase it is proposed to cover the following Nallahs as a remunerative project.

- i. Daryali Nallah (Zone H-1)
- ii. Sunehri pul Nallah (Zone D-16)
- iii. Maharani Bagh Nallah (F-1)
- iv. Sen nursing home nallah (D-2)

3. A reconnaissance survey was conducted and as per the decision taken in the review meeting taken by Commr.(plg.) the scheme for covering ~~the~~ <sup>two</sup> nallah no. (ii) & (iii) <sup>(iv)</sup> namely Sunehri pul Nallah and Maharani Bagh Nallah has been prepared. The details of these schemes are as under :

*Sen Nursing Home Nallah.*

Sunehri pul Nallah :

This drain is located in the CGO complex behind Lodi Hotel. The proposal is to cover the portion between link road (Lal Bahadur Shastri Marg and Inner Ring Road (Lodi Road)). The length of the nallah proposed to be covered is 470 mtr. The top width varies from 40 mtr. to 60 mtr. by adding some adjoining available land. The total area available for the scheme would be about 5.90 ha. This will have approach from practically link road 80' road running in the CGO complex, zonal road leading to Nehru stadium and Inner Ring Road. The scheme is proposed to have the following land uses.

## Proposals

### i. Commercial

This area is in the extension of Lodi hotel Complex.

### ii. Green

There is a existing Nursery of CPWD covering an area of about 1.00 ha which is proposed to be retained with some adjustment. Besides this there is a small pocket (0.2 ha) adjacent to Dayal Singh College which is also proposed to be green making the total area green as 1.2 ha.

### iii. Government offices - cum - parking

The area behind the present HUDCO complex is proposed to be used partly for parking and partly for Govt. offices in an area of 2.00 ha.

### iv. Institution / Government offices

The strip of land adjacent to Dayal Singh college is proposed to be utilised either for institutional use (built up floor space) or can be used for Govt. Offices.

## Maharani Bagh Nallah

This Nallah is located between Govt. Polytechnic and village Tamoor nagar. There is a chunk of unutilised green area along the boundary of Women Polytechnic ~~xxxx~~ which could be added to be comprehensive scheme for covering this Nallah. Considering only the portion upto the boundary of village the total scheme area including the green area works out to about 3.70 ha. In some portion abutting Main road unauthorised constructions have come upon Govt. land. The proposed scheme will cover 30 mtr. length and the remaining is a part of green / river area.

### Proposal

The existing 6 mtr. road running along boundary of village Tamoor nagar is proposed to be increased to 18 mtr. The widening would be towards the Nallah. The total area including adjoining area would be about 3.70 hac. The proposed break up area as under;

### i. Commercial

About 1.20 ha. land is proposed to be utilised for commercial use including a Restaurant and shops.

ii. Institutional and green

The remaining area of the scheme is proposed to be developed partly for green and partly for institutional which can be considered for allotment to Delhi Admn. for extension Women Polytechnic or to locate some other institution, so that the present entry could be used for the proposed institution also.

4. As regards the proposal for the remaining two cases at sl. no. 1 & 4 the scheme is under formulation.

5. The case is now submitted to the Technical committee for consideration.

ii. Institutional and green:

The remaining area of the scheme is proposed to be developed partly for green and partly for institutional which can be considered for allotment to Delhi Administration for extension Women Polytechnic or to locate some other institution, so that the present entry could be used for the proposed institution also.

Sen Nursing Home Nallah:

- i. The site has been inspected and the unauthorised structures, i.e. Tea stall, 4 Jhuggies are existing in the open/green areas adjacent to Nala as shown in the plan laid on table.
- ii. The proposal to cover nallah between Bahadurshah Zaffar Marg and upto River Yamuna, total length of this 1275 mt. and width of the nallah varies at different points taking as average of 20 mt. width, the land to be reclaimed works out about 6 acres. In PDP-2001, there is a proposal to use the land so reclaimed after the covering this Nallah for multi-transport system.
- iii. It would therefore be desirable to develop thus as green.
4. As regards the proposal for the remaining one case at sl. no.1, the scheme is under formulation.
5. The case is now submitted to the Technical Committee for consideration.



