

of Tech. Committ  
Meeting held  
on 4.3.91

योजना  
Planning

# दिल्ली विकास प्राधिकरण

समुदाय Master Plan

वित्तिल संख्या F-1(16)/91-MP

संख्या

सम-संख्या

विषय

Draft Minutes of Technical Committee Meeting  
held on 4.3.91.

सं०	दिनांक	विषय को संज्ञा	हस्ताक्षर/संज्ञा सं०	दिनांक	विषय को संज्ञा	हस्ताक्षर
		बाहिरी की   बाहिरी की			बाहिरी की   बाहिरी की	
						F-316 7-3-91

F-398  
11.3  
VC  
11.3

FV-69  
22/3  
DAVID (22)  
25/3

14/3  
19/3

DELHI DEVELOPMENT AUTHORITY

Draft Minutes of the Technical Committee Meeting  
held on 4.3.91 at 9.30 A.M. in the Conference Room of  
Vikas Minar, 5th floor, Delhi Development Authority, I.P.  
Estate, New Delhi.

The following were present:

Delhi Development Authority:

1. Mr. E. Nerenha, Vice-Chairman (In the chair)
2. Mr. W.D. Dandage, E.M.
3. Mr. J.C. Gambhir, Commr. (Plg.)
4. Mr. Manjit Singh, Commr. (Slum & J.J.)
5. Mr. Santesh Auluck, C.A.
6. Mr. S.C. Gupta, Director (TYA)
7. Mr. P.C. Jain, Director (AP&B)
8. Mr. M.N. Khullar, Addl. C.A.
9. Mr. P.N. Dongre, J.D. (TYA)
10. Mr. N.K. Aggarwal, J.D. (SA)
11. Mr. A.K. Gupta, J.D. (B)
12. Mr. Chander Ballabh, Jt. Director (AP)
13. Mr. Prakash Narain, Jt. Director (T)
14. Mr. Ashok Kumar, Jt. Dir. (Dwarika)
15. Mr. C.P. Rastogi, Jt. Dir.
16. Mr. A.K. Jain, J.D. (ZP)
17. Mr. N. Singh, Ex. Engineer
18. Mr. Pradeep Behari, Dy. Dir. (Design)
19. Mr. S.C. Gupta- Architect.
20. Mr. D.L. Saluja, Dy. Dir. (T)
21. Mr. Phatak, Dy. Director(M)
22. Mr. S.P. Bansal, Dy. Dir. (NCR&UE)
23. Mr. W.P. Nangia, Architect.
24. Mr. Anil Barai, Dy. Director (MP) (Convener)

Police Department

25. Mr. A.S. Cheema, A.C.P. (Traffic)

M.C.D.

26. Mr. B.B. Nanda, C.E.(I)
27. Mr. O.P. Gupta, S.E. (Plg.)
28. Mr. D.D. Mathur, Consultant (Slum Wing)

L & D O Department

29. Mr. L.D. Ganotra, E.O.

N.D.M.C.

30. Mr. R.N. Mathur, C.E. (E & C)
31. Mr. S.V. Gupta, Ex. Enginer (Plg.)-I

D.E.S.U.

- 32. Mr. D.K. Suri, Ex. Engineer (Plg.-IV)
- 33. Mr. B.S. Chandery, S.E.
- 34. Mr. S.P. Chopra, S.E. (Plg.)-I.

Special Invities.

Bharat Petroleum Corpn. Ltd.

- 35. Mr. V.D. Kumar. .
- 36. Mr. A.K. Kala. . For Item No. 2.
- 37. Mr. S.K. Mehta. ..

### Item No.1

Sub : Policy for rehabilitation of structures affected in the alignment plan of roads.  
PA/DDA/TT-I/PPW/90/114.

This item could not be taken up for detailed discussion, as Comr. (Lands), DDA was not present. It was, however, pointed out in this connection that in a number of cases, the plot holders in various residential schemes had constructed ramps on the approaches to their respective plots/buildings by encroaching on a portion of the road right of way and enclosing spaces within road right of way for development of private gardens. This created problems when the standard cross-section of such roads were to develop for covering the drains, providing foot paths and increasing the metalled portion of the road as per the approved plans. Technical Committee desired that henceforth no such encroachments should be allowed or permitted either with or without an undertaking from the plot holders. Accordingly, whenever such ramps were needed, they should be permitted only within the plot itself. It was also desired that in case there was any policy decision of the Authority to allow part of the road right of way to individual allottees for such purposes on a licence fee basis, the matter should be placed before the Authority for review.

### Item No.2

Sub : NOC/Compound Wall of new retail outlet (petrol pump) on C.C. Preet Vihar, Vikas Marg, New Delhi.  
F.6(12)Arch.I/E2/HUPW/91/  
F.13(156)86-Bldg.

Chief Architect explained the details of the case with the help of the model indicating the exact height of the compound wall from the level of the main road and also from the higher level of the plaza of the Community Centre Preet Vihar which abutted it on the farside. The representatives of the Oil Company explained that they had no objection in principle if the height has reduced as desired by the Technical Committee. They however explained that the present height of wall had been determined as per the requirements of the Explosives Department of Govt. of India as desired by D.C.P.(Licencing), Police Deptt. The Technical Committee, therefore, decided that this item be again brought up again at the next meeting to which the representative of Explosive Department and DCP(Licencing), Police Deptt. may also be invited.

1 of the boundary  
also

### Item No.3

Sub : Change of land use - Sir Chhotu Ram Educational Trust, Kanjhawall (Ghevra), Delhi-81.  
F.20(10)87-MP

It was explained that this item had come up before the Technical Committee on two separate occasions earlier. Technical Committee had not agreed to the proposed location of a technical institute in the 'rural use zone', as such activities could more appropriately be developed either within the urban areas/extensions or as part of the rural growth centres. Accordingly, the Trust was asked to submit a request for allotment of institutional plot measuring about 4.0 hect. for location of a technical institute. It was also noted that the Technical Education Deptt. of Delhi Admn. had already permitted certain courses of study to be conducted by the Trust. The Technical Committee desired that Delhi Admn. may be requested to take note of this objection and withdraw their recognition to the institute whose location was in violation of the provision of Delhi Master Plan.

**Item No.4**

Sub : Proposal for upgrading the 33 KV ESS to 66 KV at Moti Lal Nehru Marg, New Delhi.  
F.20(14)85-MP.

Chief Engineer(Elect.), NDMC explained the proposal and emphasized the urgent need to upgrade the existing 33 KV Electric Sub-station at Moti Lal Nehru Marg to convert it into a 66 KV Electric Sub-station, to meet the increasing demands of various Govt. departments and other agencies in that part of New Delhi. He also explained that in the past, a piece of land had been allotted for a 33 KV sub-station within a part of the land where there was no bungalow standing. He desired that the Committee approve his request to carve out another plot of 123' x 320' required for upgradation of the electric sub-station of 66 KV sub-station. ~~The~~ Committee observed that in the schemes prepared by the erstwhile NDRAD, ~~piece~~ <sup>a</sup> <sup>piece of</sup> this land had been earmarked for a primary school. It was also apprehended that this piece of land might form part of the redevelopment scheme for the Ludyan's ~~for~~ Bungalow Zone which was proposed to be taken up as part of MPD-2001. On the other hand, in the adjacent bungalow plot which was occupied by a Supreme Court Judge, part of the plot in the rear had been earmarked in the NDRAC scheme for electric sub-station. If that land could be made available, there would be 'no objection' from the land use point of view. However, the Chief Engineer, NDMC was of the opinion that this would not be feasible as Director of Estate had not been able to resume possession of the said piece of land for the last 2 years. After detailed consideration and keeping in view the above aspects, the Technical Committee desired that NDMC should formulate the design and the layout of 66 KV Sub-station to come up on the plot which did not have a standing bungalow, in such a manner as to maintain the existing aesthetics of the area, and put up the same to the Technical Committee for its consideration. Meanwhile Addl. Secretary(UD) may be requested to hold a meeting to determine as to whether the required portion of the compounds of the neighbouring plot could be made available for the purpose, it being the more desirable alternative.

**Item No.5**

Sub : 66 KV Tower line between Najafgarh, 220 KV Sub-station and 66 KV Sub-station at Rawta Morh.  
F.DD/PP/UE/91F47

The representative of DESU explained that a 66 KV Sub-station was required to be set up in the rural area and connected with the existing 220 KV Sub-station located in Najafgarh. The Technical Committee observed that this was the first time that a 66 KV Sub-station was proposed to be set up in the rural area. Such a proposal has to be discouraged lest it lead to unplanned growth and the proliferation of unauthorised colonies. The Technical Committee therefore desired that DESU should, in the first instance, prepare a paper justifying the need for a 66 KV Sub-station instead of 11/33 KV Sub-station at this location, having regard to the distributional requirements of the locality, and place the same before the Technical Committee.

**Item No.6**

Sub : Permission for construction of Residential Quarters in the Police Wireless Transmitting Station Complex at Siri Village, New Delhi.  
F.3(54)90-MP.

Technical Committee recommended that only 9 residential quarters for watch and ward staff be allowed as 'incidental use' within the boundary of Wireless Station, as shown in the land use plan, and not in the Master Plan green area where the quarters were proposed to be constructed. The Technical Committee also desired that the area shown as Master Plan

green should be resumed by DDA and developed for the said purpose.

**Item No.7**

Sub : Allotment of land for CGHS Dispensary in Shakarpur unauthorised regularised colony in Trans Yamuna Area.  
F.22(17)83-Instl.

Deferred

**Item No.8**

Sub : Denotification of part of Development Area - 130, Paharganj.

Deferred.

**Item No.9**

Sub: Route alignment for 66 KV Tower Line to connect 220 KV existing sub-station at Okhla to 66 KV sub-station at Sangam Vihar.

Technical Committee observed that the scheme was not justified as the Govt. of India had not taken any decision to regularise Sangam Vihar Colony or any other fresh unauthorised colony of similar vintage for that matter. The proposal was therefore not taken up for consideration.

