

Sub: Sunshade/Chhaja on the public land.

PA(BB(C&C))Bldg.193/65.

Background:

During the clearance drive it was observed that number of cases are pending for issue of completion certificate due to the sunshade/chhaja on the public land. Even during the routine clearance of the cases of completion, these factors are responsible for non issue of completion certificates.

1. Prior to enforcement of BBL-1983 Chhaja or sunshade was allowed on the side road and the service road depending upon the width of the road. The provision given in the manual of BBL of MCD clause 29 is enclosed at Annexure '1' These weather shades over the doors, windows and ventilators were not considered as covered area.

2. In Building Byelaws 1983 this provision was withdrawn and no projection on the public land is allowed.

3. As per the definition of chhaja given at 2.14 of Building Bye laws defines it as follows:

Chhaja: Continuous sloping or horizontal overhang.

The word projection has not been used in this definition.

4. As the opening in the corner plots are allowed towards the public land, it is proposed that we should permit weather projection in the form of chhaja on these openings without any penalty. However, these chhajas should not be approachable and shall be at the lintol level with the maximum width of 45^{to 60} cm.

Technical committee is requested to ^{accord} ~~get~~ the approval.

Asst. Commr.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F₁(51)/93-MP

Dated: 5.10.93

Minutes of the meeting of Technical Committee held on 14.9.93 at 11.00 A.M. in the Conference Room, Vikas Sadan, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.J.C.Gambhir, Commissioner(Plg.)
3. Sh.K.J.Alphons, Commissioner(LM)
4. Sh.R.G.Gupta, Director(TYA)
5. Sh.S.C.Gupta, Director(DC&P)
6. Sh.P.C.Jain, Director(AP)
7. Sh.Santosh Auluck, Chief Architect
8. Shri R.G.Bhatnagar, Chief Engineer(WZ)
9. Sh.K.K.Bandyopadhyay, Project Planner(Rohini)
10. Sh.Chandra Ballabh, Jt.Dir.(AP)
11. Sh.A.K.Jain, Jt.Dir.(ZP)
12. Sh.Vijay Risbud, Jt.Dir.(Bldg.)
13. Sh.A.K.Gupta, Jt.Dir.(Narela)
14. Sh.Ashok Kumar, Project Planner(DWK)
15. Sh.R.K.Jhingan, Sr.Landscape Architect
16. Sh.H.S.Sikka, Jt.Dir.(DWK)Ph.III

TOWN & COUNTRY PLG. ORGANISATION

17. Sh.J.L.Prashar, T.C.P.

POLICE DEPARTMENT (TRAFFIC)

18. Sh.Lala Ram, A.C.P.

M.C.D.

19. Sh.Sunil Mehra, J.T.P.

N.D.M,C.

20. Sh.S.V.Kaushal, Dy.Architect

D.E.S.U.

21. Sh.D.K.Suri, S.E.(Plg.I)

Special Invitees

22. Sh.Harpal Singh, Sr.Architect For item no.91/93
23. Sh.Saradindu Bhai, Architect -do-

Ministry of Railways
(Railway Board)

24. Sh.Rajender Pal, Advisor(Works) for item no.96/93

Northern Railway

25. Sh.R.S.Bhatia, Executive Engineer(C) For item 96/93

1. Item No.86/93

Sub :Draft Zonal (Divisional) Development Plan
for zone 'H' (North West I)
File No.F.1(1)93/ZP

Zonal (Divisional) Development Plan for zone 'H' (North West I) was explained by the Jt.Dir.(Plg.) concerning this zone. After detailed discussions the Technical Committee made the following observations on the draft proposals:

- i) Population: Though, in MPD-2001, the holding capacity for this zone is 17,85,270 with sub-zone wise population distribution but the population analysis based on gross residential area and the density pattern, it works out to 16,49,269. This is further reduced due to commercialisation and mix^{ed} use concept. Thus, the holding capacity of this zone may not be more than the assigned population in MPD-2001 i.e. 15,25,081 for this zone. Community facilities and municipal infrastructure, therefore, is to be proposed for this population.

- ii) Community Facilities : a) In this zone, there are deficiencies in the community facilities such as hospitals, colleges, schools, police stations etc. The area of the District Centre in the development plan of Rohini Scheme is 63 hect. against 45 hect. provided in MPD-2001 and 24 hect. for Mangolpuri district centre at site against 21 hect. provided in MPD-2001. Thus 21-22 hect. land is in excess of the ^{normal size} earmarked for commercial activities forming part of the district centres. It was recommended that part of the ~~land for~~ district centre in excess of what is provided in MPD-2001, may be used for providing such facilities. If still, there remain deficiencies for such facilities, provision be made in the adjoining urban extension schemes. Similarly reduction of recreational area in this be compensated in the adjoining zone in the urban extension.

- b) It was also observed that in Rohini Scheme, community facilities were provided in the layout plan for the population based on the norms of 1962 provisions, therefore, in the text this point may be elaborated indicating the reasons for the deficiencies compared to the requirement as per norms provided in MPD-2001.
- iii) Cultural Complex: TV Tower Complex is one of the focal points of this zone. It should be developed in comprehensive manners with city level cultural activities to make it a tourist attraction point. The institutional area only to the extent of 18.5 hect. as provided in MPD-2001, be retained for institutional use for a college site, a polytechnic institute etc. and the remaining area should form part of the comprehensive scheme. The hospital site be relocated in the vicinity of the district centre (Wazirpur) in ^{part of} the area shown as green (having eucalyptus trees).
- iv) Mixed Land Use : In Rohini scheme sub-zones H-7 & H-8, no mixed land use pocket/street has been identified. It was observed that road no. 41 passing through this scheme has also to be considered as a mixed use street on parameters as adopted in other similar streets/pockets identified for mixed land use.
- v) Villages: All the existing villages be shown on the zonal development plan and zonal level facilities, wherever provided in the redevelopment schemes of such villages, be also shown.
- vi) Madhuban Chowk is a major inter-section and caters to very heavy traffic. This requires proper designing for which land should be earmarked.
- vii) Modifications/Amendments in MPD-2001 : - In the list pertaining to the proposed modifications/amendments in MPD-2001 reasons for such changes be also given.

2. Item No.91/93

Sub: Access to Dwarka Sub-city from NH-8/South Delhi over the Rewari railway line:

i) Proposed alignment plan of express way between NH-8 upto Dwarka sub-city near Bhartal village.

ii) Additional proposed linkages to Dwarka sub city through IAAI land.

File No.F.6(1)93/PP/DWK

The Technical Committee after detailed discussion desired that in the first instance in both the cases i.e. in the proposed express-ways between NH-8 upto Dwarka sub-city near Bhartal village and for the proposed link by the side of the International Airport area, be studied in detail after conducting physical survey and analysing open area and built up area (sanctioned) falling within the proposed right of way of the proposed alignment plans.

ii) The Technical Committee, however, approved the proposal of providing a link road between existing railway crossing and the Papankalan project as a temporary measure with 18m road right of way to provide access to the project from the International Airport side through the existing railway crossing.

3. Item No.92/93

Sub: Railway Terminal in Dwarka Sub-city.

F.1(10)92/pt.I/Dwk.

The matter was withdrawn as the VC,DDA is proposing to have a meeting with the Chairman, Railway Board to discuss the issues similar in nature.

4. Item No.90/93

Sub: Sunshade/chajja on the Public Land.

PA/DD(R&C)Bldg./93/65

The Technical Committee observed that no projection on public land is to be allowed.

5. Item No.93/93

Sub: Policy for sanctioning the building plans for Farm Houses.

File No.PA/DD(R&C)Bldg./92/282

The Technical Committee observed that while processing the completion certificate for Farm Houses located in Development Area, where building plans were sanctioned by MCD, each case be examined on its merit, keeping in view the Master Plan provisions at the time of granting such sanction and the sanctioned plan.

ii) Further, while discussing this item, the representative of MCD brought to the notice of the Technical Committee an office order (No.9/EE(B)/HQ/93 dt.25.8.93, issued by the E.E.(Bldg.),HQ M.C.D., (Copy enclosed) regarding the completion certificate of building plans sanctioned by MCD where construction has been started before declaration of the Development Area, be processed and completion certificate be granted. The Technical Committee, took an objection to issuing such orders without consulting the DDA and desired that Commissioner, MCD be requested to advise their officers to withdraw this order and not to act on ^{this} till the matter is decided in consultation of DDA.

6. Item No.94/93

Sub: Modification in the building permits for Rohini Projects.

File No.PA/JD(B)93/161

The Technical Committee observed that the Development Controls provided in Development Code of MPD-2001, applicable to residential plots with regard to coverage, FAR, height, basement, setback etc., be followed. Extra coverage/FAR only to the extent of 5% or 13.5 sqm., whichever is less, as being followed, may also apply on plots in Rohini scheme. In no case, building should be allowed on Road a common lands.

7. Item No.95/93

Sub: Plantation for protection of land in Rohini Phase III.

File No.PP/R/2084/Pt./93/643/775

Deferred.

6.

8. Item No.96/93

Sub: 66 KV Tower Line for Rohini, Phase III.
File No.PP/R/2006(Services)93/Pt.

✓ Deferred.

9. Item No.97/93

Sub: Integrated freight complex - Narela.
PP/NP/93/114/Pt.II

✓ Deferred.

10. Item No.64/93 (Laid on Table)

Sub: Request for allotment of land to G.R.Goenka
Education Society for Sr.Secondary School
in Vasant Kunj (Reg. development controls)

✓ File No.F.18(14)88-II.

Deferred.

This issues with the approval of Vice Chairman,DDA.

(ANIL BARAI)
DY.DIR.(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

- - -

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File No.F.6(1)93/PP/DWK

✓ The Technical Committee after detailed discussion desired that in the first instance in both the cases i.e. in the proposed express-ways between NH-8 upto Dwarka sub-city near Bhartal village and for the proposed link by the side of the International Airport area, be studied in detail after conducting physical survey and analysing open area and built up area (sanctioned) falling within the proposed right of way of the proposed alignment plans.

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ii) Further, while discussing this item, the representative of MCD brought to the notice of the Technical Committee an office order (No.9/EE(B)/HQ/93 dt.25.8.93), issued by the E.E.(Bldg.),HQ M.C.D., (Copy enclosed) regarding the completion certificate of building plans sanctioned by MCD where construction has been started before declaration of the Development Area, be processed and completion certificate be granted. The Technical Committee, took an objection ^{to} for issuing such orders without consulting the DDA and desired that Commissioner, MCD be requested to advise their officers ^{this} to withdraw this order ^{and} ~~initially~~ not to act on/till the matter is decided in consultation of DDA.

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PP/NP/93/114/Pt.II

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10. Item No.64/93

(Laid on Table)

Sub: Request for allotment of land to G.R.Goenka
Education Society for Sr.Secondary School
in Vasant Kunj (Reg. development controls)

✓ File No.F.18(14)88-IL

Deferred.



Refused
17/9/93

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN UNIT)

No.F.1(22)93-MP

Dated : 8.9.93

MEETING NOTICE

The 17th Technical Committee meeting of DDA will be held on 14.9.93 at 11.00 A.M. in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed herewith.

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

(ANIL BARAI)
DY.DIRECTOR(MP)

S.No.	Item No.	Particulars	Page No.
1.	86/93	Draft Zonal (Divisional) Development Plan for 1 Zone 'H' (North West I)	
2.	91/93	Access to Dwarka Sub-city from NH-8/South Delhi over the Rewari railway line: i. Proposed alignment plan of express way between NH-8 upto Dwarka sub-city near Bhartal Village. ii. Additional proposed linkages to Dwarka sub city through IAAI land. F.6(1)93/PP/DWK	3-19
3.	92/93	Railway Terminal in Dwarka sub-city. Fl(10)92/Pt.I/DWK	20-23
4.	90/93	Sunshade/chajja on the public land. PA/DD(R&C)Bldg./93/65	24
5.	93/93	Policy for sanctioning the building plans for farm houses. PA/DD(R&C)Bldg./92/282	25-26
6.	94/93	Modification in the building permits/for Rohini Projects PA/JD(B)93/161	27-30
7.	95/93	Plantation for protection of land in Rohini Phase III PP/R2084/Pt./93/643/775	31-32
8.	96/93	66 KV Tower Line for Rohini Phase III PP/R/2006(Services)93/Pt.	33-35
9.	97/93	Integrated freight complex-Narela PP/NP/93/114/Pt.	36-37
10.	64/93	(Laid on table / Request for allsotment of land to G.R.Goenka Educational Society for Sr.Secondary School in Vasantk Kunj(Reg.Development Controls) F.18(14)88-IL	38

Sub : ~~Approval of~~ ^{Approval of} Zonal Development Plan for Zone-H (North West-I)

File No. F.1(1)ZH/93

As per MPD-2001, the Union Territory of Delhi is divided into 15 zones. It also states that the zonal plans for 8 divisions falling in the urban areas shall be prepared within three years period from the date of notification of the MPD-2001 i.e. by 1.8.90. Zone H is one of the eight divisions for which the plan has to be prepared.