Liad on table

Item No. 180  
Dated: 11/9/89

- Sub:- i) Route alignment of laying two no. 33KV sq.mm. XLPE underground cable from 220/33KV Patparganj sub/station to existing 33KV sub/station at Karkardooma.
- ii) Route alignment of erection of two no. S/C overhead line for loopin and loopout of existing Patparganj - G.T. Shahdara Road feeder with ACSR 'GOAT' at proposed Preet Vihar sub/station.  
F.9(8)189-TYA

1. The case was earlier discussed in the Technical Committee meeting held on 27/3/89 in which the following decision was taken:-

'The case was discussed and it was observed that there is a subway proposed at the Patparganj Road through which the route alignment is proposed and also at Vikas Marg, LRT is to come which has to be kept in view. It was, therefore, decided that the alignment plan as proposed is approved subject to the following:-

- i) It should pass through service portion of the subway.
- ii) It should go into the services part of the road section'.

Ex. Engineer(Plg.I) DESU vide letter dated 24/7/89 submitted a modified proposal to include an additional route for laying of cables between 33KV proposed Preet Vihar and Karkardooma sub/station. The position of the cables to be laid on Patparganj Road, Vikas Marg and road no.72 has been detailed out in the plan submitted with the above said letter.

2. The cables are proposed to be laid along Patparganj Road Vikas Marg road in front of Preet Vihar sub/station and road no.72. The R/W of these roads are 24 mt., 24 mt. 45 mt. and 30 mt. respectively. The alignment plan of Patparganj Road is under preparation and the R/W of this road is proposed to be increased from 24 mt. to 30 mt. The available R/W on

Contd.....2/-

Patparganj road varies between 22 mt. to 24 mt. approximately. DESU has proposed to lay the cables at a distance of 2.50 mt. from the edge of the road towards Madhuban Co-operative House Building Society on Patparganj road. It is then taken in the inner footpath of Vikas Marg and in the footpath portion on 30 mt. R/W of road no.72. The following distances are suggested from the edge of the road R/W for the cables to be laid on different roads:-

- i) The cables along Patparganj Road may be laid within the distance of 2.50 mt. from the edge of the property line of the Madhuban Co-operative House Building Society so that the same could be integrated with the RUB proposal below the railway lines.
  - ii) On Vikas Marg, the cables may be laid at a distance of 1.50 mt. from the edge of the R/W below the outer footpath abutting Swasthya Vihar.
  - iii) On the 24 mt. R/W road between the new Preet Vihar Sub/station & Vikas Marg two nos. S/C overhead lines for loopin and loopout of the existing feeder have been proposed, these may be taken underground within a distance of 1.50mt. of the edge of the R/W.
  - iv) On road no.72, the cables may be laid within a distance of 1.50 mt. from the edge of the R/W abutting the private built up properties.
3. The case is put up to the Technical Committee for consideration.

Item No.181

Laid on table

Sub:- Allotment of land to District Courts for  
Delhi Administration.  
PP/R/2766.

A site for District Court was allotted to Delhi Administration in Rohini project and the payment of the cost of the plot has also been received. This site was latter on changed to residential and equivalent area in sector -19 of the scheme was converted into institutional and was proposed for allotment in place of earlier allotted site. The new site was inspected by the Assistant Registrar of Delhi High Court along with the officers of the Delhi Development Authority. This site was rejected on the following grounds:

- i. It is surrounded by the high tension lines on three sides and a 220 K.V. electric sub-station at the back.
  - ii. The accessibility to the plot is also very peculiar because of the raised level of the bridge on the Western Yamuna Canal. The entry is unsuitable due to a large number of the visitors to the Courts.
2. The Chief Secretary, Delhi Administration emphasised that the land earlier recommended in public and semi public area for which the payment has already been made to the DDA be restored, as the land in sector 19 is totally unacceptable. Under the present circumstances two options are there:
- i. Restoring the land in public and semi public area no.2 by making adjustment in plot no.1 Block 'C' and the rest of the land be used for development of Club Swimming Pool and a green as per the guidelines of VC, DDA. This particular site has two problems:
    - i. The change of use which also needs approval of the Delhi Urban Arts Commission as the plan has already been approved by them.
    - ii. The other problem may occur due to future construction of the flyover on the Madhuban Chowk and a Traffic generated by the large number of co-operative societies adjoining to this area.