**Item No.10**

Sub:

- i. Pedestrian sub-way opposite Gurudwara Sisganj on Chandni Chowk Rd.
- ii. Pedestrian sub-way opposite Old Delhi Railway Station on S.P. Mukharjee Marg.
- iii. Proposal of additional bus-bays for DTC buses on the Western side of S.P. Mukharjee Marg opposite Old Delhi Railway Station.
- iv. Proposal of additional bus-bays on the western side of Dr.H.C. Sen Marg.

Deferred.

**Item No.11**

Sub: Construction of a memorial of Acharya Shri Atam Vallabh Jain Samark Sidshan Nidhi at G.T.Karnal Road, Delhi.

Deferred.

**Item No.12.**

Sub: Interim delineation Lutyen's Bungalow Zone/Norms for development control.

F.PA/JD(plg)/CCU/91/D-38

Technical Committee noted that in MPD-2001, a provision has been made for the formulation of a redevelopment scheme for the bungalow zone of Lutyen's Delhi. It was also seen that the boundaries of Lutyen's Bungalow Zone had already been published in Dec. 1988 based on Govt.'s letter of 8.2.88 and 23.7.88. It was decided, therefore, that the said boundaries should be adopted and notified for purposes of formulating the proposed redevelopment scheme as per MPD-2001. As far as the areas/pockets

which fell within Lutyen's Delhi but were outside the bungalow zone, the committee decided that the proposals for re-development/sanction of building plans should be sanctioned as per the relevant provisions of MPD-2001 read with the existing Zonal Development Plan, NDRAC recommendations and the re-development schemes earlier published by the DDA. Technical Committee also indicated that as desired by Govt. general set of guidelines may be formulated for the re-development of the bungalow zone on a 'priority basis', within a period of 2 months.

**Item No.13.**(laid on table)

Sub: First list of Jhuggi clusters proposed for on ~~the~~ site upgradation by the Slum & JJ Wing of DDA.

DD/PP/UE/90/F.50.

Technical Committee noted that the Slum Department had prepared on site upgradation schemes for the following three squatter settlements namely : (a) R.K.Puram;(b) Begumpur; & (c) Ambedkar Nagar. It desired that the representatives of Delhi Water Supply & Sewerage Disposal Undertaking and DESU may be invited to discuss these schemes in the first instance. Meanwhile, the schemes should ~~also~~ be examined with respect to population densities and availability of facilities and services as per the norms. Technical Committee also desired that the revised development controls recently adopted by Bombay Municipal Corporation for tackling the problems of slums be also studied in detail and placed before the Committee in due course.

Item No.1

Sub : Policy for rehabilitation of structures affected in the alignment plan of roads.  
PA/DB/TT-I/PPW/98/114

This item could not be taken up for <sup>discussed</sup> discussion, as Commissioner(Lands), DDA was not present in the meeting. ~~It was desired that the matter should be taken up in the next meeting and Commr.(Lands) should also be invited.~~ Further, <sup>arising out of the discussion of the above item,</sup> ~~It was pointed out in the meeting that in a number of cases, the plot owners in various residential schemes have constructed the ramps as an approach to their plot/building, by encroaching on a portion of the road right of way and by putting fencing/railing for the use of the space within road right of way for landscaping and plantation. Due to such encroachments, the right of way is reduced and created problems when the standard cross-section of such roads are implemented for covering the drains providing the foot paths and increasing the major portion of the road.~~ Therefore, Technical Committee desired that henceforth no such encroachments should be allowed or permitted <sup>either, or without an</sup> with any sort of undertaking <sup>as per the approved plans</sup> and the ramps <sup>as an approach to the building</sup> should only be at the road level. It was also desired that in case there was any policy/decision of the Authority to allow part of the road right of way to individual allottees of plot <sup>such purposes</sup> for temporary landscaping on license fee basis, the same should also be reviewed immediately and such policy/decision should be withdrawn. <sup>placed before</sup> the Authority <sup>& for review</sup>

to these respective  
encroaching  
private gardens  
development of  
as per the approved plans  
either, or without an  
as an approach to the building  
placed before  
the Authority & for review

from the plot holders v  
Accordingly, whenever such ramps were needed they should be permitted only within the plot - itself v

Item No.2

Sub : NOC/Compound Wall of new retail outlet (petrol pump) on C.C. Preet Vihar, Vikas Marg, New Delhi.  
F6(12) Arch. I/E2/HUPW/91/  
F13(156)86-Bldg.

Chief Architect explained the case with the help of the model indicating the <sup>exact height</sup> various sizes of the compound wall from the level of the <sup>main</sup> road <sup>and also from the level</sup> of the plaza of the Community Centre Preet Vihar. The representative of the Oil Company explained that they have no objection if the height <sup>is</sup> reduced as decided by the Technical

shall submit it on the far side



They however explained that the present height Committee. However, the height of the boundary wall which has been constructed is in accordance to <sup>determined as per the requirements of the Explosive Department rules and as desired by B.C.P. (Licensing), Police Department.</sup> Therefore, in case these departments agreed to reduce the height to the extent desired the Oil Company has no objection. The Technical Committee, therefore, decided that this item be again brought up <sup>again at the next meeting which</sup> when the representative of Explosive Department and BCP(Licensing), Police Deptt. <sup>may</sup> be also invited.

Item No.3

Change of land use Sir, Chhetu Ram Educational Trust, Kanjhawall (Ghehra) Delhi-81  
F28(18)87-MP

The case was explained in detail indicating that this item had come up before the Technical Committee earlier <sup>on two separate occasions earlier</sup> at two times and the Technical Committee had not agreed for the location of a technical institute in the 'rural use zone' at this particular location, as such activities <sup>could more appropriately</sup> can be developed either within the urban <sup>areas</sup> extensions or as part of the rural growth centres. Therefore, the Technical Committee was of the opinion that the Trust <sup>was asked to</sup> will submit their request for allotment of institutional plot measuring about 4.0 hect. for location of a technical institute. It was also noted that the Delhi Admn. Technical Education <sup>Deptt. of Delhi Admn.</sup> had recognised certain courses of the institute. The Technical Committee desired that Delhi Admn. may be requested to take note of the provision of Delhi Master Plan and <sup>should not</sup> recognise the institute <sup>whose</sup> located in violation of the provision of Delhi Master Plan/without no objection from the land use point of view.

Item No.4

Sub : Proposal for upgrading the 33 KV ESS to 66 KV at Moti Lal Nehru Marg, New Delhi.  
F28(14)85-MP

Chief Engineer (Electrical), <sup>Mr. N. B. Singh</sup> explained the proposal and emphasized that there is an urgent need

② to be conducted by the Trust

to upgrade <sup>the</sup> existing 33 KV Electric Sub-station at Moti Lal Nehru Marg to 66 KV Electric Sub-station to meet the increased <sup>& convert it into a</sup> demands of various Govt. <sup>depts</sup> and other <sup>agencies on that part of New Delhi</sup> departments. He also explained that in the past, a piece of land <sup>had been</sup> was allotted for 33 KV sub-station within the plot of land where <sup>as part of</sup> no bungalow is existing <sup>the more was</sup> and requested that <sup>the Committee approve his</sup> the land measuring 123' x 328' <sup>request to carry out another part of</sup> required for upgradation of the electric sub-station to 66 KV sub-station may be considered by the Technical Committee for this purpose. The Technical Committee observed that in the schemes prepared by the erstwhile NDRAC, this land was not earmarked for this purpose <sup>and</sup> and it was earmarked for the location of a primary school <sup>for</sup> and also noted that in view of the provisions of MPD-2001 of formulating the redevelopment schemes for bungalow areas, it is not very sure whether this land should be considered for this purpose as redevelopment schemes are yet to be formulated. However, in the adjacent bungalow which is occupied by an Hon'ble Supreme Court Judge, part of this <sup>the</sup> plot in the rear <sup>had been</sup> is earmarked in the NDRAC scheme for electric sub-station. If that land could be made available there would be no objection from the land use point of view. However, the Chief Engineer was of the opinion that it would not be possible to take a part of the existing bungalow for which they have tried from the last two years and are not in a position to get that land. After detailed <sup>consideration</sup> discussion and keeping in view the above aspects, the Technical Committee desired that NDMC should formulate the design and the layout of 66 KV sub-station <sup>to</sup> keeping in view <sup>to</sup> the aesthetics and environment of this area on the vacant land and should put <sup>up</sup> up to the Technical Committee for its consideration.

Q of land might form part of the

to come up on the plot which did not have a standing bungalow, in such a manner as to

④ A (40) may be requested to hold a meeting to determine whether the required portion of neighbouring plot

spmt

⑤ Separately a meeting may also be organised at the level of A.S. (40) to first out if the site as indicated in the approved plan of the area covered Item No. 5 is allotted by L.I. & B. and handed over by the Estates officer

Sub : 66 KV Tower line between Najafgarh 220 KV sub-station and 66 KV sub-station at Rauta Moh. BB/PP/UE/91F47

The representative of DESU explained that a 66 KV sub-station is required in the rural area <sup>to be set up</sup> the compound of the could be made available for the purpose, it being the more desirable alternative.

which will be <sup>and</sup> connected <sup>with</sup> from the existing 220 KV sub-station located in Najafgarh. The Technical Committee observed that this is the first time <sup>that a</sup> 66 KV sub-station is proposed in the rural area <sup>to be set up</sup> and by putting up 66 KV sub-station, there are likelihood that the rural area will convert into unplanned growth <sup>and the</sup> as the electricity will be available which could be misutilized <sup>misutilization of unauthorised colonies</sup> and, therefore, desired that DESU should <sup>in the first instance</sup> prepare a paper report <sup>justifying the need for</sup> indicating need of a 66 KV sub-station at this location <sup>including in proposed distribution power</sup> instead of 11/33 KV sub-station, <sup>at this location</sup> so that the same could be examined by the Technical Committee.