2. Zone H (North West-I) mainly comprised the extension of the city in the north-west of Delhi and is distinctly characterised by most of the well planned residential localities. It is planned for a projected population of 15,25,081 to be accommodated in an area of 5381 hect. Zone H is situated between two railway lines viz. railway line to Ambala in the north and the other one to Rohtak in the south-west.

3. Zone H is divided into 9 sub-zones out of which zonal development plans for 6 sub-zones (H1-6) were approved by the Govt. of India as per Master Plan-62 provisions.

4. Development in sub-zones H1-6 has been carried out mostly in accordance with the layout plans prepared and there are not many changes in the land use pattern of the approved zonal plans and sub-zones. In case of Rohini scheme sub-zones H-7,8&9, planned during 1980s predominantly as residential scheme ^{and} land utilization is highly intensive. Land for various facilities like health, education, socio-cultural and other utilities have been provided on major transportation routes to ensure easy access.

5. The Zonal (Divisional) Plan has been prepared keeping in view the approved development schemes and based on policy guidelines stipulated in MPD-2001.

6. The following are the salient features of the Zonal Development Plan proposals:

Land use proposals including proposals for (a) residential areas (b) work centres; (c) community facilities like health, education, recreational (d) provision of compatible mixed use activities (e) transportation system including major transportation routes; bus terminals; MRT routes, cycle tracks and pedestrian

MUNICIPAL CORPORATION OF DELHI
BUILDING DEPARTMENT (HO)
TOWN HALL, DELHI

No. 9/EE(B)HO/93

Date: 25.8.93

OFFICE ORDER

The issue regarding completion certificate in the development area of D.D.7. was considered and it has been decided, as per advice of the Legal Advisor, that the cases of issue of completion certificate of all plans sanctioned by the M.C.D. in development area, where construction has been started before declaration as development area, can be processed and completion certificate may be granted if the construction is carried out as per sanctioned plans and Building Bye-laws. This issues with prior approval of the Commissioner.

Executive Engineer(Bldg.)HO

1. All Zonal Engineers(B) - 5 copies each.
2. All ADCS/ZACS.
3. All Assistant Engineers(B)HO.

Copy for information to:

1. PS to Commissioner.
2. All Addl. Cms./Dy. Cms.
3. Engineer-in-Chief.
4. Chief Engineer-IV.
5. Chief Architect.
6. Town Planner.
7. Suptg. Engineer-X.
8. Executive Engineer(Coord.) - 5 copies.

(Handwritten notes, upside down)
 9/9/93
 9/9/93
 Ad. I
 Ad. II
 Ad. III
 Ad. IV
 R.Y(G)1

(Handwritten notes)
 9/9/93
 9/9/93

AGENDA FOR THE TECHNICAL COMMITTEE

ACCESS TO DWARKA SUB CITY FROM NH-8/SOUTH DELHI OVER THE REWARI RAILWAY LINE

- PROPOSED ALIGNMENT PLAN OF EXPRESS WAY BETWEEN NH-8 AND DWARKA SUB CITY NEAR BHARTAL VILLAGE
- ADDITIONAL PROPOSED LINKAGES TO DWARKA SUB CITY THROUGH AIRPORT LAND

*Copy
1/1/93
1/1/93*

[Signature]
13/08/93
DD (Plan) II
DWR.

DWARKA PROJECT
D. D. A .

TRANSPORTATION
PLANNING UNIT - II
JULY, 1993

DRAFT AGENDA FOR TECHNICAL COMMITTEE

Subject: Access to Dwarka Sub-city from NH-8/South Delhi over the Rewari railway Line:-

(i) Proposed alignment plan of Expressway between NH-8 upto Dwarka Sub-city near Bhartal Village;

(ii) Additional proposed linkages to Dwarka Sub-city through IAAI land,

File no: F4(1)93/PP/DWK *****

1.0 LOCATION:

(Linkages as per approved Structure Plan)

The approved Structure Plan of Dwarka Sub-city was proposed/earmarked following accesses from NH-8/South Delhi side:-

(a) Proposed R.O.B. on Rewari Railway line near Palam Railway Station linking Palam Road with the existing Palam-Dabri Road;

(b) Alternate proposal of R.O.B. on Rewari Railway line at South of Raj Nagar Pt.II connecting Palam Road with the proposed 45 m. road between Sector 7,8 and 9;

(c) 90 m. r/w link with R.O.B. on Rewari Railway line near Bhartal village.

The location plan showing these three linkages is placed at Annexure - I.

2. PRESENT PLANNING POSITION OF THE ABOVE LINKAGES

2.1 PROPOSED R.O.B. ON REWARI RLY. LINE LINKING PALAM ROAD WITH THE EXISTING PALAM DABRI ROAD:

(a) An alignment plan of the existing Palam-Dabri Road from Palam Drain to MAUDE Road (Delhi Cantt. Area) has been approved by the Technical Committee on 13.3.93 vide item No. 35/93/TC.

(b) Copies of the approved plan has been issued to CE(DWK) on 17.5.93 for taking actions regarding implementation of the same.

2.2 ALTERNATE PROPOSAL OF R.O.B. AND LINK ROAD CONNECTING PALAM ROAD WITH 60 m. R/W ROAD BETWEEN SECTOR 7,8 & 9.

In view of the proposed linkage as stated at 2.1(a) above is approved, this linkage may not be required. Moreover, linking at this point is not feasible considering the built up position at both sides of the Rly. line.

2.3 90 M. R/W EXPRESSWAY LINK WITH ROB ON REWARI RLY. LINE NEAR BHARTHAL VILLAGE.

a) The stretch of proposed Expressway of 120 m. r/w between new NH-8 and Rly. line passing under the High Tension Line was marked on the Sajra Plan and sent to Lands Deptt. on 22.4.93 for acquisition.

b) Now, Lands Deptt. has sent a report on 22.6.93 about the Built-up position along the proposed Expressway (120 m. r/w) shown on a copy of composite Sajra Plan.

c) This case was discussed in the Monitoring and co-ordination meeting held under the Chairmanship of VC, DDA on 16.6.93. It was decided that the alignment plan of proposed Expressway to be put up to the Technical Committee.

3.0 PROPOSAL FOR EXPRESSWAY LINKING NEW NH-8 AND DWARKA SUB-CITY

3.1 THE PROPOSED PERIPHERAL EXPRESSWAY IN THE URBAN EXTENSION PLAN.

a) The above proposal with 100 m. r/w and 60 m. green strips on both sides was approved by the Technical Committee on 3.2.89 subject to submission of supplementary proposal to complete the ring of Expressway.

b) This proposal was again placed before the Technical Committee on 15.5.89 and it was observed that the Expressway should be made as a complete ring passing through the Trans Yamuna Area. A Committee was formed to work out details of the Expressway as a full ring and the priorities of

- 6 -

In view of the proposed linkage as stated at 2.1(a) above is approved, this linkage may not be required. Moreover, linking at this point is not feasible considering the built up position at both sides of the Rly. line.

2.3 90 M. R/W EXPRESSWAY LINK WITH ROB ON REWARI RLY. LINE NEAR BHARTHAL VILLAGE.

a) The stretch of proposed Expressway of 120 m. r/w between new NH-8 and Rly. line passing under the High Tension Line was marked on the Sajra Plan and sent to Lands Deptt. on 22.4.93 for acquisition.

b) Now, Lands Deptt. has sent a report on 22.6.93 about the Built-up position along the proposed Expressway (120 m. r/w) shown on a copy of composite Sajra Plan.

c) This case was discussed in the Monitoring and co-ordination meeting held under the Chairmanship of VC, DDA on 16.6.93. It was decided that the alignment plan of proposed Expressway to be put up to the Technical Committee.

3.0 PROPOSAL FOR EXPRESSWAY LINKING NEW NH-8 AND DWARKA SUB-CITY

3.1 THE PROPOSED PERIPHERAL EXPRESSWAY IN THE URBAN EXTENSION PLAN.

a) The above proposal with 100 m. r/w and 60 m. green strips on both sides was approved by the Technical Committee on 3.2.89 subject to submission of supplementary proposal to complete the ring of Expressway.

b) This proposal was again placed before the Technical Committee on 15.5.89 and it was observed that the Expressway should be made as a complete ring passing through the Trans Yamuna Area. A Committee was formed to work out details of the Expressway as a full ring and the priorities of

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this road to be constructed in the 8th Five Year Plan.

c) This proposal was again placed before the Technical Committee on 2.3.90 and it was decided that the Transportation Unit may prepare a Comprehensive report keeping in view IRC recommendations.

d) Although no specific report was made but it was felt that the Expressway should be linked with the Primary net work of Dwarka Sub-city upto Najafgarh Road and the r/w of this Expressway between the NH-8 and sub-city should be 120 m. including 15 mtr. green buffer strips on both sides.

e) Therefore, earlier proposal of the Expressway passing over the Rly. Line and Najafgarh Drain, as shown in the approved Structure Plan, has been changed in the modified proposal of Expressway as per Urban Extension Plan. (Flag 'A').

f) The proposed Expressway now links with the 60 m. r/w of Phase-II of Dwarka Sub-city.

3.3 FEASIBILITY

As per the report of the Lands Deptt. dt. 22.6.93, the built-up position is shown on the copy of Sajra Plan by the Lands Deptt. The same has also been shown on the copy of the alignment Plan. As per this report, about 60% of length of the proposed Expressway is passing through the built up area. Of this, 50% of the built up area is already under Farmhouses mostly with sanctioned Plan as per the report of the Lands Deptt. (P.10/N of file No. F2(8)91/DD(Lands)/DWK/Pt.I).

3.4 REQUIREMENT/CHANGES IN THE STRUCTURE PLAN.

The above proposal would also require the following actions:-

- a) Widening of the existing 60 m. r/w road to 90 m./120 m. to keep the continuity of r/w from NH-8 upto NG road. It may involve change/modification in the Land Use of approved Structure Plan.
- b) The change in the alignment plan may be required to make the horizontal curve of Expressway smooth at the points in Sector-25 of Phase-I; which will also involve change/modification in the Land Use of Structure Plan.

4.0 PROPOSED ADDITIONAL LINKAGE NO. I

(45m. r/w road through Airport land connecting 45 m. r/w Sub-city Dwarka Road over Rly. Line & Rly. Terminal. (Annexure - II)

4.1 PRESENT POSITION

- a) This could be a major road link between NH-8 & Dwarka Sub-city as the Airport Road is developed upto the Rly. line with 60 mtr. r/w reserved between NH-8 & old NH-8 and about 4-45 mtr. r/w reserved between old NH-8 and Rly. line.
- b) This road can provide an immediate link to Dwarka Ph. I road network with a provision of a ROB/RUB on Rewari Rly. line and a link road of same r/w through the Railway Terminal Land.
- c) This link could be considered as an alternative Expressway alignment if proposed Expressway as stated at para 3.0 above is not considered feasible. This would, however, involve widening of Airport road affecting farmhouses and airport land and also involve change of Land use by widening 45m. r/w road to 90 m./120m. road. (Annexure-III).

4.2 FEASIBILITY

This linkage is feasible considering the availability of the r/w on both sides of the Rly. Line subject to the clearance given by the Airport Authority. The proposed link through Rly. land is also feasible at this stage as the land is not handed

over as yet.