3. The other site suggested during the meeting with Chief Secretary, Delhi Administration by Project Planner Rohini is behind the District Centre in the Public and Semi area-I by adjusting the site of hospital which can be shifted to Sector-19. This does not involve any change of use, and is also acceptable to the Chief Secretary. The site is earmarked on the plan laid on the table. The site is vacant and available.

4. Since no change of land use is involved, it is suggested that the site in PSP area no.1 be considered for allotment to District Courts.

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

Sub: Hindustan petroleum Corporation Limited, Filling cum service station at the junction of Cornwallis Road and Hanuyun Road. F7(54)66-MP

Reference is invited to the minutes of the meeting of Technical committee held on dt. 27.9.76, copy at appendix. It was decided that petrol pump under reference be deleted from the objectionable petrol pumps list and desired that detailed scheme showing the entry and exit to the existing petrol pump be worked out. Accordingly, a plan was prepared and forwarded to the HPC (copy laid on table). The HPC sent the views on the proposal vide letter placed at page 79/c dt. 6.4.78 in which following points were raised:

- i. The suggested layout does not meet the fire safety requirements since proposed distance from the pump to proposed building and the buffer are not adequate.
- ii. The proposed circulation pattern would be a hazard and relocation of tanks, pumps and houses would involve an expenditure of Rs.11 lach.

2. The case was again examined and oil company was informed that it is not possible to retain the petrol pump on its present site without proper modification in the circulation pattern.

3. Oil company in their letter dt. 17.1.89 and 21.3.89 informed that the earlier letters was not received by them and it is only now that attention has been drawn to the revised drawings which was forwarded to them. The oil company has sent the plan stating that the Delhi Traffic Police has effectively regulated the traffic on the road on which their petrol pump is located.

4. The matter was examined again, the letter along with the layout plan submitted by Oil company was sent to DCP (T) to offer their comments. Vide letter no. 4176 dt. 20.6.89 DCP(T) has informed that the site was inspected and it has been observed that the vehicles are already using the ingress and egress as marked by arrow directions shown on plan. Hardly any change is required, otherwise it will create a problem and traffic bottleneck. There is no need to extend the triangle in front of the egress as suggested by the Chief Regional Manager, HPCL. Since the traffic flow at present is quite satisfactory and smooth. In their opinion if the diesel pump is removed / withdrawn from the station, the congestion created by heavy vehicles will automatically ease and light vehicles can be accommodated.

Appendix 'A' to Item No.182

- A1 -

Sub:- Hindustan Petroleum Corporation Ltd. filling-cum service station at the junction of Cornwallis Road and Humayun Road.  
F.7(54)/66-MP.

Reference to invited to the minutes of the meeting of the Technical Committee held on 16.12.75 (copy appendix A) It was decided that the matter may be examined by the T.C.P.O. The comments received from the Town & Country Planning Organisation are enclosed at appendix B.

The T.C.P.O. has suggested that it should be declared as an objectionable petrol pump and as such the same should not be incorporated in the zonal plan.

The matter was examined by the Architect Town Planner, Delhi Development Authority. His comments were considered by the Technical Committee in its meeting mentioned above. He is of the opinion that it is not necessary to declare this pump as an objectionable petrol pump and can be adjusted at its present site by either controlling entry and exit points or by making one point entry and exit at the farther side of the petrol pump site.

The matter is placed before the Technical Committee for consideration.

DECISION

The Technical Committee decided that the petrol pump under reference be deleted from the objectionable list and desired that a detailed scheme, showing the entry and exit to the existing petrol pump be worked out.

.....

Item No.171

Sub: Provision of residential use in various institutions i.e. schools and colleges etc. F.1(2)/75/MP

Tech. Committee desired that the specific proposals for quantum of residential use required for specific institutes be worked out and be put up for discussion in the next meeting of the Tech. Committee. The proposal should cover all type of institutions and the residential components which may be essentially required for such institutions.