*being regard to the distribution and requirements of the locality, & place the same before the Tech. Committee.*

Item No.6

Sub : Permission for construction of Residential Quarters in the Police Wireless Transmitting Station Complex at Siri Village New Delhi  
F3(54)99-MP

Technical Committee recommended that only 9 residential quarters for watch and ward staff ~~may~~ be allowed as 'incidental use' within the boundary of Wireless Station <sup>as shown</sup> in the land use plan, and not in the Master Plan green area where the quarters <sup>were</sup> are proposed to be constructed. <sup>also</sup> Further, The Technical Committee <sup>also</sup> desired that the area which is shown as Master Plan green although it appears that it is within the possession of Police Wireless Transmitting Station, should be <sup>reserved by DDA +</sup> taken back and developed & used as Master Plan green. <sup>to accordingly for the said purpose</sup>

Item No.7

Sub : Allotment of land for CGHS Dispensary in Shakarpur unauthorised regularised colony in Trans Yamuna Area.  
F22(17)/83-Inst1.

Deferred

Item No.8

Sub : Denotification of part of Development Area-138, Paharganj

Deferred

Item No.9

Sub : Route alignment for 66 KV Tower Line to connect 220 KV existing sub-station at Okhla to 66 KV sub-station at Sangam Vihar.

Technical Committee observed that <sup>the proposal</sup> the Govt. of India <sup>has</sup> has not taken any decision <sup>in regularisation</sup> for regularisation of Sangam Vihar Colony or for <sup>that matter</sup> any other <sup>unauthorised colony</sup> of <sup>similar vintage in that matter</sup> unauthorised colony of development. <sup>Therefore,</sup> therefore, <sup>proposal of 66 KV tower line and KV sub-station as proposed is not justified.</sup> proposal <sup>was therefore not taken up for consideration.</sup> was therefore not taken up for consideration.

Item No.10

Sub : Pedestrian sub-way opposite Gurudwara Sissanj on Chandni Chowk Road.

- ii. Pedestrian sub-way opposite Old Delhi Railway Station on S.P.Mukherjee Marg.
- iii. Proposal of additional bus-bays for DTC buses on the Western side of S.P.Mukherjee Marg opposite Old Delhi Railway Station.
- iv. Proposal of additional bus-bays on the western side of Dr.H.C.Sen Marg.

Deferred

Item No.11

Sub : Construction of a memorial of Acharya Shri Atam Vallabh Jain Samark Siddhan Nidhi at G.T.Karnal Road, Delhi.

Deferred

Item No.12

Sub : Interim delineation Lutyen's Bungalow Zone/ Norms for development central. F.PA/39(plg.)/CCU/91/9-38

Technical Committee noted that in MPD-2001 <sup>a provision has been made</sup> for Lutyen's Delhi, it provides formulation of redevelopment <sup>schemes</sup> schemes for Bungalow areas and, therefore, for the <sup>delimitation</sup> delimitation of the Bungalow areas in concentration. <sup>the Lutyen's Bungalow Zone boundary as was published in Dec.1988 based on govt.'s letter of 8.2.88 and 23.7.88, and it was also decided therefore that the said boundary may be considered as the boundary of the Bungalow area/zone for which redevelopment schemes need to be formulated, keeping in view the environmental character and aesthetics of this shall be adopted + notified for purpose of formulating the proposed redevelopment scheme as per MPD 2001.</sup> the Lutyen's Bungalow Zone boundary as was published in Dec.1988 based on govt.'s letter of 8.2.88 and 23.7.88, and it was also decided therefore that the said boundary may be considered as the boundary of the Bungalow area/zone for which redevelopment schemes need to be formulated, keeping in view the environmental character and aesthetics of this shall be adopted + notified for purpose of formulating the proposed redevelopment scheme as per MPD 2001.

area. As far as the areas/pockets <sup>which fall</sup> within Lutyen's Delhi outside Bungalow <sup>but some of the zone</sup> area/zone indicated above, <sup>the Committee decided that</sup> the norms/guidelines for development/sanction of building plans should be formulated and finalized <sup>sanctions applied as per the relevant provisions of MPD 2001 need with the existing</sup> keeping in view the earlier proposals of Zonal Zonal Development Plan, NDRC and the redevelopment schemes earlier published by the BDA and falling within the ambit of MPD-2001. Based on such norms/guidelines DUAC and NDMC would be in a position to sanction the layout/building plans. Technical Committee also <sup>indicated</sup> desired that the general guidelines may <sup>set of</sup> also be <sup>for omitted</sup> admitted for the <sup>redevelopment of the Bungalow zone</sup> Bungalow area/zone on a 'priority basis', within a period of 2 months.

As desired by Govt

Item No.13 (laid on table)

Sub : First list of Jhuggi clusters proposed for on site upgradation by the Slum & JJ Wing of BDA.  
DD/PP/UE/99/F.50

Technical Committee noted that the Slum Department has prepared <sup>on-site upgradation schemes</sup> environmental improvement schemes for the <sup>three squatter settlements</sup> full three locations namely - a) R.K.Puram; b) Begumpur c) Ambedkar Nagar. After going through these schemes, Technical Committee desired that the representatives of Delhi Water Supply & Sewerage Disposal Undertaking and DESU may be invited to discuss these schemes <sup>in the first instance</sup>. Meanwhile these schemes should <sup>also</sup> be examined with respect to <sup>population density, availability of</sup> population density, <sup>and services</sup> required facilities as per the norms. Further Technical Committee <sup>also</sup> desired that the <sup>revised development codes</sup> new approach recently decided by Bombay <sup>advised</sup> Municipal City Authority for tackling the problems of slums may <sup>also</sup> be studied in detail for discussion <sup>& placed before the Committee in due course</sup>.

*[Handwritten signature]*  
2/11/99

area. As far as the areas/works within Lujan's  
 Delhi outside Bangalore areas in fact - work,  
 the norms/standards for development/condition of  
 buildings should be formulated and finalized  
 keeping in view the earlier proposals of xxxxx  
 and development plan, WWC and the development  
 schemes earlier published by the DDA and falling  
 within the ambit of P-30-30. Based on such norms/  
 guidelines WWC and WPC would be in a position to  
 sanction the layout/building plans. Technical  
 Committee also agrees that the general guidelines may  
 also be submitted for the Bangalore area/works on a  
 'priority basis' within a period of 2 months.

Item No. 13 (Laid on table)

Sub: First list of slum clusters proposed for  
 on site investigation by the DDA & DDC Wing  
 of DDA.  
 DDA/PP/01/10/15

Technical Committee notes that the DDA Department  
 has prepared environmental improvement schemes for  
 three localities namely - (a) K. Urban; (b) Bagmati  
 (c) Ambedkar Nagar. After going through these schemes,  
 Technical Committee is desired that the representative  
 of Delhi Water Supply & Sewerage Undertaking  
 and DDA may be invited to discuss these schemes.  
 Meanwhile these schemes should be examined with respect  
 to xxxxxxxx density, required facilities as per  
 the norms. Further Technical Committee also desired  
 that the new scheme recently issued by Bombay  
 City Authority for tackling the problems of slums  
 may also be studied in detail for discussion.

DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

Agenda for the Meeting of Technical committee to be held on 4.3.91 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th floor, Delhi Development Authority, I.P. Estate, New Delhi.

Item No.	Subject	Page No.
1.	Policy for rehabilitation of Structures affected in the alignment plan for roads. PA/DD/TT-I/PPW/90/114 To be presented by J.D.(T)	1-2
2.	NOC/Compound wall of new retail outlet (petrol pump) at C.C. Preet Vihar, Vikas Marg, New Delhi. F6(12)Arch.I/E2/HUPW/91/ F13(156)86-Bldg. To be presented by C.A.	3-4
3.	Change of land use Sir Chhotu Ram Educational Trust, Kanjhawall (Ghevra) Delhi-81 F20(10)87-MP To be presented by Dy. Dir.(NCR&UE)	5-7
4.	Proposal for upgrading the 33 KV ESS to 66 KV at Moti Lal Nehru Marg, New Delhi. F20(14)85-MP To be presented by JD (ZP)	8-9
5.	66 KV Tower line between Najafgarh 220 KV sub-station and 66 KV sub station at Rawta Morh DD/PP/UE/91F47 To be presented by DD(NCR&UE)	10,11
6.	Permission for construction of Residential Quarters in the Police Wireless Transmitting Station Complex at Siri Village, New Delhi. F3(54)90-MP To be presented by JD9AP)	12

Item No. 7

Sub:- Policy for rehabilitation of structures affected in the alignment plans of roads.

File No. PA/DD/TT.I/PPW/90/114

1. Primary road network for a city is proposed at the Master Plan level considering the over all circulation after assessing the transportation needs. Once the primary road network has been finalised detailed plan of these roads are required to be prepared to fix up the exact alignment and road r/w as per the Master Plan proposals. These plans are essentially required for freezing the road R/w, detailing of the road cross sections and designing of junctions/intersections.

2. Delhi has about 800kmt. of 30mts & above R/W road as part of the primary network at the city level. A large number of alignment plans of these roads have been prepared and approved by the Technical Committee/Authority. The alignment plans of these roads are prepared in the T.T.Planning Unit of Perspective Planning Wing. Some of the important road alignment cases approved by the Technical Committee/Authority are placed at page 2 cor.

3. In Delhi large number of unauthorised structures have come up along many Master Plan Roads. As per the feasibility reports of the approved alignment plans, it has been noticed that large number of properties shall be affected while achieving the R/Ws as proposed in the Master Plans. Keeping in view growth of population and vehicles, it is essential that the road network as envisaged in the Master Plan should be implemented on priority.