4.3 DETAILED ALIGNMENT PLAN.

A detail alignment plan would be prepared, once the Airport Authority agrees for the proposal. The proposal will involve a link road over the Rly. Line and proposed Rly. Terminal between 45 mtr. R/w road of Sub-city net work & 45 Mtr. R/w road of Airport. Present DTC Bus routes to the IGI Airport connecting Dwarka Sub-city is through this road.

5.1 PROPOSED ADDITIONAL LINKAGE NO. II

(45 mtr. r/w Airport road with 45 m. r/w sub-city road and over Rly. line & Rly. Terminal, R.U.B. near Shahbad Mohd. pur village. (Ann. - II)

5.1 PRESENT POSITION

This existing link is being used by the public extensively for International Airport. Beyond the Airport, the road is not in much use.

5.2 PROPOSAL

Airport has a Master Plan for construction of various modules of terminal on both sides of this road. It is proposed that one R.O.B./R.U.B. can be proposed near Shahbad Mohd. pur village, which could be linked with this road till such time the capacity of this road permits. The existing parallel road constructed along the Rly. Line with the Airport Area will provide, the additional link to relieve the Airport Road in future.

5.3 FEASIBILITY

This link is feasible as the land on both the sides are available and clear subject to the proposal agreed by the Airport Authority. The proposed link through Rly. Terminal land is also feasible at this stage as the land is not yet handed over. Moreover, Rlys. have refused to take over the land.

5.4 DETAIL ALIGNMENT PLAN.

A detail alignment plan would be prepared, once the Airport Authority agrees for this proposal. The proposal will involve a link road with the 45 m. r/w sub-city road which will pass over/under the Rly. Line and Rly. Terminal.

6.0 DISCUSSIONS EARLIER HELD WITH AIRPORT AUTHORITY.
(Annexure - IV)

Meeting was held on 1.3.89 under the Chairmanship of VC, DDA regarding linkages and approach to Dwarka from IGI Airport side. In this meeting, the above two linkages were discussed and following decisions were taken:-

(i) REGARDING LINKAGE NO. I

DDA officials had proposed 120 mtr. wide strip along the existing operational road along the southern boundary of the Airport. On behalf of IAAI, it was stated that the possibility of this linkage to the Dwarka Project will have to be examined in consultation with Operations and Flight Safety Deptt., keeping in view the clearance requirements of runways, hangers, other building etc. It was emphasised by the Chief Architect, IAAI that the total width of 120 mtr. may not be possible and suggested that the land under some portion of the proposed 120 mtr. width of this road may have to be acquired by the DDA. Project Director and Proj.Planner (PPK) were asked to follow up with the IAAI for working out the proposal in this regard.

AAI

(ii) LINKAGE NO. II

DDA had proposed an under-pass between North of Shahbad Mohd.pur Village for providing access to the Papankala Project. however, IAAI had mentioned that this road was not designed to cater for through traffic. As the projected airport traffic during the peak hours on this road in 2001 would be around 50,000 P.c.u. and therefore, this road could not be able to carry any additional capacity. IAAI had therefore, suggested that it can provide its own public transport facility linking Airport Terminal with the Metropolitan Railway Terminal.


7.0 DECISION TO BE TAKEN BY THE TECHNICAL COMMITTEE

The proposal showing detail alignment plan of Expressway under the high tension line and integrated plan showing these two linkages through Airport land are placed before the Technical Committee to:-

- a) Consider the detail alignment of the Expressway with respect to its linkage with the Sub-city network, affected properties and proposed requirement of modifications in the Structure Plan as stated above at para 3.0 in general and para 3.3 & 3.4 in particular and to take decision for the actions to be taken in future for implementation of this link to Dwarka sub-city. (Flag 'B')
- b) Consider the proposed two linkages to the Sub-city from NH-8 through the Airport land w.r.t. the discussions

held with the Airport Authority, considering availability of land/road and approval of this proposal in principle by Airport Authority as stated at para 4.0 & 5.0 above and also to take appropriate decision regarding placing of detail alignment plan and change of land use proposal in the Technical Committee in future. (Flag-'C')

c) Consider the alternate alignment of Expressway (in case the proposal at (a) above is not approved) by converting the linkage I to Expressway as stated in para 4.1(c) above. Plan at Flag 'D'


13/08/54
DD (1/5) B
Dva

D. D. A.

DWARKA PROJECT

PLANNING UNIT - II

LEGEND



DWARKA SUB CITY AS PER APPROVED STRUCTURE PLAN



PROP. R.O.B. LINKING PALAM ROAD WITH PALAM DABURI RD.



ALT. PROPOSAL OF R.O.B. LINKING PALAM ROAD WITH 60M. R/W RD. BETWEEN SECTOR 7, 8 & 9



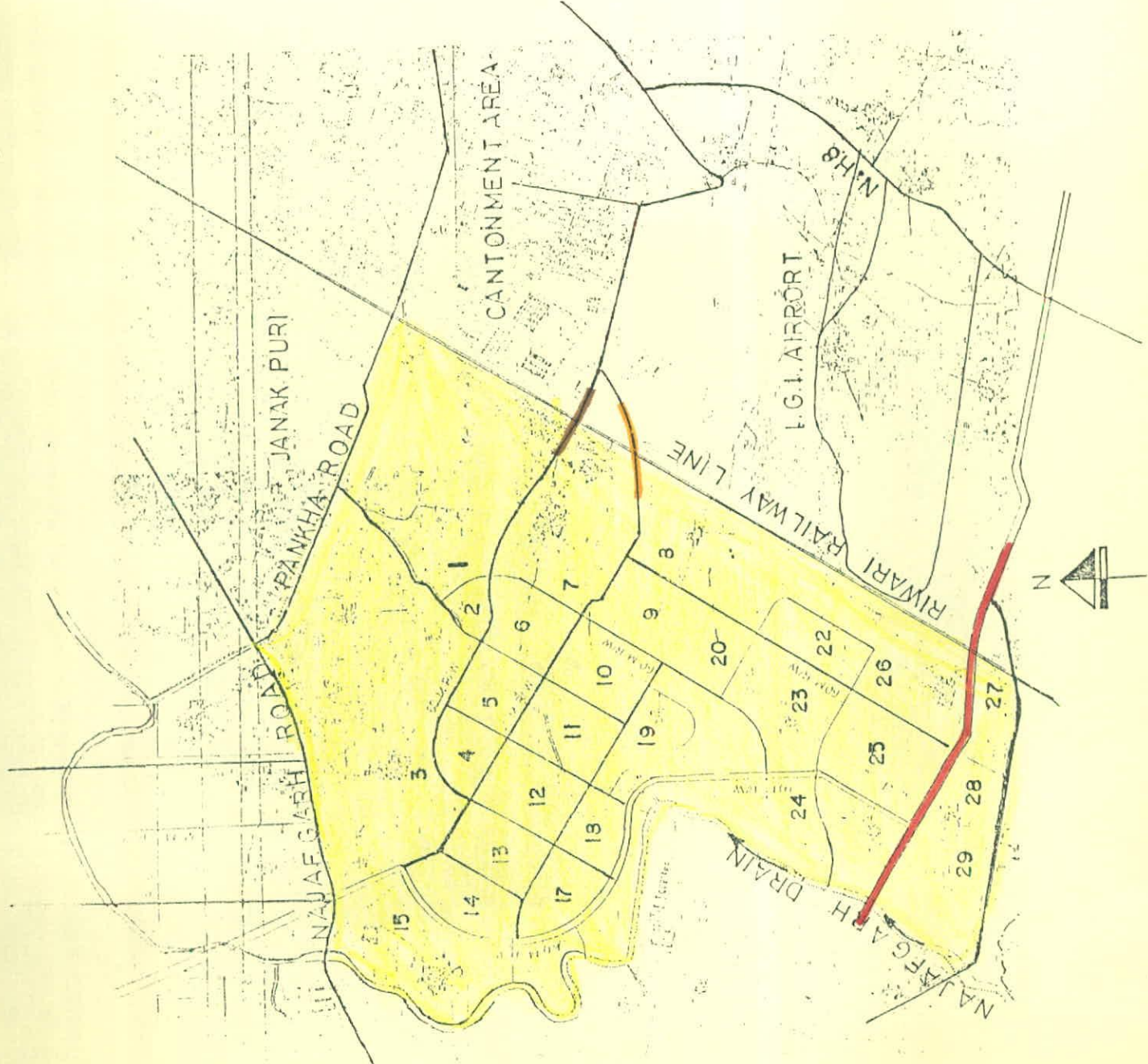
90M. R/W EXPRESS WAY LINK WITH R.O.B. ON REWARI RAILWAY LINE

skd
E.O. 15/12/20 D.M.C.

STRUCTURE PLAN PROPOSAL

ACCESS TO DWARKA SUB CITY FROM NH-8

LOCATION PLAN








D. D. A.

DWARKA PROJECT

PLANNING UNIT - II

LEGEND

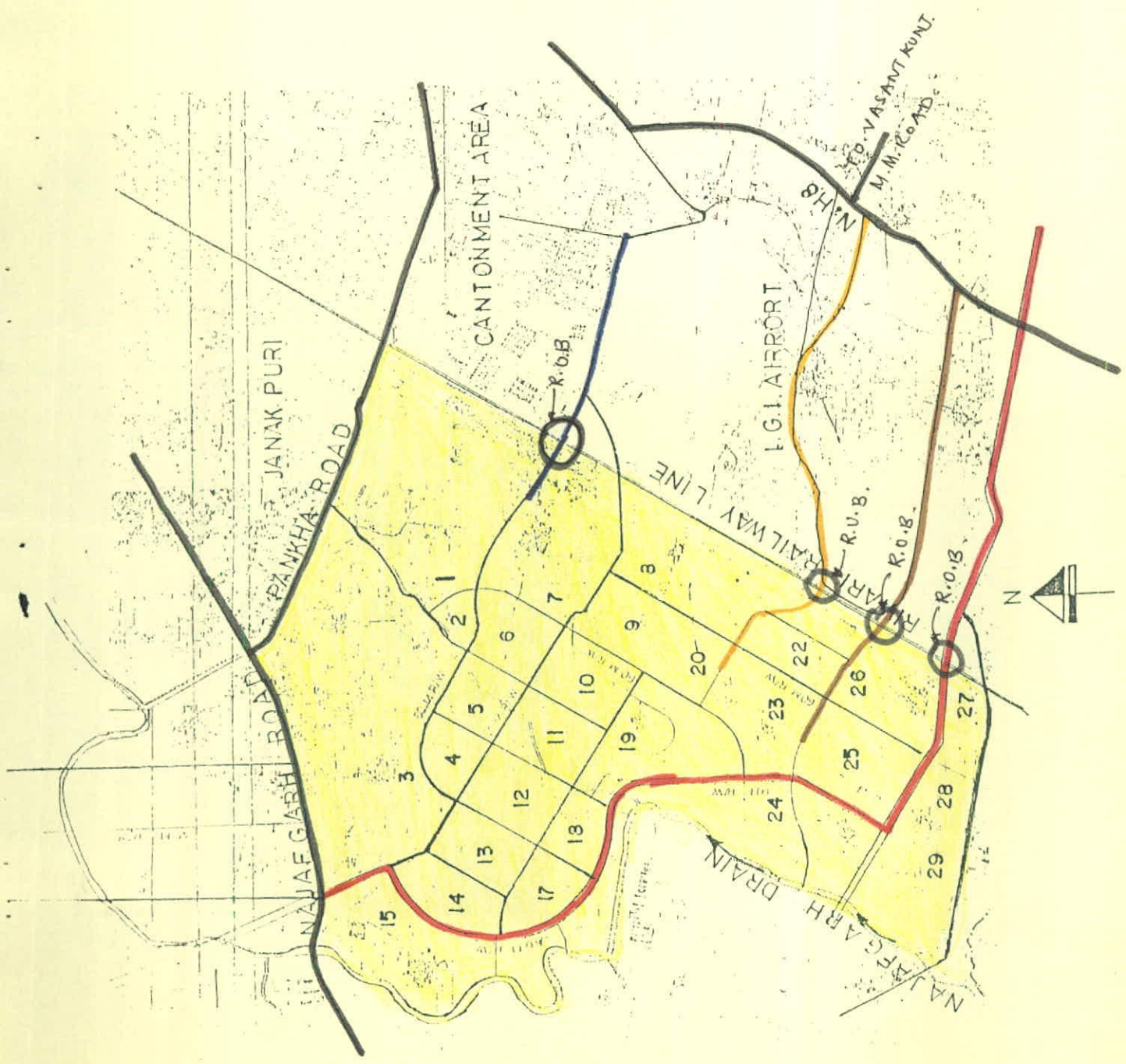
-  DWARKA SUB CITY AS PER APPROVED STRUCTURE PLAN
-  PROP. EXPRESS WAY AS PER URBAN EXTN. PLAN
-  ADDITIONAL LINKAGE RD-I
-  ADDITIONAL LINKAGE RD-II
-  PALAM DABRI ROAD R.O.B. LINK APPROVED T/C.