Item No.172

Sub: Rehabilitation of displaced persons occupying tenements at Kotla Ferozeshah, New Delhi. F.16(60)/68/MP

The proposal for re-housing the affected families in the vicinity of this monument was discussed in detail. Tech. Committee approved the scheme for re-housing and recommended to process the change of land use to 'residential use' of the pocket where the families are presently residing and including the area required for re-housing.

Item No.173

Sub: Scrutiny of projects during the interim period the guidelines issued by the Government of India, Ministry of Urban Development become part of zoning regulations/building bye-laws. F.PA/JD(B)/Bldg. - PA/DD/MP/89/1093

Jt. Director (Bldg.) explained the proposal and the instructions issued by the Government of India, Ministry of Urban Development to follow <sup>the</sup> harsher <sup>norms out</sup> of the two (i.e. guidelines and the existing zoning regulations/building bye-laws) <sup>e</sup> during the interim period for scrutinising the projects. He further mentioned that while scrutinising various schemes, the area for the parking in the basement, according to the requirement is only possible if the basement is extended beyond the actual building line, <sup>as provided</sup> for which there is a provision in the guidelines, <sup>however</sup> the building bye-laws restrict the area of the basement <sup>equivalent to 10% of ground coverage.</sup> upto the envelope. The Tech. Committee recommended that the area of the basement <sup>may</sup> be extended to meet the parking requirements, <sup>up to</sup> and it should <sup>confine</sup> with <sup>the</sup> envelope <sup>line</sup> area with the specifications indicated in the guidelines.

(ii) The other point explained by the Jt. Director (Bldg.) was in regard to the <sup>setback</sup> height relaxation <sup>and</sup> in certain use zones such as residential, (group housing), institutional buildings. He mentioned that <sup>use</sup>, if the ground coverage is to be restricted to 25% of the plot area according to the guidelines instead of 35% presently applicable <sup>as per</sup> building bye laws, to achieve the FAR of 175, <sup>maxim</sup> the

*to be relaxed*

height, is ~~increased~~ beyond the present permissible limit of 80 ft ~~in case of residential group housing~~. He therefore suggested that there should be ~~no~~ <sup>no</sup> objection for having a height beyond 80ft, keeping in view the parameters of maximum ground coverage of 25% and 175 FAR. After detailed discussion the Tech. Committee ~~was of the opinion~~ <sup>decided</sup> that although ~~there~~ <sup>these</sup> should be no objection for relaxing the height beyond 80ft in the zoning regulations, ~~it is restricted to 80ft,~~ <sup>yet</sup> ~~and~~ <sup>and</sup> reference ~~could~~ be made to the Ministry of Urban Development, recommending that in such cases the height should be relaxed and should not wait <sup>for</sup> the finalisation of the guide lines as part of the zoning regulations. ~~The Technical~~

*Committee decided that as means of parking cars we cleared up to a height of 80'.*

Item No.174

Sub: Review of Railway proposed in Delhi Area relating to operational and non operations works.  
PA/JD/PP/W/89/395

✓ Postponed.

Item No.175

Sub: Alignment plan of Netaji Subash Marg from Darya Ganj footover bridge to Luthian Marg/SP Mukerjee Marg F.5(47)/87/MP.

✓ The alignment plan of the above road was discussed in detail and found feasible to implement. Technical Committee recommended for the approval of the plan, subject to retaining ~~to~~ <sup>to</sup> the maximum extent the parking area near Lajpat Rai Market, ~~and~~ <sup>and</sup> further to the condition that the provision of a sub-way on Chandni Chowk near the crossing, be also provided.

Item No.176

Sub : Composite alignment plan of a part of road no.48 along the left bank of Najafgarh Drain from Vijay Nagar road to G.T.Karnal Road near Gurmandi. F.5(55)/66-MP.

✓ It was explained that in the stretch of 300 mtrs., a number of structures are falling in the proposed road widening. Technical Committee while approving the alignment plan, desired that the affected families be housed ~~by~~ <sup>by</sup> while implementing the scheme and for that purpose, rehabilitation scheme be prepared. ~~Rest of the portion of the road widening~~ as detailed out was approved.