4. Past Experience:

It has been noticed that for most of Master Plan Roads, the approved alignment plans with or without the details are available and the implementing agencies have implemented the part of alignments. This apparently was done depending upon the funds available for the purpose. This has resulted in piecemeal development of the network and thus the network is unable to provide the desired results. The Implementing agencies also could not retain the R/Ws free from encroachments. In this process, most of the major roads network when required widening/improvement gets delayed and needs demolition, resettlement of affected eligible persons. This adds up in the cost of project and needs to solve social, economic & political problems.

5. Proposed policy:

Policy guidelines for successful implementation of road alignment proposals are given below:



- i) The road alignment plan for remaining roads to the scale of 1:500 on the P.T. Survey to be supplied by the local implementing agency be finalised on priority.
  - ii) A general feasibility report about the number and type of properties, shops, services, trees etc. of the affected properties, in the proposal shall be prepared by implementing agency in the enclosed format for discussion in Technical Committee Authority wherever important/large number of properties are affected, photographs of the same be displayed in Technical Committee/Authority meeting.
  - iii) The approval of the alignment plan from the Technical Committee & Authority shall be obtained by Planning Wing of the DDA.
  - iv) 5 sets of the approved plans shall be sent to the local implementing agency and 2 sets to the Lands Deptt. of DDA.
  - v) Lands Deptt. of DDA shall open a new file in their section for rehabilitation of the affected eligible structures in this scheme of network improvement.
  - vi) A detailed survey shall be done by the Lands Deptt. after the approval of the plan from the Authority to consider the allotment of alternative plots to be eligible affected persons.
  - vii) After collecting the required information, the Lands Deptt. of the DDA shall work out the no. & size of plots, built up space and its category i.e. Residential, Commercial space to be allotted to the affected eligible persons.
  - viii) On the basis of this information the Planning Wing/Project Planners shall prepare the scheme for rehabilitation or identify the residential commercial plots or built up space for alternative allotment of these affected persons.
  - ix) The cost of the scheme/floorspace shall be borne by the implementing agency and shall be calculated by the Lands Deptt. of DDA.
  - x) As no areas for resettlement of the affected structures may generally be available near to the roads for which the alignment plans are prepared, special pockets of 50 to 100 hect. each for such purposes may be earmarked in Dwarka, Rohini, Narela and Trans Yamuna Area.
  - xi) To avoid further encroachments of the road r/ways after clearance operations, the r/way's may be handed over to the local road implementing agency and responsibility may be fixed on them for any new encroachments.
6. The matter is placed before the committee for consideration.

Item No. 2

Sub:- N.O.C./Compound wall of new retail outlet (Petrol Pump)  
at C.C. Preet Vihar, Vihar Marg, N.Delhi.  
File No. F6(12) Arch. I/2Z/HUPW/91/F13(156) 86-Bldg.

A reference was received from the Chief Divnl. Manager Bharat Petroleum Corpn. Ltd. dt. 22.8.90 for the issue of 'C' certificate for the Petrol Pump located in Preet Vihar Com. Centre. The inspection was carried out by V.C., DDA, E.M., Cb(LZ), SEs, Director (Hort.) and Jt. Dir. (T/A) and it was observed that the boundary wall constructed around Petrol Pump in this area was not according to the prescribed height and the main frontage of plot no. 14, 15 and partly for plot no. 16 (already built-up by the Promoters) was affected.

As per minutes of previous Technical Committee meeting held on 15.10.90 it was decided that the action should be taken to get the compound wall height modified as per building bye-laws. V.C., DDA also desired that the plan for development should be made available by the Chief Architect and the development works expedited.

With reference to the minutes of the Technical Committee meeting held on 15.10.90 (copy attached) the parawise comments are as under:-

1. The action for getting the compound wall height of Petrol Pump modified/regulated as per building bye-laws has already been taken by HUPW vide our letter of even no. 88/392 sent to Jt. Director (PP&B) on 25.11.88.

Action for the development of C.C. has also already been taken vide our letter of even no. 89/56 sent to EE, ED-6 on 16.3.89 and again to S.E., C-8 vide letter of even no. 90/12 dt. 15.1.90

2. Action has already been taken by HUPW by referring the case to Jt. Dir. (PP&B) vide our letter of even no. 88/392 dt. 25.11.88 (copy attached at page 6) for taking further action regarding the height of compound wall w.r.t. the provision of building bye-laws/approved plan from Bldg. Section, DDA.

3 & 4) The N.O.C. dt. 11.3.87 issued by D.C.P. (Lic.) mentioning "that the boundary wall of 2 M. ht. with fencing over the wall is to be provided" is within the permissible limit as per building bye-laws mentioned at 4(b) of the minutes of Technical Committee i.e. permissible height of rear and side wall is 2 M. measured from the level of central line of front road.

5) being The case is placed before the Technical Committee by H.U.P.W.

6) 3 dimensional model indicating the comparative position of compound wall i.e. (i) as at present with the ht. of compound wall of Petrol Pump (at rear and side) as per report of E.E., E.D.6 dt. 1.2.91 as 3.20 M. (10 ft. 6") ht. w.r.t. front road level of 213.87 (ii) height of compound wall as 2 M. after getting it rectified so as to maintain the height as per bldg. bye-laws and as per N.O.C. issued by D.C.P. (Lic.) have been prepared by HUPW and are being submitted in the Technical Committee meeting.

14  
If approved by Technical Committee, it is suggested that Director (Bldg.) may please take further action for getting the height of compound wall rectified as per building bye-laws.

The comprehensive scheme of the C.O. indicating the three dimensional model of detail of proposed compound wall with a total height of 1.23 M. ( i.e. 4 ft. 1") vide drawing no. 563/26 is being put up for the approval of Technical Committee. If approved, further action can be taken for the construction of compound wall as per design vide drawing no. 563/26.

Care has been taken while taking up the design of compound wall by keeping the lower portion of about 1 ft. 8 " with solid stone wall and upper portion of 2 ft. 5" with the grill design so as to match with the already built-up stone compound wall by CBSE in the area adjoining to M.S. Building.

The matter is being placed in Technical Committee for consideration and approval.

Item No. 3

Sub: Change of land use-Sir Chhotu Ram Educational Trust, Kanjhawala (Ghevra), Delhi-81.

F.No. F.20(10)/87-MP

1. Backgr

1. BACKGROUND:

The case is regarding change of land use of an area measuring 10 acre from rural to institutional by Sir Chhotu Ram Rural Institute of Technology at Kanjhawala (Ghevra), was earlier discussed in the Technical committee meeting held on 24.3.88 and 31.8.88 as well as the layout committee of MCD on 3.5.88. Minutes of all these meetings are as reproduced below:

a) Decision of the Technical committee held on 24.3.88:

In the first instance the trust should approach MCD with full details of design existing and proposed building to examine their proposal and thereafter the case will put up to Technical committee again.

b) Decision of the Layout committee of MCD held on 3.5.88

"Proposal for construction of Chhotu Ram Rural Institution of Technology on the land, owned by the Trust, be recommended to DDA for consideration and approval as required under special appeal. The right of way of approach Road would be maintained as 100 ft. or as would be specified by the DDA. The coverage and F.A.R. would also be, as may be recommended by the DDA be also informed that before formal layout/building plans are sanctioned by the Corporation, the Trust would require clearance for this project from DUAC Acquisition Collector. The Trust would also be required to get the services plans for various services including Electrification, approved from Water Supply Undertaking and DESU."

c) Decision of the Technical committee held on 31.8.1988:

The Technical committee observed that the institute is functioning on a plot of land measuring 7.5 acres, located in the rural use zone and is away from the village abadi. Therefore, the Technical committee felt that it is not a proper site to be considered for change of

land use for institutional use. The Trust was advised to apply for allotment of land earmarked for this purpose in the Master Plan.

2. EXISTING PROPOSAL:

Now we have received representation from Sir Chhoturam Educational Trust dated 10.12.1990 addressed to Hon'ble Minister of Urban Development. Ministry has requested us for report in the matter urgently.

3. OBSERVATIONS:

After examining the case in Perspective Planning Wing with respect to earlier decisions of the Technical Committee and the provisions of MPD-2001, our observation are as given below:

- i) The area under consideration which was stated to be 7.5 acre earlier and 11 acres now under Sir Chhotu Ram Educational Trust falls within the urban extension 2001 as indicated on the plan laid on table.
- ii) The institute has been recognised by the Board of Technical Education, Delhi on 6.6.90. As per the records in the file the Institute is running for a last 5 to 6 years and is providing vocational training to the students in Civil Engg., Electronics and Architecture. The trust have plans for starting diploma level courses in Pharmacy, Digital Micro process system and computer engineering.
- iii) With respect to the urban development programmes being finalised by the Authority the area under consideration shall be developed most likely during 9th Five year plan. In the Master Plan for provision of such institutes the standard laid down are as given below:
  - a) Technical Education Centre (A)  
1 such centre provided for every 10 lakh populations to include one industrial training institute and are polytechnic.

Strength of the Polytechnic	500 students
Strength of the ITI	400 trainees
Area per centre	4.00 hact.
Area for ITI	1.60 hact.
Area for polytechnic	2.40 hact.

b) Technical centre (B)

1 provided for 10 lakh population to include 1-ITI  
1-Technical centre and 1 Coaching Centre.

Area per centre	4.00 ha.
Area for Technical centre	2.10 ha.
Area for ITI	1.40 ha.
Area for chaching centre	0.30 ha.

iv) In view of the facts above, once again from the planning point of view it is desirable that the trust may be advised to locate their institute in one of the site identified for such use as part of new sub.city projects namely Dwarka, Narela, Rohini extension etc. Failing which the trust may be advised to relocate them in the proposed growth centres identified in MPD-2001. The nearest growth centre to the existing institute would be village Jaunti.

4. The matter is put up before Technical committee for consideration.

Item No. 4

SUB: Proposal for upgrading the 33 KV ESS to 66 KV at Moti Lal Nehru Marg, New Delhi.

.....