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D.D.A. DWARKA

PROPOSED LINKAGES

ACCESS TO DWARKA SUB CITY FROM NH-8

LOCATION PLAN



D. D. A.

DWARKA PROJECT

PLANNING UNIT - II

LEGEND

DWARKA SUB CITY AS PER APPROVED STRUCTURE PLAN



PROP. ALTERNATIVE EXPRESS WAY



LINKAGE ROAD-II THROUGH AIRPORT LAND



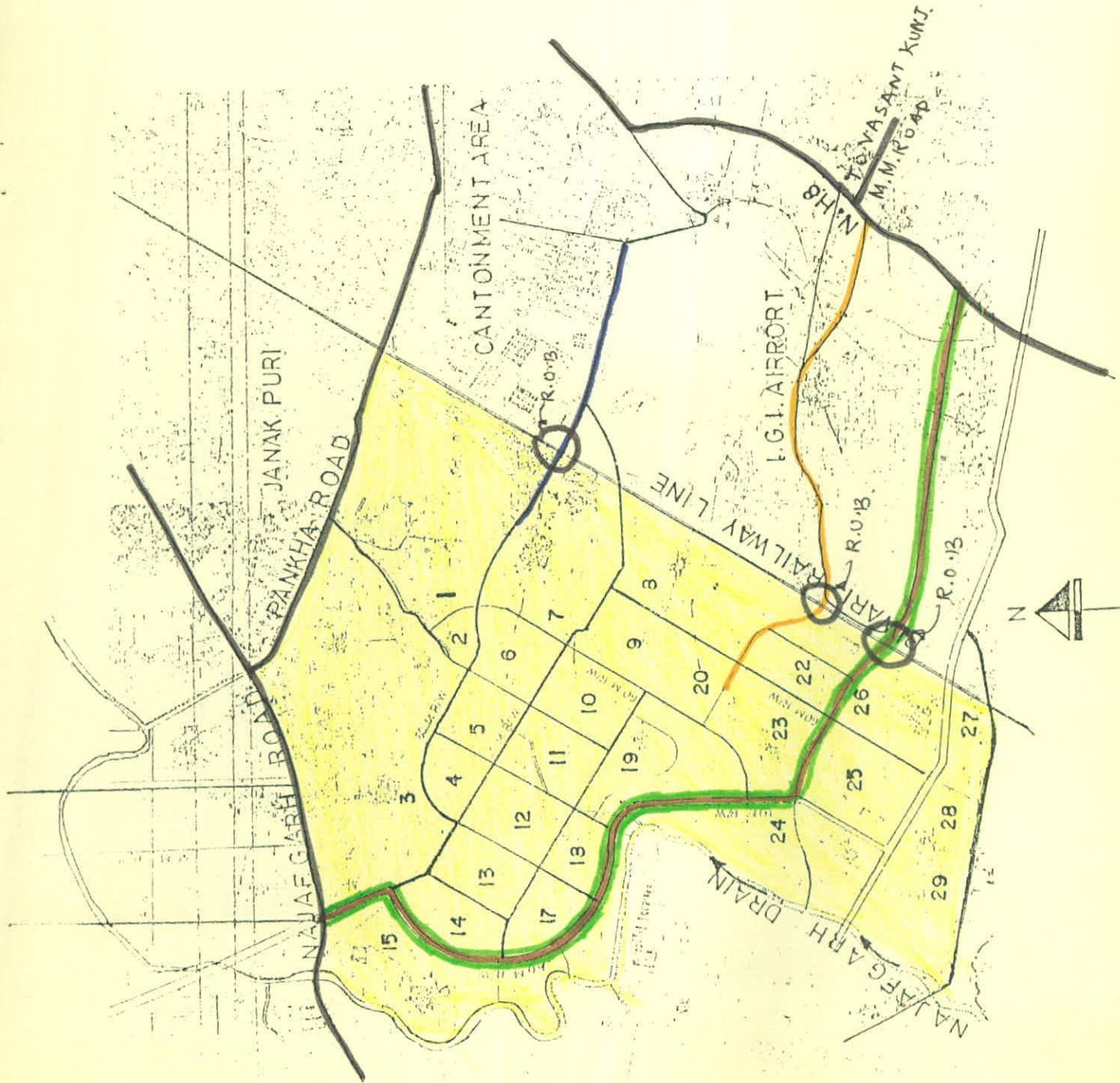
PALAM DABRI ROAD R.O.B. LINK APPROVEDBY T/C



ALTERNATE EXPRESSWAY PROPOSAL

ACCESS TO DWARKA SUB CITY FROM NH-8

LOCATION PLAN



- 66 -
4

120/DDA/PPK/89
7/5

J P SINGH, IAS
PROJECT PLANNER (PP)
PROJECT DIRECTOR (PPK)

DELHI DEVELOPMENT AUTHORITY
PAPANKALAN PROJECT
DISTRICT CENTRE, JANAKPURI
NEW DELHI-110058

938
4-5-89
25-2-89

No. F.14(31)89-CRC/DDA/Papankalan/234

April 11, 1989

Dear Shri

This has reference of the Meeting held in the office of Vice-Chairman, DDA, on 1st March, 1989 regarding alignment of the proposed Express Way in the Papankalan Project. It was decided that the National Airport Authority may examine the possibility of linking the Express Way with the existing road at the southern periphery of the Indira Gandhi Airport.

2. Accordingly, the proposed link has been indicated on the enclosed copy of the Master Plan of Indira Gandhi Airport.

3. You are kindly requested to examine the proposal sympathetically and let us know the outcome as soon as possible.

Yours sincerely,

(J P SINGH)
9.

Shri Eric P Mall,
Chief Architect,
International Airports
Authority of India,
NEW DELHI.

Encl: One copy of Master Plan

Copy for file F-2(77) PPK(PPK) DDA/89

A. UH
2/5

for n.a.
Suppl (PPK)

Belusan
2.5.89

(11/7/89)

Project, DDA

E-17-

DELHI DEVELOPMENT AUTHORITY
(PAPANKALA PROJECT)

No.F2(77)/PP (PRK)/DDA/117

May 19, 1989

MINUTES OF THE MEETING HELD ON 1.3.89 UNDER
THE CHAIRMANSHIP OF THE VC, DDA AT 4.30 P.M.
AT VIKAS SADAN, REGARDING LINKAGES AND APPROACH
TO PAPANKALA FROM I.G.I. AIRPORT SIDE.

Present :

1. Shri K.S.Bains, VC, DDA
2. AVM C.M.Khorana, Member (operations), IAAI
3. Shri J.P.Singh, Project Director (Papankala)
4. Shri V.M.Bansal, General Manager (LM), IAAI
5. Mr. Eric P.Mall, Chief Architect, IAAI
6. Shri A.K.Jain, Project Planner (Papankala)

Initiating the discussion, the V.C., DDA introduced the issue regarding development of an approach to the Papankala from Airport side, which is of vital importance in view of integrating proposed one million sub-city with the airport and beyond. Explaining briefly the circulation proposals of Development plan of Papankala, ^{he pointed out restriction in the dev. of} linkages ^{due to} heavily built up areas all along Pankha Road, Najafgarh Road, Railway line and the Cantonment. It was further explained that an underpass is proposed towards north of Shahbad Mohammadpur village, linking city gate with the existing Road in the IGI Airport campus, which could provide immediate access to the Papankala Project. The proposed underpass will thus link the Project area with the N.H.-8. However, after the proposed 120 mtr. wide Expressway linking National Highway-8 and Najafgarh Road is constructed, the through traffic on IGI Airport Road can be restricted from this side.

The Member (operations), IAAI mentioned that this road has not been designed to cater for through traffic. It is projected that the Airport traffic itself would be around 50000 PCU during the peak hours

in 2001 and this road would not be able to carry any additional capacity.

It would also affect the circulation of air-crafts as six taxi-ways have been planned across this road. As regards the question of inhabitants of Papankala using the Airport, the IAAI can provide its own public transport facility linking airport terminals with the Metropolitan Rly. Terminal. The General Manager (LM), IAAI mentioned that the land for proposed Taxi-way towards east of Shahbad Mohammadpur is in the process of acquisition, development of which is to be taken up shortly. From the point of view of security it would not be desirable to allow through traffic across taxi-ways.

Various possibilities of the linkages from the airport side to the Papankala Project were considered including the feasibility of providing a road along the southern boundary of the Airport. The DDA officials explained that they would require a 120 mtr. wide strip along the existing operational road, as that will provide necessary linkages to the Papankala Project. On behalf of IAAI, it was stated that the possibility of permitting this linkage to the Papankala Project will have to be examined in consultation with Operations and Flight Safety Department, keeping in view clearance requirements of runways, hangars, other building etc. It was emphasised by the Chief Architect, IAAI that the total width of 120 mtr. may not be possible and the extent to which this passage can be given will have to be examined vis-a-vis IAAI requirements. He suggested that the land under some portions of the proposed 120 mtr. width of this road may have to be acquired by the DDA.

Project Director and Project Planner (Papankala) were asked to follow up with the IAAI for working out a proposal in this regard.



(A.K. JAIN)
PROJECT PLANNER (PAPANKALA)

Note

The second Para of Page-2 of the Minutes issued earlier has been amended as above. This supercedes

contd....3.

19-
5
-: 3 :-

the Minutes dt. 7.3.89.

PROJECT PLANNER (PAPANKALA)

Copy to :-

1. Member (Operations), IAAI
2. Project Director (Papankala); w.r.t. his approval dt. 17.5.89
3. General Manager (Lands Management), IAAI
4. Chief Architect, IAAI; w.ref. to his letter No. PLG/515/3.7/89/587 dt. 31.3.89. His attention is invited to the D.O. No. F.1431)88-CRC/DDA/Papankala/234 dt. 17.4.89 from the Project Dir. (PPK) for necessary action.



भारत अन्तरराष्ट्रीय विमानपत्तन प्राधिकरण

International Airports Authority of India

Shri A.K. Jain,
Project Planner(Papankala),
Papankala Project,
Delhi Development Authority,
District Centre,
A-I, Block , Janakpuri,
New Delhi - 110 058

संदर्भ
Reference

No. PLG/515/3.7/89/587

दिनांक

Date 31.3. 1989

Dear Sir,

Please refer to the minutes of the meeting held on 1st March, 1989 circulated vide your letter No.P.2(77)/pp(PPX)/DDA/88/397 dated 7th March, 89.

2. It is pointed out that the 2nd last para of the minutes has not been correctly recorded.

3. In our view the minutes should have been recorded as under:

"Various possibilities of the linkage from the airport side to the proposed Palankala Project were considered. Out of these proposals, the feasibility of providing a road along the southern boundary was evaluated. The DDA officials explained that they would require a strip of 120 Mtr wide along the existing operational road as that will provide necessary linkage to the Papankala Project. It was stated on behalf of IAAI that the possibility of permitting this passage to be used as entry to the Papankala Project would have to be examined in consultation with Operations & Flight Safety Department, keeping in view clearance requirements of runways, hangars, other buildings etc. It was however, emphasised by Chief Architect, IAAI that the total width of 120 Mtr would not be possible and the extent to which this passage can be given will have to be examined vis-a-vis IAAI requirements. Some portions of the proposed 120 Mtr width of this road would have to be obtained by the DDA by acquiring land from other sources such as farmers/farm houses."