Item No.177

Sub : Comments of DDA on the report of Inland container Depot (ICD) at Tughlakabad prepared by RITES F.3(41)/89-MP.

Earlier also, this item was discussed in the meeting of the Technical Committee held on 31.7.89. The report prepared by RITES was also examined by the Ministry of Urban Development and they have desired the comments of the DDA. In the Ministry, it was decided that the ICD should confine in its size to serve Delhi. Technical Committee observed that the proposal received ~~should~~<sup>is</sup> not only to serve Delhi but also to serve the other areas. Therefore, ~~it~~<sup>was</sup> desired that it should be modified/revised so as its size is confined only to meet the requirements of Delhi.

Item No.178

Sub : Route approval for laying of one no.33 KV 3x300 sq.mtrs. XLPE cable from Vidhut Bhawan 33/11 KV Station to 33/11 KV Lodhi Road S/Stn. PA/DDUC/T/PPW/89/D-67.

Technical Committee noted that the proposed route alignment is passing through underground in the areas reserved for services in road right of way and approved the proposal.

Item No.179

Sub : Proposal for covering the nallah on reference from Water Supply & Sewage Disposal Undertaking Deptt.,MCD F.3(42)/89/89.

Technical Committee discussed the four proposals received from Water Supply & Sewage Disposal Undertaking for covering the nallah/drains passing through various parts of Delhi. After detailed discussions, Technical Committee approved the proposal in principle and desired that further details be worked out regarding the technical feasibility, specific land uses and other details. It also desired <sup>that</sup> the desirability of appointing the consultant for these jobs may also be examined.

Item No.180

Sub : Route alignment of laying two no. 33 KV mm. XLPE underground cable from 220/33 KV Patparganj sub-station to existing 33 KV sub-station at Karkardooma.

ii, Route alignment of erection of two no.S/C overhead line for loop in and loopout of existing Patparganj G.T.Shahdara Road feeder with ACSR 'GOAT' at proposed Preet Vihar sub-station. F.9(8)/189-TYA.

Proposals are to ~~laid~~<sup>be laid</sup> cables underground as per details given in para 2 ~~preamble~~<sup>clause</sup>. Technical Committee approved the proposal.

Item No.181

Sub : Allotment of land to District Courts for Delhi Administration.  
PA/R/2766  
Postponed.

Item No.182

Sub : Hindustan Petroleum Corporation Limited filling cum service station at the junction of Cornwallis Road and Hamuyan Road.  
F.7(54)/66-MP.

This matter was discussed keeping in view the earlier decision of the Technical Committee and the observations received from Traffic Department of Delhi Admn. After detailed discussion, Technical Committee desired that the existing outlet should be deleted from the objectionable outlet <sup>list of this</sup> and the detailed scheme <sup>of any</sup> for its improvement be obtained from the Oil Company. It also desired that the Diesel Pump, as recommended by the Police Department should be closed down from this site.

Item No.183

Sub : Allotment of gas godown site to Indian Oil Corporation Ltd. for Sh. Javed Aslam.  
F.13(46)/86-CRC/DDA.

The proposal for alternate site for a gas godown for Indian Oil Corporation to serve Bara Hindu Rao area, was discussed in detail and ~~ixxxxx~~ site proposed in Jhandewalan was approved.

Item No.184

Sub : Approval of layout plans and designs by DDA and DUAC for Gawshala at Gazipur.  
F.23(1)/86-Bldg.

Technical Committee noted that this matter was discussed in its earlier meeting and it was desired to work out the norms for various activities within this plot. The proposal as submitted by the Building Department for the utilisation of 12.5 acres with the details of a) 10.25 acres to be used as Gaushala with single storey structure with 20% coverage and 20 FAR b) 1.5 acre of land for residential use for essential staff with a ~~area~~ density of 60 DUs per acre having maximum 35% ground coverage and 100 FAR and c) 0.5 acre of land for administrative and institutional use with maximum 33 1/3% ground coverage and 100 FAR were approved for the planning of this complex.