F.20(14)85-MP

Land and Development Officer, Ministry of Urban Development and Electricity Deptt., NDMC had earlier referred a proposal for upgradation of existing 33 KV sub-station at Moti Lal Nehru Marg to 66 KV sub-station in order to meet the increasing requirements of power. It was mentioned that 66 KV cable line has already been laid by the DESU from their G.T. station. The distribution of electricity is to be done by laying 33 KV, 11 KV underground cables in the area. The case was examined in the light of MPD-2001 promulgated on 1-8-90, and the proposed site falls in the Lutyens' Bungalow area for which it is stipulated that redevelopment scheme shall be prepared. As such it would not be proper to make any commitment for allotment of land without the finalisation of Redevelopment scheme. Also, the proposed additional site measuring 123' x 320' as shown on a copy of the draft zonal development plan (Zone D-11, laid on the table) is indicated for nursery/primary school in the draft Z.P. However, in the meeting of the Technical Committee held on 18-10-88, the overall proposals for establishment of electric sub-station in NDMC area for the year 2001 were agreed. However, for actual development each individual case will be considered by the Technical Committee and processed as per the rules.

Suptdg. Engineer (NDMC) has again represented stating that the proposed upgradation of ESS had already been approved in principle by the Technical Committee

and the actual work of upgrading is in progress, having already been approved by the Central Electricity Authority and the Planning Commission. He has also stated that due to delay in the allotment of additional land, the NDMC is not in a position to meet the requirement of National Museum, National Archives, South Avenue MP Flats, Safdarjung Hospital, AIIMS etc.

The matter is placed before the Technical Committee for consideration and a decision whether the electric sub-station site which was earlier agreed in principle by the Technical Committee can be cleared for allotment without a detailed/redevelopment scheme.



Item No. 25

Sub : 66KV Tower line between Najafgarh 220KV sub station and 66 KV Sub-station at Rawta Morh.File No. DD/PP/UE/90/F.471. BACKGROUND :

We have received a PUC from the Executive Engineer(Pl.IV) Jhandewalan Extension, New Delhi, vide letter No. XEN(PL.IV)/171/265 dated 10.7.90 on the above cited subject, requesting us to issue NO OBJECTION Certificate for the proposal.

2. PROPOSAL UNDER CONSIDERATION :

The Proposal is to join the 66 KV Tower line between Najafgarh 220 KV. sub-station and Rawta Morh sub-station (stated to be under consideration) falling within the Union Territory of Delhi.

The proposed route is indicated in the drawing (laid on table). It is stated in the PUC that the load of the Najafgarh belt rural villages is increasing very fast. Presently the entire load was being met from the 220 KV Sub-station at Najafgarh. The 2 No. 20 MVAR 66/11 KV Power transformers at Najafgarh are fully overloaded. Also one 100 bed hospital, oneITI and one higher secondary school is coming up in the vicinity of area of Rawta Morh & Jafrabad.

3. OUR OBSERVATIONS:

The case has been examined in the Perspective Planning wing with respect to the urban extension plan-2001. Our observations are as under:

- i) The proforma was supplied to DESU in respect of this case which has been duly filled and is annexed with the agenda. It may be noted that the proposal is to connect 220 KV existing sub-station with 66 KV sub-station (under construction) at Rawta Morh. The sub-station at Rawta Morh falls in the rural use zones and its clearance from land use point of view has not been examined by this unit earlier.

Contd....2/-

- ii) We may like to draw attention of DESU about the proposed sub-city development scheme of DDA named Dwarka which is being planned in the vicinity. It may have to be confirmed by DESU that while providing power to developments beyond the proposed urban limits, adequate provisions have been made for supply of power to the proposed planned scheme- Dwarka Phase-I and Phase-II.
  - iii) The entire route of the proposed 66 KV Tower line has not been indicated on a physical survey; The details of the tower have also not been indicated. The same may have to be supplied by DESU. The proposed alignment does not show the number of trees and properties affected.
4. With the facts given above the case is put up for consideration of Technical committee.

✓  
Item No. 6

-12-

Sub: Permission for construction of Residential Quarters in the Police Wireless Transmitting Station Complex at Siri Village, New Delhi.

-----  
F. 3(54)90/MP/

The Ministry of Home Affairs vide letter No.P.11016/1/82-PL dated 9.10.90 forwarded a scheme pertains to Residential quarters for "Watch and Ward staff" at Police Wireless Transmitting station, Siri Village, New Delhi. In the proposal the 20 Number of single storey (as shown in the plan) quarters for watch and ward staff have been proposed with the total covered area of 1938 sq.yds. which works out about 1.25% of the total plot area of 32 acres. No details for other construction whether existing or proposed is given.

2. The case was examined in the Internal Planning Committee meeting held on 18.1.91 in which it was observed that the proposal falls outside the boundary of MPD-2001 designated Police Wireless Transmitting Centre and forms a part of Master Plan green. It was decided by the Committee that a maximum 9 No. of such residential quarters for watch and ward staff may be given and that too within the boundary of the wireless station as shown on the land use plan of MPD-2001. The case be again brought before the Technical Committee for consideration.

Accordingly the matter is placed before the Technical Committee for discussion/decision. The applicant shall have to modify the proposal in accordance with the decision of the Technical Committee.

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Supplementary Agenda for the Meeting of Technical Committee to be held on 4.3.91 at 9.30 AM in the conference Room of Vikas Minar at 5th floor, Delhi Development Authority, I.P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
7.	Allotment of land for CGHS Dispensary in Shekarpur unauthorised regularised colony in Trans Yamuna area. F22(17)/83-Instl.	13
8.	Denotification of part of Development Area-130, Paharganj. F12(48)90/LPB(C)	14-15.
9.	Route alignment for 66 KV Tower Line to connect 220 KV existing sub-station at Okhla to 66 KV substation at Sangam Vihar F6(9)/90-MP	16-17
10.	Pedestrian subway opposite Gurudward Sisganj on on Chondni Chowk Road. ii. Pedestrian subway opposite old Delhi Railway Station on S.P. Mukherjee Marg. iii. Proposal of additional Busbays for DMC buses on the Western side of S.P. Mukherjee Marg opposite Old Delhi Railway station. iv. Proposal of additional Busbays on the western side of Dr. H.C. Sen Marg F5(23)84-MP F5(42)75-MP	18-21
11.	Construction of a Memorial of Acharya Shri Atm Vallabh Jain Samark Sikshan Nidiat G.T. Karnal Road, Delhi. F3(115)76-MP	22
12.	Interium delineation Lytyen's Bunglow zone/norms for development control. F.PA/JD(Plg.)/CCU/91/D-38	23- 25

13. Land on Table

Item of Slum Deptt.:

Following three schemes of Slum Deptt. were discussed in detail.

- 1). R.K. Puram
- 2). Begumpur
- 3). Ambedkar Nagar.

*was decided*

Item No: 7

Sub:- Allotment of land for CGHS Dispensary in Shakarpur  
/ colony in unauthorised regularised Trans Yamuna Area.  
.....

File No. F. 22(1) 83-Instl.  
.....

1. Directorate of Health Services, Delhi Admn. had made a request to DDA in 1982 for allotment of land for CGHS dispensary in Laxmi Nagar/Shakarpur area. Some sites were proposed for allotment to the Directorate but could not be matured due to encroachments/stay orders.
2. As per MPD-2001, the area proposed for dispensary is 1000 sq. mts. However, this being a sub-standard area, there are no regular sites available.
3. A site measuring 167.4 sq. mts. for OCF and 278 sq. mts. for petrol pump in the part layout plan of Patparganj Road in Shankarpur Extension have been clubbed for allotment to the CGHS for dispensary. The petrol pump site was abutting on 30 mt. r/w Patparganj Road. Due to encroachments, it was not possible to achieve the full width of the roads R/W might have to reduce to 24 mts. Therefore, the area has been clubbed & works out to 445.4 sq. mts. and is proposed for CGHS dispensary. The proposed CGHS site shall be approachable from 6mt. wide (approx) Gali No. 3 & also from 24 mt. wide Patparganj .
4. The case is placed before the Technical Committee for consideration.

Item No. 8.

SUBJECT: Denotification of part of Development Area - 130  
Pahar Ganj.

File No. F.12(48)90/LPB(C).

1. BACKGROUND.

- (i) Pahar Ganj Area bounded by Outb Road, Idgah Road, Faiz Road & Desh Bandhu Gupta Road measuring 141 ha. (app. 350 ac.) was decided by the Authority to notify, vide Resolution no. 130 Dated 4.12.75 to be declared as Development Area of DDA in order to prepare comprehensive Zonal Development Plan of Zones A-6, A-7 & A-8.
- (ii) The area was notified as Development Area no. -130 vide notification no. F.16(14)76/L&B/MP/5449-56 Dated 25.3.77, by Land & Building Department, Delhi Administration, Delhi.
- (iii) Secretary(UI), Delhi Admn. vide letter no. F.4/9/90-UI/616, Dt. 28.5.90. has informed that MCD should send a formal request to DDA to denotify the Development Area of Pahar Ganj, except small schemes of Sarai Khalil & Motia Khan, a copy of which has been sent to VC, DDA/Commr. (Plg.), DDA.
- (iv) The area is thickly populated and highly congested.
- (v) Major part of this area belongs to DDA & is declared as Nazul Area, under the control of Lands/OSB of the Authority.
- (vi) Building activities in this area were formerly vested with DDA, and at present, controlled by MCD.
- (vii) Area has also been declared as Slum Area under the Slum Act.
- (viii) Lands Section has informed that lot of unauthorised construction has taken place & taking place, but demolition action could not be taken due to multiplicity of control of various functionaries viz. DDA & MCD. Instances have been quoted by LPB(C) Section, in file No. F.12(48)90/LPB(C) at page 3/n where a person carrying on a construction has been prosecuted under various Acts for the same offence viz., under DDA Act, Slum Act, which is contrary to the Law. On the basis of such action, the builder goes to court against the order of demolition, which have been turned down or remanded.