4. It is requested that you may kindly amend the minutes earlier issued by you vide your letter dated 7th March, 1989.

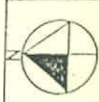
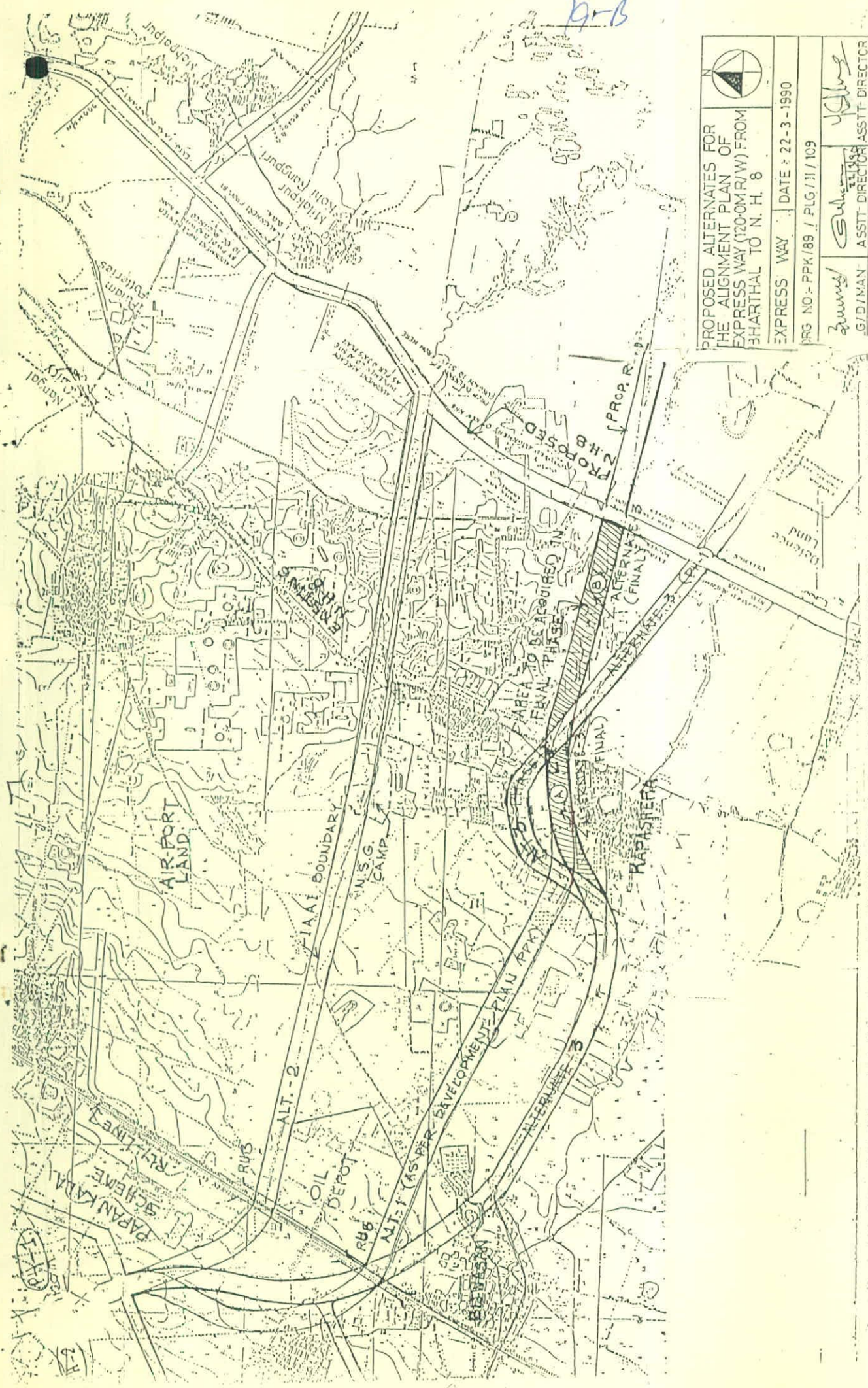
Yours faithfully

(Eric P. Mall)
Chief Architect

फोन 674434, 674457 टेलीक्स 72163, 72174 आई.ए.ए.आई. इन यशवन्त प्लेस चानक्यपुरी नई दिल्ली 110021

Phone 674434, 674457 Telex 72163, 72174 Yashwant Place Chanakyapuri New Delhi 110021

9-B



PROPOSED ALTERNATES FOR THE ALIGNMENT PLAN OF EXPRESS WAY (120.0M/R/W) FROM BHARTHAL TO N. H. 8

EXPRESS WAY DATE: 22-3-1990

IRG NO: PPK/89 / PLG/11/109


 G/D/MAN ASSTT-DIRECTOR


 ASSTT-DIRECTOR

PROJECT PLANNER

DRAFT

DELHI DEVELOPMENT AUTHORITY

ZONAL DEVELOPMENT PLAN FOR ZONE (DIVISION) - H

(North West Delhi-I)

SEPTEMBER 1993

DEVELOPMENT CONTROL AND PLANNING WING

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ZONAL (DIVISIONAL) PLAN FOR ZONE-H

BACKGROUND











Under the Master Plan for Delhi-2001 promulgated on 1.8.90, the Union Territory of Delhi is divided into 15 zones, out of which 8 zones are in Urban Delhi (A to H), 6 are in Urban Extension and Rural Areas (J to N and P) and one is for river and river front area (O). A zone could be divided into sub-zones.

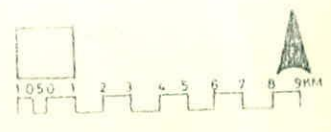
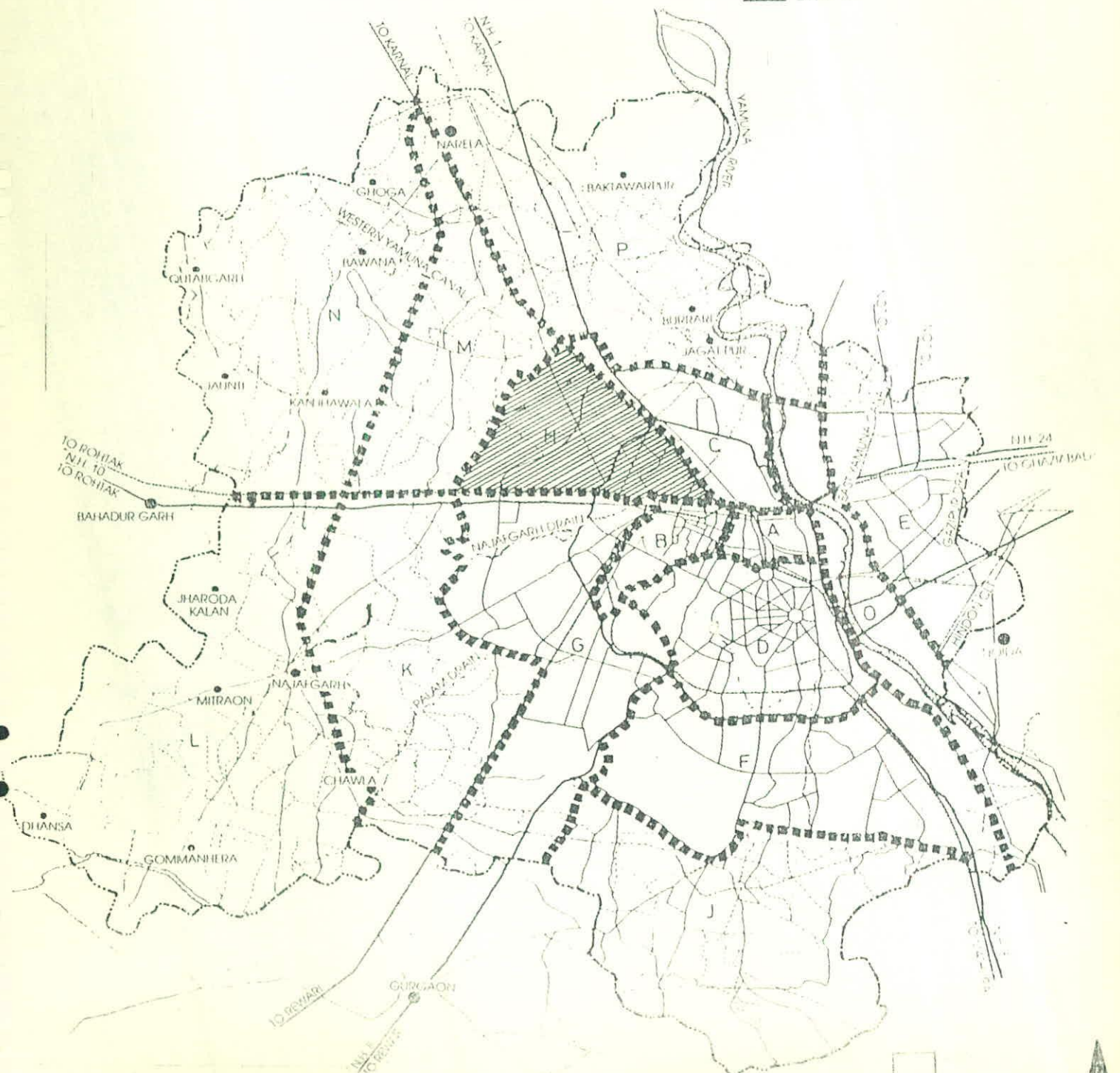
1.1 Zone H is mainly comprised of the extensions of the city in the north west of Delhi as envisaged in the Master Plan 62 and is distinctly characterised by well planned residential localities. This zone is situated between two major railway lines viz., railway line to Ambala in the north east and the other to Rohtak in the south west. The significant feature in this zone is TV Tower; developed parks and protected forest area namely Shalimar Bagh.

2.0 STATUTORY PROVISIONS AND OBJECTIVES:

2.1 Section 8 of Delhi Development Act 1957 provides that simultaneously with the preparation of the Master Plan or as soon as may be, the Authority shall proceed with the preparation of Zonal Development Plan for each of the zones into which Delhi may be divided. Further, a Zonal Development Plan may - (a) contain a site plan and use plan with appropriate location and extent of

LOCATION OF ZONE-'H' IN NATIONAL CAPITAL TERRITORY OF DELHI

-  UNION TERRITORY
-  ZONES
-  VILLAGE BOUNDARY
-  N.H./MAJOR ROADS
-  OTHER ROADS
-  RAILWAYS
-  MAIN POWER LINE
-  RIVER
-  MAJOR DRAIN
-  ZONE-H



ii) to make provisions for compatible mixed use activities in residential use zone &

iii) to identify the areas of landscape significance.

3.0 LOCATION, BOUNDARIES AND AREAS

Zone "H" is located in the north west sector of Delhi. In the south it is surrounded by Arterial Road No. 40 and railway line to Rohtak (running east west), in the east by railway line (running north south) and almost parallel to G.T. Karnal Road to Karnal. Further, Mangolpuri Industrial Area and resettlement colony in west, Nangloi drain and Rithala Sewerage treatment plant in the north west and extending upto the railway line to Karnal in the east.