Item No.185

Sub : Development controls for Trunkey projects  
in Jasola.  
Jt.Dir.(NP)137/88.

The proposal for construction of multi storey group housing scheme in Jasola scheme as a turn-key project <sup>was</sup> ~~were~~ discussed in detail. The norms of ground coverage maximum 25%, FA<sup>1</sup> 175, maximum number of storey 12 (initially 8 storey and ultimately ~~be-raised~~ to 12 storey), having car parking on the basis of norms in the basement and developing 75% of the plot area for landscaping and passage to the buildings, were approved. Wherever the basement is to be extended beyond the actual building line, it should be flushed with the ground, so that it should be properly landscaped at the portion falling beyond curtilage of the building.

The meeting ended with a vote of thanks to the chair.

Item No. 171

Sub:- Provision of residential area in Institutionals - S  
i.e. schools colleges etc.  
F.1(2)/75-MP.

*Technical Committee desired that*  
~~This case was discussed in detail and it was decided~~  
~~that the specific proposal may be brought before the~~  
~~Technical Committee. The comparative chart for various~~  
~~institutionals categories may also be worked out based~~  
~~on the study. The item brought may be again before the~~  
~~Technical Committee.~~  
*essentialy needed for work*  
*the proposals may cover*  
*and the comparison for residential use*  
*may be pursued for discussion etc.*  
*brought*

Item No. 172

Sub:- Rehabilitation of displaced persons occupying tena-  
ments at Kotla Ferozshah, New Delhi.  
F.16(60)/68-MP.

*for housing the not affected families in the vicinity*  
~~The proposal was approved and it was decided to process~~  
~~the change of land use for Phase-I and Phase-II of the~~  
~~scheme.~~  
*of this moment were discussed.*  
*change*  
*Technical Committee after detailed discuss*  
*approved the scheme and recommend the change of land*

Item No. 173

Sub:- Scrutiny of C.G.M.S. and other projects during the  
interim period till the guidelines issued by the  
Ministry of Urban Development area largely translated  
in to the Master Plan for Delhi building byelaws.  
PA/JD/(B)/Blg/ PA/DD/MP/89/1093.

*use for promoting residential purpose*  
*for housing*  
*John*  
*Decision taken*  
*for any*  
*part of the Master Plan for Delhi building byelaws.*

*the area of the houses*  
~~This item was discussed in detail and it was decided that~~  
~~in Group Housing Schemes, as per the revised guidelines~~  
~~issued by the Ministry of Urban Development, the basement~~  
~~is permitted within the envelope line. But basement beyond~~  
~~the curtilage of the buildings should be flushed to the~~  
~~ground and properly landscaped. It was also decided that~~  
~~the height of the building should not more than 80 ft. till~~  
~~the further clarification is issued by the Government.~~  
*the*

Item No. 174

Sub:- Review of Railway proposals in Delhi Area relating  
to operational and non-operational works.  
PA/JD/PP W/89/395.

Postponed.

Item No. 175

Sub:- Alignment plan of Netaji Subash Marg from Darya Ganj  
Footover bridge to Luthian Marg/S.P. Mukherji Marg  
crossing.  
F.5(47)/87-MP.

*of the above road*  
*was found*  
*possible to*  
~~The alignment plan was discussed in detail and the alignment~~  
~~plan was approved subject to returning the exist parking near~~  
~~Lajpat Rai Market and the bus Q shelters may be kept at the~~  
~~location near Gandhi Mandan. It was also desired that~~  
~~existing~~  
*Technical Committee retaining existing*  
*near the form*  
*on a channel*  
*marked crossing*  
*Subject to that provision of a railway*  
*he also provided*

the possibility of the sub way on the Chandni Chowk road from Gurudwara to Jain Mandir may be worked out.

Item No.176

Sub:-Composite alignment plan of a part of road no.48 along the left bank of Najafgarh Drain from Vijay Nagar road to G.T. Karnal Road near Gurmandi. F.5(55)/66-MP.