- (ix) Land Section also have filed F.I.R.'s against the Builders/Owners in the Police Stations for the u/a construction raised by them in the vicinity & the Police Deptt. have also filed criminal suites against the Builders/Owners in the courts, but no fruitful results have come out.
- (x) The area under reference also falls under Special Area in the Master Plan Delhi-2001. According to which this area has been taken into Urban Renewal (Conservative Surgery) with a residential density of 500-1000 p.p.h. The norms applied on other parts of city will not be applicable to this area & separate norms/policies have to be worked out under the Urban Renewal Scheme which will definitely require some areas to be cleared/demolished. The process of Urban Renewal will again be complicated.

2. COMMENTS:-

- (i) No formal request from MCD has been received so far, to de-notify the area.
- (ii) Sarai Khalil, is referred in letter of Secretary(UI) does not fall in the Development Area no.-130 as per information given by Slum Deptt. of DDA.
- (iii) Motia Khan Scheme, in an area measuring about 11.08ha. (shown on the plan, laid on the table) is presently under the control of DDA, as informed by HUPW, DDA.

3. PROPOSAL:-

Keeping in view the above facts it is proposed that:-

- (i) An area measuring 129.92 ha. bounded by Outb Road, Idgah Road, Faiz Road & Desh Bandhu Gupta Road, Except the approved scheme of DDA in the name of Motia Khan Area measuring 11.08 ha. be denotified from Development Area of DDA.
- (ii) Sanction of Building Plans/Development Works for the area would be carried out within the frame work of the Master Plan Delhi-2001, for which the details are being worked out seperately by DDA.

4. Proposal Contained above in para 3, is placed before Technical Committee for its consideration.

Item No. 9.

Sub: Route alignment for 66 KV Tower line to connect 220 KV existing sub-station at Okhla to 66 KV Sub-Station at Sangam Vihar.

File No.: F.6(9)90/MP

1. BACKGROUND :

We have received a PUC from the Executive Engr.(PL.IV), Jhandewalan, New Delhi vide letter No.XEN(PL.IV)/167/487 dated 13.11.1990 on the above cited subject requesting us for the NO OBJECTION CERTIFICATE from planning point of view for the execution for this proposal.

2. PROPOSAL UNDER CONSIDERATION :

The proposal is to join the 66 KV Tower line between, 220 KV Sub-station of Okhla and the proposed 66 KV Sub-station near Sangam Vihar, falling within the Union Territory of Delhi. The proposed route is indicated in the drawing(laid on table). It is stated in the PUC that the grid is essentially required for electrification of Sangam Vihar and the adjoining area, for which there is a considerable pressure.

3. OUR OBSERVATIONS :

The case has been examined in the Perspective Planning Wing & we have the following observations :

- i) The proposed route alignment of 66 KV Tower line connecting the existing 220 KV Sub-Station(Okhla) to 66 KV Sub-station at Sangam Vihar is about 55 km. Out of this about 3 km. route in East and South of Tughlakabad effects the Regional park.



ii) The proposed route has not been identified on a physical survey map, by DESU. Also the map submitted by DESU does not indicate all the existing/proposed lines in the area. Also it may have to be confirmed by DESU that the proposed 66 KV Sub-station at Sangam Vihar has been earlier considered/approved by the Technical Committee.

iii) DESU has filled up a performa, the same is annexed. Installation of high tension line may affect trees in the regional park/ridge. As per MPD-2001 ridge is to be protected & is proposed to be afforested with indigenous species.

iv) The proposed route of 66 KV Tower line as submitted by DESU is also touching the Tughlakabdd. monumental area; hence the same should be taken underground.

4. With the above facts the case is put up to the Technical committee for consideration.

- Sub: i) Pedestrian Subway opposite Gurudwara Sisganj on Chandni Chowk Road.
- ii) Pedestrian subway opposite Old Delhi Railway Station on S.P. Mukherjee Marg.
- iii) Proposal of additional Busbays for DTC Buses on the western side of S.P. Mukherjee Marg opposite Old Delhi Railway Station.
- iv) Proposal of additional Busbays on the Western side of Dr. H.C. Sen Marg.

File No: F5(23)84 MP

No: F5(42)75 MP

Drg.No: CA-18

PPW(TT)I

### 1. Location

The proposed subways are located on S.P. Mukherjee Marg in front of Old Delhi Railway Station and on Chandni Chowk Road opposite Gurudwara Sisganj.

### 2. Back Ground

In a meeting held under Chief Secretary (DA) on 15.9.87 the parking problems of DTC Buses in front of Old Delhi Railway Station were discussed and it was desired that a site for DTC terminal be proposed in this area. Requests had been received from MCD for providing subway in front of Gurudwara Sisganj on Chandni Chowk Road and on S.P. Mukherjee Marg opposite Old Delhi Railway Station.

### 3. Problems

S.P. Mukherjee Marg: This is an important artery for the movement of local & regional traffic. As per the CRRI Study the traffic volume on this road in 1984 was 69,000 which was estimated to increase to 1.2 to 2.31 lakhs in 1991, 1.5 to 3.5 lakhs in 2001 and 1.8 to 5.3 lakhs in 2001. Since this road provides access to Delhi main Railway Station and CBD (Chandni Chowk) of the capital, the road remains over crowded throughout the day, carrying mixed traffic. The R/W of this road as per zonal plan is 36mts. Available R/W varies from 30mts. to 36mts.. An eight lane divided C/W with a central verge of 1 mt. is in existence. Due to unavailability of recessed busbays the buses are parked on the C/W leaving only 7 mts. C/W for circulation. As there are service roads the traffic from Old Delhi Rly. Station merges directly with the main traffic resulting frequent traffic bottlenecks and some times accidents. The footpath on both the sides are encroached leaving hardly any space for pedestrian movement. The pedestrians are thus forced to use the main carriageway. As per the pedestrian volume count between 10.00AM to 12.00 Noon and 5.00P.M. to 7.00P.M. done by MCD an average of 17943 persons are crossing this road. Survey data is placed as Anx. II

### Encroachments &

Dr. H.C. Sen Marg: This road connects S.P. Mukherjee Marg & Chandni Chowk Road and used by mixed traffic. As per the Zonal Plan R/W of this road is 45mts. but hardly 30mts. R/W is available at present. There is a six lane divided C/W with a central verge of 1 mt. The footpath on both the sides are encroached, some bus routes which start & terminates on this road are parked on the main carriageway after taking a 'U' turn. This results in traffic congestion on this road.

Chandni Chowk Road: As per the Zonal Plan, R/W of this road is 33mts. but available R/W is 20-24mts. The road forms an integral part of the CBD of the capital. The road is used by large volume of pedestrian, slow and light/fast vehicles. As per the MCD pedestrian count study, an average of 18500

pedestrians cross this road daily between 10.00 to 12.00PM & 5.00PM to 7.00PM. The Cris-cross movement of the pedestrians not only poses hindrance to the smooth flow of traffic but also results in accidents.

4. Salient features of the Proposals.

For a smooth traffic flow & safe pedestrian movement following proposals have been worked out for S.P. Mukherjee Marg, Dr.H.C.Sen Marg and Chandni Chowk Road.

A. Pedestrian Subways:

One subway each on S.P. Mukherjee Marg opposite Old Delhi Railway Station and the other on Chandni Chowk Road near Gurudwara Sisganj have been proposed taking into account the existing pedestrian volume. Details of the proposals are as follows.

Sl.No.	Details of the Subway	Near Gurudwara Sisganj on Chandni Chowk Road & Dr.H.C. Sen Marg.	Near Old Delhi Rly. on S.P. Mukherjee Marg.
i)	Width	9mt.	10mt.
ii)	Width of subway	3.6 mt.	4.0mt.
iii)	Clear height of the subway.	2.40mt.	2.40mt.
iv)	No.of shops proposed	Eight shops 2mts.x2mts.	Twelve shops 2mts.x2mts.
v)	Width of the stair	3.60mt.	3.60mts.
vi)	Height of the subway above the road level.	Nil-Existing road level to be maintained.	Nil Exist- ing road level be retained.
vii)	Total depth below the road level including beams, slab & raft.	3.50mt.	3.50mt.

B. Busbays for Parking of DTC Buses.

Consequent to the inspection made by Chief Secretary alongwith officials of DDA, MCD, Traffic Police & DTC when the site adjoining Bench Bar & Club was considered for parking of DTC houses, an inspection was made by Dir.(PPW) DDA on 6/x/88 in which the following observations were made:

a) Status of land is not clear since there is an existing building of club and the area is perhaps being used by them.

b) If all the routes are concentrated at one place same will create congestion at this particular point which will affect the road efficiency.

Accordingly, it was felt that as per the site conditions it would be possible to provide a linear bay exclusively for parking of DTC buses.

As per section 11 of the R/W of S.P. Mukherjee Marg is 36mt. earlier, the alignment plan of S.P. Mukherjee Marg in the name of main's road was prepared by TCPO with a R/W of 110ft. and approved by authority vide resolution No. 509 dated 5.9.64. Two linear busbays measuring 232 mt. x 7.5mt. and 75mt x 7.5mt are proposed along the club ground on the western side to have an unobstructed flow of vehicles.

Dr. H.C. Sen Marg. Alignment plan of this road was prepared by TCPO with a R/W of 1150ft. and was approved by the authority vide Resolution No. 174 dt. 21/10/78.

Two linear busbays of about 100mt. length and 11mt. width near the end of the road abutting the existing Gandhi Memorial Hardings Library are proposed taking into consideration the entry/exit of the underground parking complex under construction.