3.1 Status of Zonal Plans (now sub-Zones):

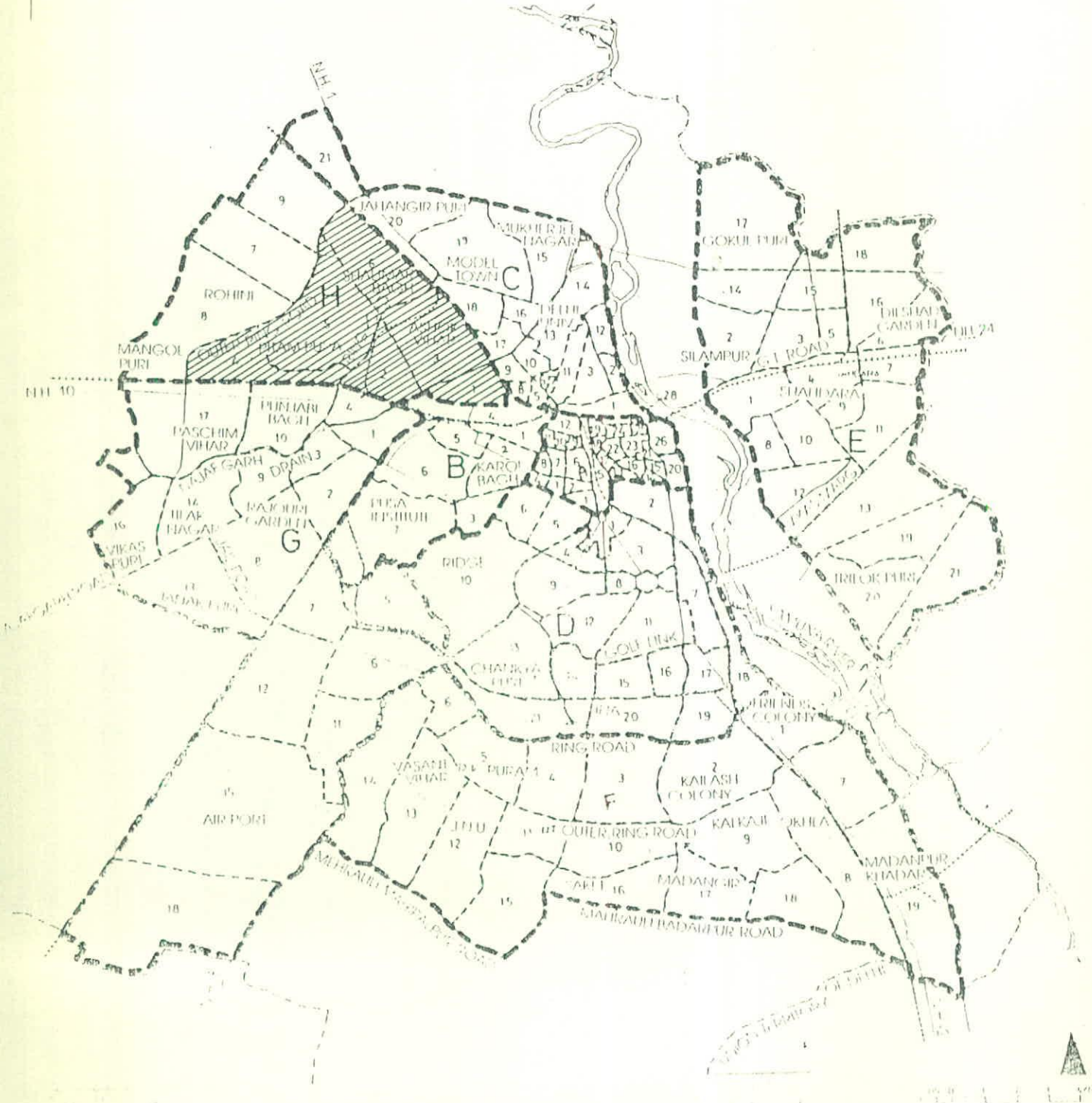
As per Master Plan 62, the Zone (plc. Division-H) had 8 Sub-Zones viz., H-1 to H-8.

The Following table indicates status of these sub-zonal development plans (earlier Zonal Development Plans) formulated and processed within the framework of Master Plan of Delhi 1962 with the area of each sub zone :

ZONE (DIV.) "H" DELHI

(SUB DIVISIONS ... 1 TO 9)

-  ROADS
-  RAILWAY
-  DRAIN
-  ZONE (DIVISIONS) BOUNDARY
-  SUB ZONE BOUNDARY
-  UNION TERRITORY OF DELHI BOUNDARY
-  ZONAL PLAN APPROVED
VIDE M.P.D. 62



local authority concerned in accordance with the law shall be deemed to have been approved. However, in the proposals for Zone "H" wherever felt necessary, suitable modifications/changes from such plans have been incorporated.

3.2 Divisional Plan

Now, as per MPD 2001, this Zone has nine sub-divisions. The divisions have been created by dividing the sub-zone H-7 into two parts, H-7 and H-9. It has been observed that sub Zone H-5 covers an area about 881.44 Hects against 818.8 Hects approved in the ZDP. So that there is an increase in the area of this sub zone by 62.64 Hects. Also in the plan minor change in zonal boundary in sub zone H1 has been made as a result the area of this zone has increased by 0.6 hecets. The total area of this zone is as under:-

i)	Area under sub zone H-1 to H-6	2980.7 Hects.
ii)	Area under sub zone H-7 to H-9 (Rohini and Mangolpuri	2400.30 Hects.
	Total :	<u>5381.00 Hects.</u>

15,25,081 persons, would be 5.39 Lacs. However, taking into consideration i) restructuring of the land uses around ring railway; ii) allowing mixed land use in residential area and full employment in the existing employment centres/sites, the number of workers for this sub zone, as indicated in the work study prepared during the finalisation of the MPD-2001 is 4,10,000.

The projected work force in important work centres located is as under:-

Work Centre	Area in Hect.	Persons Total Population
1. <u>Office Complex</u> Rohini	3.00	5600
2. <u>Distt. Centre</u>		
i) Wazirpur	31.10	25800
ii) Shalimar Bagh	10.00	8400
iii) Rohini	45.00	33700
iv) Mangolpuri	21.00	15800
	107.00	83700
3. <u>Industrial Estate*</u>		
i) Lawrence Road Indl. Area	70.68	21200
ii) wazirpur	78.15	23400
iii) Mangolpuri	103.67	31100
iv) Badli	55.43	15600
	307.93	91300
	417.93	1,80,600

* Areas under Various Industries is gross area excluding the areas under C.C and M.P. roads.

MPD 2001 provides that Wazirpur & Rohini District Centres have to act as Regional-cum-Local markets as these centres are also serve in the neighborhood area.

available and are proposed to be developed.

5.1.2 The major point of attraction in this division is the TV tower complex located in the vicinity of wide district green and Wazirpur Distt. Centre Complex. This centre is planned also to serve as a regional market and, therefore, in the times to come would be a dominating feature having tremendous visual and spatial qualities.

5.2 Existing Conditions:

To analyse the distribution of composition of various land uses, a windshield survey was carried out for this division. Broadly, this division can be divided into two parts viz. H1 to H6 and H7, 8 and 9 (Rohini scheme and Mangolpuri). The development in sub-zone H1-6 has been carried out as per the policy, guidelines and standards laid down in Master Plan 1962. Mostly the development in sub zone H-1 to H-6 has been carried out in accordance with the layout plans prepared for these areas so that there is not much change in the land use pattern as exhibited in the approved zonal plan. Most of the land in sub zone H 4-5 has been allotted to Co-op. Societies.

5.2.1 In case of H-7, 8 and 9, Rohini Scheme was planned in 1980 and is pre-dominantly a residential scheme to accommodate 8,50,000 persons. Land has been allotted to societies in Sector Jk & KII. Utilisation of land is highly intensive resulting in

the Air and Water Pollution Control Act-1981.

e) For intercity movement, a new railway station at Rampura with proper approach from main roads is to be provided (Sub Zone H-2).

f) Land (3 Hects.) has been earmarked at the junction of outer Ring Road and Western Yamuna Canal to accommodate district courts and allied Delhi Admn. and DDA offices (Sub Zone H-9).

g) Land for informal sector nearby TV Tower Pitampura is to be provided and planned as eating place mainly in the evening and late evening (Sub Zone H-5).

h) Regional-cum-local markets are proposed as part of i) Wazirpur District Centre; ii) Rohini District Centre. (Sub Zone H-5 and H-7).

i) Division 'H' has 0.051 beds per thousand population and needs attention on priority for provision of health.

j) A fire training institute (6 Ha.) in Facility Centre No. 59 (Mangol puri Industrial Area) is to be provided (Sub Zone H-8).

k) In M.P.D-2001 under 'Goods Movement', Shakur Basti Railway Station has been chosen for freight of raw materials like fuel & cement

6.0 Development/Redevelopment Proposals

6.1.0 As mentioned earlier, large part of Zone has been developed as per the development plans approved by the Competent Authority. Some land has been developed by the Government agencies like Delhi Admn., Railways etc. for providing housing facility to its staff. Most of the land in Pitampura in the west of Road No. 41 and land in the east of this road in Rohini has been developed by the coop. housing societies. In the later case, the development is based on the urban design scheme from DUAC. It is

There are three resettlement colonies namely Wazirpur, Shakurpur and Mangolpuri. These colonies have mixed land use character and, therefore, redevelopment schemes giving the emphasis on mixed land use and providing other facilities and infrastructure shall be prepared by the local bodies.

6.1.4 Rehabilitation & Old Colony

There is only one rehabilitation colony namely Bharat Nagar in the entire area. Adjacent to this is an Old Colony namely Nimri. These colonies need to be taken care for the infrastructure and facilities required as per norms laid down in the MPD 2001.

6.1.5 Population analysis based on gross residential area and MPD-2001 density :-

S.No.	Sub-Zone	Gross Residential area (in Hects.)	POPULATION Gross Area x Gross Density
1.	H-1	144.09	72,648
2.	H-2	186.11	90,428
3.	H-3	306.46	1,28,868
4.	H-4	173.68	77,100
5.	H-5	652.97	2,76,662
6.	H-6	304.11	1,52,055
7.	H-7	307.76	1,82,156
8.	H-8 Rohini	581.26	3,48,756
9.	H-9	341.93	1,92,718
10.	H-Spart (Mangolpuri)	213.13	1,27,878
Total:		3211.80	16,49,269

It is seen from the table above that the population, based on gross density prescribed in the Land use MPD-2001, is more than

7.2 Trade and Commerce:

7.2.1 District Centre (4 nos. 126.45 Ha:)

As per Master Plan 2001, there are 4 district centres. These centres which serve as a climax of multi-nodal activity of community, covers an area of about 126.45 Hects. against 107.0 Hects. and provides the work force of 131700 persons. As per Master Plan these district centres will serve 13.35 Lacs population. Area under each of the District Centre is as under :-

1. Wazirpur	30.30 Ha
2. Shalimar Bagh	9.15 Ha
3. Rohini	63.00 Ha
4. Mangolpuri	24.00 Ha
	<hr/>
	126.45 Ha
	<hr/>

None of the District Centres have come up. The District Centres at S.Nos. (3) & (4) are to act as Regional cum Local Markets. The area for (3) and (4) above is more than what has been given in the Master Plan 2001 (63 Ha against 45 Ha. in Rohini and 24 Ha against 21 Ha. in Mangolpuri).