*It was expressed that in a stretch of about 300 mtrs. stretch of road, large number of structures are affected in road widening proposal. It was therefore decided that for 300 mtrs. length of road, the alignment proposal be implemented after the rehabilitation scheme is prepared and for the rest of the portion of the road the alignment was approved.*

Item No.177

Sub:-Comments of DDA on the report on Inland container Depot 'ICD) at Tughlakabad prepared by RITES F.3(41)/89-MP.

*also this item was earlier discussed in the Technical Committee meeting held on 31.7.89. The Ministry has forwarded the report prepared by RITES for DDA's comments. It was decided that the Ministry may be conveyed that the revised proposal prepared by RITES is too big for the use of Delhi. It was decided that the I.C.D. should be of the size which will cater to Delhi's only needs.*

Item No.178

Sub:-Route approval for laying of one no.33 KV 3x300 sq. mtrs. XLPE cable from Vidyty Bhawan 33/11 KV Stn. to 33/11 KV Lodhi Road S/Stn. PA/DDUC/IT/PPW/89/D-67

*The route alignment proposal was approved as the whole route alignment is underground and it will go in the services in portion of R/W of road and therefore no objection.*

Item No.1789

Sub :-Proposal for covering the Nallah on reference from Water Supply & Sewage Department MCD. F.3(42)/89/89.

The proposal was discussed in detail and it was approved in principle. It was decided that more details of land utilisation to be worked out. The possibility of appointing consultant for this job may also be worked out.

Item No.180

Sub:-Route alignment of laying two no.33 KV mm. ~~XLPE~~ underground cable from 220/33 KV Patparganj sub-station to existing 33 KV sub-station at Karkardooma.

ii. Route alignment of erection of two no.S/C overhead line for loopin and loopout of existing patparganj G.T. Shaahdara Road feeder with ACSR 'GOAT' at proposed Freet Vihar sub/station.  
F.9(8)/189-TYA.

Decision as per item no.178

Item No.181

Sub:-Allotment of land to District Courts for Delhi Administration.  
PR/R/2766

Postponed.

Item No.182

Sub:-Hindustan petroleum Corporation limited filling cum service station at the junction of cornwallis Road and Hamuyan Road.

F.7(54)/66-MP.

The proposal laid on the table was approved.

Item No.183

Sub:-Allotment of gas godown site to Indian Oil Corporation limited for Sh. Javed Aslam.  
F.13(46)/86-CRC/DDA.

This case was discussed in detail and it was observed that the alternative site for gas godown has been proposed in Jhandewalan area. It was also observed that the proper approach is available and no tree are effected in the proposal. Therefore, the proposal was approved.

Item No.184

Sub:-Approval of layout plans and designs by DDA and DUAC for Gowshala at Gazipur.  
F.23(1)/86-Bldg.

The total land allotted to Gowshala is 12.5 acres, out of which 10.25 acres land will be used for the Gowshala having single storey structures with 20% coverage & 20 FAR. 1.5 acre land will be utilised for residential flat for essential staff at the density of 60 DU's per acres with 35% ground coverage and 100 FAR. Remaining 0.5 acres of land will be utilised for the administrative Complex with FAR 100 and 35% ground coverage. These development norms has been approved.

Item No. 185

Sub:- Development <sup>Controls</sup> ~~construction~~ for Trunkey <sup>Projects</sup> ~~provision~~  
in Jasola.

Jt. Dir. (NP) 137/88

This case was discussed in detail and only norms for Multi-storey Group Housing Blocks to be given on Trunkey basis <sup>were</sup> ~~which~~ approved as follows:

1. Ground coverage 25%
2. FAR 175. No of storey 12 (Initially no. of storeys will be 8 and remaining storeys will be constructed as and when the clearance received from the Government)
3. Car parking 155 % <sup>of</sup> ~~no.~~ of flat. landscape area 75% of the ~~plot area~~ <sup>plot area</sup> ~~area~~ which will include <sup>to</sup> the approach <sup>to the</sup> building. All parking <sup>to</sup> be provided in basement and basement can be extended <sup>to</sup> up <sup>to</sup> ~~envelop~~ <sup>line</sup> ~~land~~, but flushing to the ground and properly landscaped, for the portion beyond curtilage of the building.