### C. Other proposals:

#### S.P. Mukherjee Marg

Western side

- i) A seven lane carriageway has been proposed on S.P. Mukherjee Marg with a central verge of 1 mt. width i.e. three lanes of 11mt. width on the east and four lanes of 14mt. width on the west of the central verge.
- ii) Along the railway station side a service road of 5mt. width has been proposed to segregate the slow traffic from the fast moving traffic.
- iii) 3mt. footpath along the club ground side and 1.5mt. footpath along the railway station side have been proposed.
- iv) 3 gaps in central verge are also proposed, keeping in view the entry and exit points of the railway station.
- v) Two signalised intersection one on the junction of Dr. H.C. Sen Marg and the other at the junction of Church Mission Road have been retained.

#### Dr. H.C. Sen Marg:

are proposed

- i) A six lane carriageway with a central verge of 1mt. & 4.5/3.5mts. footpaths on eastern/western sides respectively. Wider footpath on western side has been taken as the busbays are located along this side.
- ii) No gap in verge is proposed on this road and all vehicles shall take a right/'U' turn from

5. Comments of DTC on the proposal have been received vide their letter dtd. 17.10.90 placed as Annexure-V, same are as follows:

#### Comments of DTC

#### Observations of DPA

- |  |  |
|--|--|
| a) 40 busbays/bus shelters are needed as per the survey conducted by DTC on Dr. H.C. Sen Marg & S.P. Mukherjee Marg. | Parking facility for 40 buses has been provided in the busbays proposed in the plan. |
| b) A site of 4 acres is required by them for development of an off   | This shall attract lot of congestion at one particular place may                     |

- b) street terminal with crew passenger and operational facilities & utilities. reduce the road efficiency.
- c) MCD is developing an underground parking complex at Gandhi Ground for private vehicles, entry/exit of the same be integrated with the proposals. Refer T.C. Decision dtd. 31/7/90 placed as Annexure VI.
- d) Width of the divider between the C/W's & bus-bay may be reduced to 1 mt. The width of the busbay be kept as 7.5mt. with proper slopes of 1.6 to 1:2 for the approaches. This has been complied with.

6. Feasibility Study:

Ex. Engineer MCD vide letter No. D/433/EE/(P)II/AE (P)S/D(206) dt. 14.6.90 has submitted the feasibility study of the proposals and decision of LOSC meeting dt. 22.5.90. Decision of the LOSC are as follow:

"The subject cited proposal of the Engineering Department were approved after detailed discussions. It was also decided that ADC(L&E) shall take over the land affected in the additional busbays".

Affected properties: As per the list submitted by MCD a total of 103 shops in the nature of khokha/Tinshed are affected. Details of affected properties are placed at Annexure-IV.

7. The case is placed before the Technical Committee for consideration of:

- i) Subway on S.P. Mukherjee Marg opposite Old Delhi Rly. Stn.
- ii) Subway on Chandni Chowk Road & Dr. H.C. Sen Marg.
- iii) Proposed improvements on Dr. H.C. Sen Marg integrating the busbays.
- iv) Proposed improvements on S.P. Mukherjee Marg integrating the busbays.
- v) MCD shall take up the rehabilitation of eligible affected structures/properties/services with concerned agencies.
- vi) MCD shall take steps to achieve & protect the R/W's of S.P. Mukherjee Marg, Sr. H.C. Sen Marg & Chandni Chowk road as per the plan or as per Master plan, whichever is higher.

Annexure - I

Traffic census of Pedestrian Counting for sub-way on  
S.P. Mukherjee Marg in front of Old Delhi Rly. Station  
of three points from 22.3.89 to 25.3.89

2.8.89 MCD Tax Terminal office Near Police Post 2P-House Tax Pld. (D.P.L.)  
box (Nahad v Man- (Delhi Public Library  
dir)

Time	From Rly Stn. Up	To Rly Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	From Rly. Stn. Up	To Rly. Stn. Down	Remarks
AM 10-11	1515	865	835	370	1085	580	Up. From Rly. Stn. Down to Rly. Stn.
AM 11-12	1190	850	700	345	490	705	
PM 5-6	995	1205	200	645	400	900	
PM 6-7	820	835	465	680	450	1020	
Total	4520	3755	2210	2040	2425	3205	

23.8.89

AM 10-11	1520	875	390	870	1070	590	
AM 11-12	1195	860	385	715	590	715	
PM 5-6	990	1215	400	575	1180	460	
PM 6-7	825	845	480	670	470	1010	
Total	4530	3795	1635	2830	3310	2775	

25.8.89

AM 10-11	1020	815	720	390	1090	725	
AM 11-12	715	725	430	310	740	710	
PM 5-6	945	1160	405	760	425	1030	
PM 6-7	785	825	325	335	430	985	
Total	3465	3525	1880	1795	2685	3450	

Grand Total 12515 11075 5725 6665 8420 9430 = 19943

Note : No effected properties at site.

- Open land with B/W of Bench and Bar Cube.
- As per the Sewer Man of MCD at site. There is a under Ground Nallaha (Grant Sewer Line) on the S.P. Mukherjee Marg.

Traffic census of pedestrian Counting for Sub-way  
on Chandni Chowk Marg in front of Gurudwara Sis  
Ganj. From 28.8.89 to 30.8.89

Dated : 28.8.89

Time	Sunehori (Near Masjid)	Fountain			Gurudwara (Near Sis Ganj)		Remarks
		Gurudwara to Station	Ial Quila	to Vatapur			
AM 10-11	425	835	865	910	670	Upto Gurudwara	
AM 11-12	905	395	1205	380	1160	Downs to Rly.	
PM 5-6	1125	1370	1200	920	555	Station.	
PM 6-7	1110	1410	1310	1045	705	1230	
Total	4075	3600	4550	3770	3330	3950	

29.8.89

AM 10-11	1080	450	1050	825	890	665
AM 11-12	1015	465	1165	850	1185	1175
PM 5-6	715	880	790	520	350	535
PM 6-7	1115	1395	1295	1035	715	1220
Total	3925	3140	4300	3230	3140	3596

30.8.89

AM 9-10	560	610	305	300	405	500
AM 10-11	450	380	230	280	400	450
AM 11-12	350	260	200	230	350	400
PM 5-6	330	310	460	340	370	430
PM 6-7	265	340	360	270	350	410
Total	1935	1900	1555	1420	1875	2190

Grand Total	9955	8640	10405	8420	8345	9736 = 18500
----------------	------	------	-------	------	------	--------------

Note : No affected properties at site as per the Survey Plan.

Sd/-  
A.E. (Plg.)

Sd/-  
( R.K. Sharma )  
Surveyor

Item No. 118/90

- Sub:- i) Pedestrian Sub-ways opposite Gurudwara Sis Ganj below Chandni Chowk Road and opposite Old Delhi Rly. Station on S.P. Mukerjee Marg.  
 ii) Proposal of additional bus-bays for DTC buses on S.P. Mukerjee Marg and Dr. R.C. Sen Marg.

...

The Ex. Engineer (P) has forwarded the above mentioned proposal through C.E.I, MCD for consideration in the LOSC. The note of the Engineering Dept. is reproduced below :-

"DDA vide letter No.F.5(25)84-PP, dated 4.8.89 has sent two copies of the draft circulation plan of the area bounded by S.P. Mukerjee Marg and Chandni Chowk Road indicating the proposal of additional bus-bays along S.P. Mukerjee Marg/ Dr. R.C. Sen Marg and subways opposite Old Delhi Railway Station and Gurudwara Sis Ganj for comments of MCD regarding its feasibility from the implementation point of view.

The proposed details of pedestrian sub-ways opposite Gurudwara Sis Ganj and Old Delhi Railway Station are as under :-

S.No.	Details of Subway	Opp. Gurudwara Sis Ganj	Opp. Old Delhi Rly. Station
i)	Width of the sub-way	9.00 M	10.00 M
ii)	Width of the sub-way area connecting the Northern & Southern sides of the foot-paths near fountain.	3.60M	-
iii)	Clear height of the sub-way.	2.40M	2.40 M
iv)	No. of shops proposed	Either shops of 2x2M are proposed in the sub-way below Chandni Chowk Rd. on either side	12 shops of 2x2 are proposed in the subway below S.P. Mukerjee Marg on either sides.
v)	Width of the Starts	3.60 M	3.60 M
vi)	Height of the sub-way above the road level	Nil-the existing road level is not to be depressed.	Nil the existing Road level is no to be depressed.
vii)	Total depth below the level including beams, slab and rafts.	3.50 M	3.50 M

As desired by DDA, the traffic survey of pedestrians crossing the Chandni Chowk Road near Gurudwara Sis Ganj and S.P. Mukerjee Marg opposite old Delhi Railway Station, between 10.00 AM to 12.00 Noon and from 5.00 PM to 7.30 PM was conducted for 3 days and it was observed that during this period on average of 18500 and 17943 persons, respectively, are crossing these roads necessitating the provisions of sub-ways at these locations. The table showing the traffic survey of the pedestrians crossing the Chandani Chowk Road opp. Gurudwara Sis Ganj and S.P. Mukerjee Marg opp. Old Delhi Railway Station are attached as annexure 'A' and 'B'



- 2 :-

No land/property is affected in the pedestrian subway opposite Old Delhi Railway Station are mentioned in Annexure 'B' which includes open land with B/W of Bench and Bar Club. There is also a sewer line of S.P. Mukerjee Marg.

A huge no. of DTC buses are starting and terminating at S.P. Mukerjee Marg and Dr. H.C. Sen Marg, necessitating the provision of additional bus-bays. The land/properties affected in the additional bus-bays have been marked in red and red hatching respectively on the plan enclosed. The list of land/properties affected in the additional bus-bays is attached as annexure 'C'. It is essential to acquire the affected land/properties for making the provision of additional bus-bays.

In view of the above the case is placed before L.O.S.C. for consideration in order to convey the same to DDA, for further necessary action please.

.....

Item No. 118/90 The Decision of L.O.S.C. dated 22.5.90.

- Sub:-i) Pedestrian sub-way opposite Gurudwara Sis Ganj below Chandani Chowk Road and opposite Old Delhi Rly. Station of S.P. Mukerjee Marg.
- ii) Proposal of additional bus-bays for D.T.C. buses on S.P. Mukerjee Marg and Dr. H.V. Sen Marg.