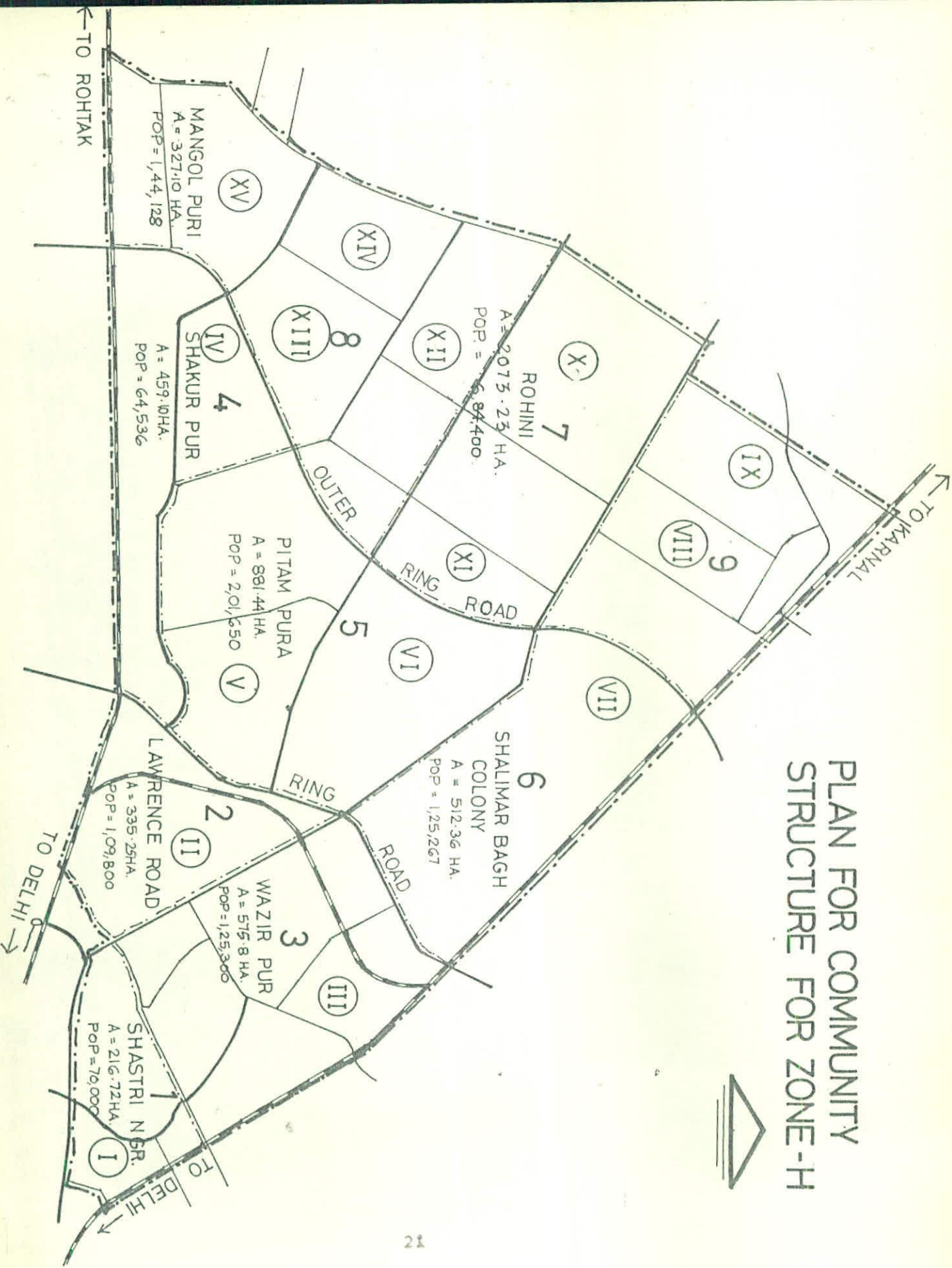
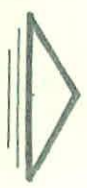
7.2.2 Community Centres (25 Nos. 69.24 Hects)

As per land use plan MPD 2001, 16 sites for community centres have been identified. The area under these sites is 56.02 Hects.

Sub-Zone	Required as per MPD 2001		As per Land Use Plan of MPD 2001		Proposed in Divisional Plan based on development scheme		Remarks
	No.	Area in Hects.	No.	Area in Hects as per detailed plans	No.	Area in Hects.	
H-5	2	10.84	2	13.48	2	13.48	
H-6	1	6.77	2	5.43	2	5.43	
H-7, H-8Pt. 7 H-9 (Rohini)		37.07	6	15.85	10	22.19	Four nos. C.C. (6.34 Hects) proposed in Rohini Res. Scheme but not shown in MPD-2001 land use plan.
H-8Pt. (Mangolpuri)	1	7.80	1	5.80	3	8.55	(i) Two nos. C.C. are proposed in Mangolpur: Re-settlement Scheme where as one C.C. has been shown in MPD-2001 land use plan. (ii) One no. C.C. (2.89 Hect) has been proposed in Mangolpuri Indl. Area Phase-I which is not shown in MPD-2001 land use plan.
Total:	5	82.51	16	56.02	25	69.25	

As would be seen from above, though number of community centres are more, the area as required under MPD 2001 @ 5.42 Hects. per 1.00 Lac population comes to about 82.51 Hects. against 69.24 Hects. provided i.e. the area under community centres is short by

PLAN FOR COMMUNITY STRUCTURE FOR ZONE-H



8.0 Community Structure

This zone is spread in an area of about 5381 Hects. and to have a population of 15,25,081 persons. For balanced development and provision of social and physical infrastructure as contained in MPD 2001, the population is divided into 15 communities as given below :

Community	Sub-Zone	Population
I	H-1	70,000
II	H-2	1,07,800
III	H-3	1,25,300
IV	H-4	64,536
V-VI (2)	H-5	2,01,650
VII	H-6	1,25,267
VII to XIV (7)	H-7-B-9(Rohini)	6,84,400
XV	H-8 (Mangolpuri)	1,41,128
	Total:	<u>15,25,081</u>

The above system of organization will provide a cellular structure.

only an area of 5.02 Hects. is now available which is earmarked as D.C.F. in the development plan for C and D Block Shalimar Bagh (Sub-Zone H6). This site has been identified as protected forest area. Land for Facility Centre No.39 is also not available. Now, No. of facility centres available are 9 covering an area of about 157.24 Ha. The following facilities are provided in the plan on the sites earmarked for facility centres and elsewhere.

Facility	Required as per MPD 2001	As per ZDP	Remarks
1. Education			
ITI+polytechnic A	1	1	
Technical Centre B	1	2	As per norms - one required under technical centre B is 4 Hects whereas 2 sites measuring 2.16 and 1.61 Hects. have been provided at two different locations.
College	12	12	8 sites are proposed at different locations one site is to come in Facility Centre no. 50, Sub Zone -H6 centre. 3 sites are proposed to be carved out of the Facility Centre no. 53, in front of the TV Tower. As per Master Plan, the area for the facility centre is 18.5 Hects. Whereas in the proposed plan, the area has been taken as 36.765 Hects. as per the draft development plan for this site.
2. Health General Hospitals			
	6	5	One of the sites measures 11.9 Hect. (Rohini). One site is proposed in

Sub-zonewise details are given in the table below :-

Sub Zone	Required Nos.	Area as per standard	No. and Area Proposed
H-1	5	2.3	2 (1.762)
H-2	7	3.22	2 (1.225)
H-3	8	3.68	8 (3.38)
H-4	4	1.84	6 (1.89)
H-5	13	5.98	29 (13.24)
H-6	8	3.68	8 (3.96)
H-7, H-8, H-9 (Rohini & Mangolpuri)	56	25.76	43 (17.78)
	101	46.46	98 (43.237)

Figures in brackets indicate the area

9.1.3 H.S. School

According to MP-2001 norms, 204 HSS are required for this zone whereas in all 119 sites have been provided. These sites are identified in the zonal plan and are as per details given below :

S.No.	Sub-Zone	Reqd. Nos.	Nos. as pr ZDP
1.	H-1	9 (14.40)	8 (9.057)
2.	H-2	15 (24.6)	11 (10.980)
3.	H-3	17 (27.20)	11 (21.160)
4.	H-4	9 (14.40)	7 (11.978)
5.	H-5	27 (43.20)	22 (44.781)
6.	H-6	17 (27.20)	14 (22.69)
7.	H-7, H-8, H-9 (Rohini and Mangolpuri)	110 (176.00)	46 (81.16)
		204 (326.40)	119 (201.806)

(Fig. in brackets indicate the area in Hect.)

The number for H.S. includes middle level school. Most of the middle schools are running classes upto 12th standard. The

9.1.5 Bus Terminals :

As per norms stipulated in MPD 2001, 15 bus terminals are required for the projected population of this zone. At present, five sites have been provided in Rohini and two sites in Mangolpuri. In addition, one site is already existing in Lawrence Road where a site for bus depot has been provided. More sites have been provided to meet with the requirement at suitable locations.

The break-up of the terminals (sub-zone wise) is as follows.

Sub Zone	ZDP Proposals (Nos.)
H-1	1
H-2	1
H-3	-
H-4	2
H-5	3
H-6	1
H-7, H-8, H-9 (Rohini & Mangolpuri)	7
Total :	15

9.1.6 Petrol Pumps

As per Master Plan standards, about 61 petrol pumps sites are required to be provided in this zone. However, 7 petrol pumps are existing in this zone. The remaining sites are therefore to be located as per the norms laid down in the master plan given

9.1.7 GAS GODOWN

As per MPD-2001, one gas godown for a population of 40,000 persons is to be provided. For a population of 15,25,081, the requirement of the gas godown for this zone is 38. 24 gas godown are already existing in this zone. In the land use plan 2001, 2 sites for service centre have been shown, where gas godown (12 nos.) are to be provided. Six of the gas godowns are already existing in one of the service centre and the remaining six have been provided on the second site. The table below gives sub-zone wise distribution of the gas godowns in this zone :-

The break-up of the terminals (sub-zone wise) is as follows.

Sub Zone	Existing	Preposed	Total
H-1	5	-	5
H-2	1	-	1
H-3	3	-	3
H-4	-	6	6
H-5	9	-	9
H-6	2	-	2
H-7, H-8, H-9 (Rohini & Mangolpuri)	4	8	12
Total :	24	14	38

9.1.8 Organized informal Sector Eating Places :

It should be strategically located near T.V. Tower, Pitampura during the preparation of comprehensive/landscape scheme.

Housing Societies);

v) Residential Development scheme in Rohini;

vi) Govt. Housing scheme;

10.2 Category-II

These are the areas/ streets which have been identified by MCD vide letter No. 344/D/ZE(B)/ Rohini date 18.6.92. In such areas retail shops only on the ground floor as per norms stipulated in Master Plan 2001 shall be allowed.

For rebuilding, the coverage and FAR will be as permissible on residential plots. Only Ground Floor is to be used for retail business etc. Parking provisions have to be made within the plot to the extent possible and setback area has to be surrounded without compensation unconditional to local bodies, for improvement of the circulation systems and parking facility. The conversion charges are to be levied by the concerned local bodies. The roads identified for mixed land use are given in the table below :-

S.No.	Name of Road	R.D.W.	Remark
1.	Road No. 43, Rani Bagh	200'	90% being used as commercial
2.	Main Bazar, Rishi Nagar	50'	Fully commercial
3.	Main Bazar (Road Rani Bagh)	50'	- do -
4.	Main Road, Raja Park	100'	80% being used as commercial.
5.	Main Road, Shastri Nagar	200'	90% being used as

specific sites shown in the detailed plan of the community centre area as hospital site in the zonal plan.

H-4	1
H-5	22
H-6	14
H-7, H-8, H-9 (Rohini & Mangolpuri)	15
<hr/>	
Total :	74
<hr/>	

In Zone H-3, there are 10 nursing homes/hospitals establishments functioning, out of which 3 sites are located in various community centres. One hospital is run by M/s. Sunder Lal Charitable Trust on the site allotted by the DDA for the construction of the hospital. The remaining 70 nursing homes/hospitals are functioning/located on residential premises/areas. As per MPD-2001, these are non-conforming activities and, therefore, have to be dealt with as per the policy.

The regular site of the nursing homes are provided in local shopping centres/community centres and district centres.

A number of sites (about 12 in number) are provided in various local shopping centres already planned by the DDA. Similarly, hospitals sites and sites for health activities are provided in various layout plans of facility centres.

Transportation	473.44	8.79
Utilities	222.35	4.13
Governmental	133.08	2.48
Public & Semi		
Public Facilities	202.11	3.76
<hr/>		
Total :	5381.00	100.00
<hr/>		

The villages located in any other land use would be treated as 'residential' and would be regulated as per norms prescribed for residential land use and policy followed for such villages and settlements.

12.0 Transportation Network

12.1 Existing Scenario :

Zone H is well connected with the Master Plan roads and with the railway network for the intercity and intracity movement of passengers and goods. Moreover, Master Plan road are directly serving the existing with the proposed/existing facility centres and with the residential hubs of the areas. The pre-dominant movement of this zone is mainly through the existing master plan roads. The zone is served by outer ring road, inner ring road side and Delhi Ambala railway line on the north east side. Similarly, Delhi Rohtak railway line passes through the southern fringe of this zone. The major arterial road like ring road is diagonally penetrating through this zone. Moreover Road No. 37

MPD 2001 has not identified any cycle track or pedestrian pathways for this division. However, in the proposal, there is enough scope for identifying certain routes for exclusive use of the cycle tracks and certain routes both combined cyclists and pedestrians pathways.