The case was discussed in detail.

The subject cited proposed of the Engineering Department were approved after detailed discussions. It was also decided that ADC(L&E) shall take over the land affected in the additional bus-bays.

Sd/-  
Head Clerk,  
Town Planner's Office  
M.C.D.

Annexure - V

List of affected land and properties affected the alignment plan of Circulation Plan of the Area Bounded by F.P. Mukerjee Marg, H.C. Sen Marg Chandni Chowk and Church Mission Road.

.....  
 Drg. No. 642 dated 21.2.82.

(Affected in the Bus Bays)

S.No.	Commercial Bldg.		Residential Bldg.		Others	Total Remarks
	Pacca	Semi	Pacca	Semi		
	S.S. D.S.	S.S. D.S.	S.S. D.S.	S.S. D.S.		
A.	1	(One MCD store room)	-	-	1. MGD store B/Wall with open land. 1. MCD T.Tax office B/Wall with open land 6. DTC Bus stop shed 1. Young Mem Tenni s Club/B-wall with open land 1. Union Club B/wall with open land 1. National club B/wall with open land 2. Urinals	4
B.	1	(MCD Tax Recovery Bldg. Corner)	-	-	1. MCD tax Recovery Bldg. W.wall with open land 1. Urinal 1. Bench and Bar Club B/wall with open land 1. DTC Shed	8 4 Trees
C.	-	1 (tall)-	-	-	1. MCD Play Ground B/wall with open land 1. Urinal 2. D.T.C. Shed	5 2 Trees
D.	-	99 (shops)	-	-	1. Police post B/wall with open land 1. Gandhi Ground B/wall with open land (Const. of underground parking) 2. Urinals 3. DTC Bus stops shed	106
Total	1	1	-	-	28	133

DELHI TRANSPORT CORPORATION  
H.O., I.P. ESTATE: NEW DELHI-110 002  
RESEARCH AND DEVELOPMENT DEPARTMENT  
( TRANSPORT PLANNERS SECTION )

No. R&D/IP/90/549

Dt. 17.10.90

The Asstt. Director,  
Traffic & Transport Unit,  
11th Floor, Vikas Minar, I.P. Estate,  
New Delhi-110 002.

Subject :- Comments on the proposed Bus Bays provided  
in the Circulation Plan of the area surrounded  
by S.P.M. Marg, Chandni Chowk and Church  
Mission Road, Dr. H.C. Sen Marg.

Sir,

With reference to your letter No. F.5(22)84MP/163  
dt. 12.9.90 kindly note that as per the DTC/other buses  
(mini+STA) requirements about 40 number of bus bay/  
bus shelters are needed in the area along H.C. Sen Marg  
and S.P. Mukherjee Marg opposite Old Delhi Railway Station,  
as per the recent survey conducted by the DTC for Morning  
and Evening peak hours. In the circulation Plan sent  
by you number of bus bays proposed on the Dr. H.C. Sen  
Marg and S.P. Mukherjee Marg (Opposite Railway Station)  
near proposed sub way) are needed to be increased suitably  
to accommodate the DTC/other buses loading and unloading  
space (bus bay) requirements.

Recently in a meeting of the Technical Committee of  
the DDA, DTC representative had requested to earmark and  
allot about 4 acres of land at Gandhi Ground for the  
development of an off street terminal with crew passenger  
and operational facilities and utilities. However, on  
site inspection it was found that MCD is developing in  
underground parking complex for private vehicles. Entry  
and exit from/to this complex are also needed to be incorporated  
into circulation plan, if DDA agreed to allow the develop-  
ment of underground parking complex. DTC has already  
requested to the Commissioner(Planning) to consider  
DTC's claim for this space on priority.

It is also suggested that the width of the proposed  
divider between carriageway and bus bay may be reduced to  
one mtr. and width for bus bay may be increased to 7.5  
mtr. with proper designs of approaches as per the IRC  
Standards of 1:6 to 1:8

It is requested that final drawing incorporating DTC's  
requirements may be sent to this office.

Thanking you,

Yours faithfully,

Sd/-  
(K.C. TIWARI)  
TRANSPORT PLANNER

Item No.9 : T.C. Meeting Dtd. 16.7.90

Sub : Underground Parking at Gandhi Ground Shahjahanabad  
F.3(67)89-MP

#### DECISION

It was noted that this matter was examined by the Technical Committee in its meeting held on 31.7.89 and it was decided that MCD should re-examine the proposed site with respect to the provision for entry and exit to the proposed parking lot and its effect on the overall circulation pattern of this complex. In the light of this decision, the Technical Committee noted that the concept drawings showing the entry and exit received from the MCD, will not be feasible due to major right-turning movements and large number of DTC buses operating from the main roads in this area and because of large number of slow moving traffic and different kinds of activities, large number of hawkers/shops of informal nature functioning within right of way and all around. Keeping in view these facts, it was noted/observed that in the absence of a proper circulation plan, it would not be desirable to develop the site for an underground parking at this location. The representative of DTC felt that there should be proper location for having a bus terminal in this area with proper facilities to passengers. The Technical Committee desired to study the plan which is to be prepared by DTC for this purpose. The Technical Committee also desired that the MCD should take up the planning and implementation of the underground parking sites shown in PDP.2001, specially at the location earmarked in the vicinity of Red Fort.

Item No. 11

Sub:- Reg. construction of a Memorial of Acharya Shri Atam Vallabh Jain Samark Sikshan Nidhi at G.T. Karnal Road, Delhi  
F.3(115)/76-MP/

Sh Atam Vallabh Jain Samark Sikshan Nidhi has constructed a memorial of Acharya Shri Atam Vallabh Jain which has permitted by the DDA vide resolution No. 122 dt. 29.12.76 and resolution no. 63 dt. 4.3.77. In all total built up area permitted was 20,572 sq.ft. on original plot of land owned by this trust measuring 6.226 cres.

2. The trust has also purchase an additional land to the extent of 13.702 acres in continuation of the earlier piece of land located at G.T. Karnal Road in Alipur Block. On this additional land the trust has suggested a number of buildings to be constructed for institutional purposes such as schools, research centre and other institutions for promoting educations and learning in all its branches. The total floor area propose is 180470 sq.ft. on ground first and second floor and 38021 sq.ft. in the basement. The total ground coverage propose is 18% and the total FAR is 30.2 which doest not include the basement.

3. The proposal for the permission for construction on the additional land was earlier examined by the Authority in the year 1987 vide resolution no. 15 dt. 19.1.87 and it was not agreed to have the construction on the additional land. The land under consideration falls in the Urban Extension 2001 Delhi within the comprehensive proposal Narela Project. The case has also been examined by the Project Planner Narela and he has opined that we may wait till the proposals are approved by the Compenent Authority in respect of Narela Project, as the area of the trust is a part of comprehensive proposal of Narela Project, therefore the proposal does not find any favour in view of above.

4. The case is submitted for the consideration of the Technical Committee.

Item No. 12

Sub : Interim delineation of Lutyen's Bungalow Zone/norms for development control.

F.No.: PA/JD(PLG.)/CCG/91/D-38

#### BACKGROUND

A large number of request from plot owners of New Delhi area are being received through NDMC for giving landuse/building construction permission. Desired permissions are not issued due to one reason or the other. One of the most important impediment in not issuing the permission is delineation of Lutyen's Bungalow zone. Therefore, a need has been felt to demarcate Lutyen's Delhi and specify the development control norms.

#### 2. OBSERVATIONS

MPD-2001 has been notified on 1.8.90 and its recommendations are as follows :

##### "Bungalow Area

Lutyen's New Delhi comprises of large size plots and has a very pleasant environment. Infact, the area is unique in its continuing existing at low density in the heart of the city. While formulating the redevelopment plans, of this area due care should be taken to ensure that its basic character is maintained.

Civil Line also has bungalow area. Studies also should be conducted to maintain its basic character." (page 122 Gazette).

3. MPD-2001 has not indicated the boundary lines of the bungalow area and hence, it is to be clarified whether bungalow area means Lutyen's Imperial Delhi (original lay out) or Lutyen's bungalow area, defined by the Ministry of Urban Development vide their letter no.D.O.No.K-13011/17/86-DDIIA dt.8.2.88 (placed on table). Ministry has defined the Lutyen's bungalow zone as follows :

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, Farozshah 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 lying between Nehru Park-Yashwant Place on the west and the boundary of Lutyen's Delhi on the western edge of Safdarjung Aerodrome and the Race Course. The demarcation has been high-lighted in blue colour on the map.(placed on table).

#### 4. DEVELOPMENT CONTROLS FOR BUILDINGS

Ministry of Urban Development in the above mentioned letter has also given following controls :

- 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 of Jane from the prominent road through which the demarcation can run through the prominent road where there is park, ridge or green areas on the other side of the road.
- v) Ministry of Urban Development revised guidelines vide letter no.D.O.No.K-13011/17/86-DDIIA dt.27.7.88 (placed on table) and stipulated "Height restrictions in sensitive areas having their special character and historical heritage will continue through the application of the provisions of the DUAC Act.

#### 5. DECISIONS TO BE TAKEN

In the absence of a definite boundary for Lutyen's Bungalow area in MPD-2001 and preparation of redevelopment schemes is a time consuming exercise, the following decisions are required :

Lutyen's Bungalow zone defined in the above

said letter of Ministry of Urban Development could be taken for considering landuse/building plans (para 3) or the Authority has to wait till the redevelopment plans are prepared for this prestigious area as contained in MPD-2001.

- ii) Development controls also could be adopted as defined in the said letter of the Ministry of Urban development (para 4 on page 2) with the condition that any norm prescribed in the MPD-2001 will supersede the letter of the ministry to that extent till the redevelopment guidelines as decided upon in the light of MPD-2001 are prepared.

6. The matter is placed for the consideration of the Technical Committee.