The pedestrian path way/cycle track have been proposed along the existing nallah and along the green/open areas. Some Master Plan roads of this zone have been identified for pedestrians and cyclists. These are required to be developed for connecting the residential colonies of this areas and to develop the environmentally well connected system for cyclists and pedestrians. At the time of detailing these pathways proper attention is needed for the development of inter section areas to negotiate the vehicle movement and slow moving traffic like pedestrians and cyclists.

12.1.4 At the time of development of pedestrian paths, proper environmental design need to be developed so that it may be matched with the built environment of the residential localities. Proper attention is to be given to develop the pathways alongwith green so that it could not be much disturbed. In addition exclusive pathways are being proposed through district parks and neighbouring park so that the pedestrians can move freely for approaching to the works centres within the areas. Detailed designs have to be developed to connect pedestrian pathway to the district centre.

routes however, requires to be further examined with respect to a) whether the alignment is underground or, overground or on surface and b) location of the station etc.

The study shall include the restructure of land use location of various stations/terminals and their relationship with the road transport system. The railway corridors and spurs shall be kept as green buffer with the surrounding development barring essential operational facilities.

12.3 Hierarchy of Roads :

The Zonal Plan primarily indicates roads of 18 m and above road right of way for smooth flow of the traffic. The following is the hierarchy of the road system :-

i) 60 m R/W

Auchandi Road

Outer and Inner Ring Road

ii) 40.4 and 45 m R/W

Road Nos. 40, 41, 43, 37 and

Proposed Road no. 37 Ext. along Western Yamuna Canal

Other major links areas between sub zone H-7 and H9.

iii) 24-30 m. R/W

Within the various sub-divisions, a number of inter connecting roads of the right of way of 24 m. and 30 m have been provided. The plan also indicates a number of roads of 18 m and above

2. Area between Sadona Kalan, Nimri, Gulabi Bagh, Darbar Khan Nursery and other areas;
3. Orchard in Wazirpur near Bharat Nagar and Nimiri Colony;
4. District park in between Pitampura Coop. Housing Society.

Out of the four areas mentioned above, Shalimar Bagh is a site of historical importance. This area is bounded by 24 mt road in the north and western Yamuna canal in the west, unauthorised construction in the east and north. As this area is subject to unauthorised encroachment, development schemes/landscape plan for upgradation of the environment is the need of the time. Apart, there are few orchards in Rohini Scheme. These should also be protected and taken care for improvement of this area.

13.2 Analysis of Green Areas :

The major green areas are supplemented by areas earmarked for neighbourhood parks and play areas provided in residential areas. These would serve as linkage for continuous green through major green areas. Both these areas have been shown in the Zonal Plan. The table below indicates the available green area in the zone.

S.No.	Description	Area proposed as in divisional Plan (Ha)
1.	District Park, Nurseries, Children Park Play Grounds, Sports Centres, Divisional Sports Centre etc.	634.55
2.	Neighbourhood Park and Neighbourhood Play Area	202.34
Total :		836.89

14.7 Drainage :

This division has been already developed on the basis of the lay out plan, it is assumed that the requirement of the drainage system for the planned colonies has already taken care of. However, efforts should be made by the local agencies to provide a suitable drainage system for the unauthorised colonies, urban villages and JJ re-settlement schemes, and other areas where such facilities are still lacking.

14.8 Air Pollution

On the basis of the study conducted by Central Water Pollution Control and Prevention Board, Lawrance Road and Wazirpur Industrial Areas have been declared as pollution control areas under the Air (Prevention and Control Of Pollution) Act 1981. Also Delhi Admn. vide letter No. F1(2)/92-Survey/2381 dt. 10.9.92 has identified industries creating pollution. It, therefore, requires that adequate measures should be taken to remove the pollution mentioned against each of the industry.

14.9 Electricity :

The zone has two 220 KV sub-station and thirteen 66 KV sub-stations. These are evenly spread and are indicated on the plan.

CHANGE OF LAND USE FROM UTILITY TO RESIDENTIAL

II.

1.	H-7	4	20.31	UTILITY	RESIDENTIAL
2.	H-9	11	11.93	- DO -	- DO -
3.	H-9	12	12.55	- DO -	- DO -
TOTAL :			<u>44.79</u>		

CHANGE OF LAND USE FROM UTILITY TO COMMERCIAL

III.

1.	H-9	11	1.44	UTILITY	COMMERCIAL
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CHANGE OF LAND USE FROM GREEN TO PSP

IV.

1.	H-8		0.605	GREEN	PSP
2.	H-9		10.865	- DO -	- DO -
TOTAL :			<u>11.470</u>		

(UNIVERSITY LAND)

CHANGE OF LAND USE FROM PSP TO RESIDENTIAL

V.

1.	H-3	-	5.75	PSP	RESIDENTIAL
2.	H-7	14	18.0	- DO -	- DO -
3.	H-8	2	8	- DO -	- DO -

CHANGE OF LAND USE FROM INDUSTRY TO RESIDENTIAL

1.	H-7	4	30.43	INDUSTRY	RESIDENTIAL
TOTAL :			<u>62.18</u>		

CHANGE OF LAND USE FROM RESIDENTIAL TO PSP

VI.

1.	H-9	7	15.0	RESIDENTIAL	PSP
2.	H-9	9	2.030	- DO -	- DO -

~~18.280~~

TRANSPORTATION

ROHINI SCHEME

A CITY WITHIN METROPOLITAN DELHI

The new development project has been named ROHINI as a landmark in the country's advancement in the space exploration. Rohini Project combines in itself a comprehensive approach to town and country planning. In fact, town planning takes a new turn and ushers a new landmark in urban planning. 'ROHINI' is a project on 2497 Hect. of land in North West Delhi within a distance of 15 k. from Connaught Place in continuation of Shalimar Bagh and Pitampura residential schemes. The area is situated along the outer ring road between the two major traffic corridors - the G.T. Road with railway line to Karnal and Rohtak Road with Railway line to Rohtak.' This will ensure easy access to different parts of Delhi. The estimated number of households, which will find shelter in Rohini, are 1,70,000. Out of which, 1,17,000 are plots and 53,000 are Group housing.

2

1. Rohini is pre-dominantly a residential area for 8,50,000 population.
2. Work Centres provide for employment opportunities for 3 lakhs workers.
3. Major facilities of health, education, social and cultural have been judiciously distributed on the main transportation routes within the scheme to ensure easy access.

While implementing the development of Rohini Project, the acquisition of land had been made in phased manner and, accordingly, only 1758 hect. of land had been utilised for planning purposes. The balance land either not acquired or encroached upon, for which, the distribution of land uses is as under :-

Residential	1342 Hect.	
Industrial	482 Hect.	(Out of which, 60 Hect, which was acquired by DDA had been handed over to MCD for development of Sanjay Gandhi Transport Nagar. 50 Hect. under the industrial uses i.e. Badli Industrial Area acquired by MCD. The development/disposed of the same done by MCD. The remaining land never acquired.
Commercial	85 Hect.	
F.S.P Area	81 Hect.	
Recreational	168 Hect.	
Circulation	82 Hect.	
<hr/>		
Total :	1758 Hect.	
<hr/>		

Initially, the concept of Rohini Project was to have shelter for weaker sections to the extent of 97% and balance 3% for higher income group. But due to changed circumstances form time to time, the residential component, however, was reduced to 1116 Hect. Due to reduced availability of land in Phase I & II.. With the changed requirements form time to time, the mix of different types of plots was changed and some new schemes were introduced. consequently, the plots/DUs made available are as under :-

given below :-

- (i) Mangolpuri Distt. Centre 22 Hect.
- (ii) Rohini City Centre (Distt. Centre) 63 Hect.

Besides the Distt. Centre, the Rohini Plan also indicates the following commercial area i.e. community centres (10 nos. - 20 Hect.) local shopping centres (40 Nos. - 13 Hect.) and convenience shopping centre (84 Nos. - 26 Hect.)

Presently, no Distt. or Community Centre has been constructed in the commercial sector. This is because, at first instance, DDA develops/constructs houses. 50 CSC and 1 LSC are already constructed and 18 CSC and 7 LSC are at different stages of planning and execution. In addition to above, 3 community centres have been taken up for planning purposes.

Out of the two Distt. Centres, the Mangolpuri Distt. centre has been taken up for designing. As the population grows the second Rohini City Centre shall also be taken up in 1994. It takes about 6-8 years for the execution/completion of such a centre.

Total Planned Population Achieved

6.20 Lacs as
against 8.5
lakhs

APPENDIX III

CONDITIONS FOR PERMITTING MIXED LAND USE
[Non-Residential Activity on Residential Premises]

The permission for mixed land use in street/area would be subject to the following conditions :-

- (i) The commercial activity allowed shall be only on the ground floor to the extent of 25% or 50 sqm, whichever is less.
- (ii) The establishment shall be run only by the resident of the dwelling unit.
- (iii) The following activities shall not be allowed:
 - (a) **Retail-shops.**
 - (i) building materials (timber, timber products, marble, iron and steel and sand)
 - (ii) **Fire Wood, Coal,**
 - (b) - Repair Shops
 - Automobiles repair and workshops
 - Cycle rickshaw repairs
 - Tyre resorting and retreading
 - Battery charging
 - (c) Service shops
 - Flour Mills (More than 3 KW Power load)
 - Fabrication and welding
 - (d) Nursing Home
 - (e) Guest House, Boarding House and Lodging House.
 - (f) Storage, Godown and warehousing
 - (g) Manufacturing units(excluding household industry)
 - (h) Junk shop

The front setbacks for these plots shall be surrendered without compensation unconditional to the local body for use as part of the right of way, parking etc.

A layout plan of the area shall be prepared indicating (a) parking as per standard (b) public convenience (c) landscaping (d) road carriage ways as prescribed, for approval of the competent authority.

Because of conversion of use/activity the conversion fee shall be charged from the beneficiary. This would be based on:

- (i) the cost of provision of parking and physical and social infrastructure;
- (ii) differential price of space of the residential and non-residential activity/use.

DRAFT AGENDA FOR TECHNICAL COMMITTEE.

Subject:- Railway Terminal in Dwarka Sub-city
(File No. F.1(10)92/Pt.I/DWK.)

Indian Railways were offered allotment of land in Dwarka Sub-city for setting up Passenger-cum-Freight Terminal at Bijwasan (Dwarka Project). Shri Raj Kumar, Member Engineering, Railway Board vide his letter No. 87/W5/LCT/N/26, dated 19.5.93 has conveyed that :-

- (i) It would not be possible for the Railways to consider taking over the land at a cost which DDA has asked for:
- (ii) With the gauge conversion of Rewari-Delhi Railway Line, having been taken up, there will be considerable change in the traffic flows in the area and studies have revealed that it would be possible to manage the traffic without going in for an additional terminal at Bijwasan:
- (iii) In view of the above, the Railways would not require this land any more and has suggested to consider an alternate use for this land. (Annexure-I).

2.0 LOCATION

The Railway Terminal Land has been designated as Sector-21 in the approved Structure Plan of Dwarka Sub-city and located between the Oil Pipeline and Village Bagdola along the Railway Line. The location plan has been enclosed at Annexure-II.

3.i MPD-2001 Proposal:

Four Integrated Freight Complexes (IFC) have been recommended in different parts of Delhi for Integration of goods movement by road & rail and to reduce congestion in the Central City area. This would consist of whole-sale market, ware houses, road (truck & rail transport terminals) so as to curtail the movement of heavy vehicles within developments. One of such IFCs is proposed near Bharthal village in Dwarka Project. To reduce congestion in the Central City areas, it is essential that the envisaged Freight Complexes are developed on priority.

Handwritten notes:
M 87/93
F.1(10)92
PP(Dwarka)


3.ii METROPOLITAN PASSENGER TERMINAL:

Four Metropolitan Passenger Terminals have been proposed in different parts of Delhi to cater to the projected passenger movement of about 6,72,000 passengers in 2001 requiring 480 trains. One of the passenger terminal is proposed near Bharthal Village in Dwarka to cater to the West Delhi and parts of proposed Urban Extensions.

4.0 DWARKA SUB-CITY PROPOSAL

The sub-city has been planned with a Railway-based mass transit system. A passenger terminal at Dwarka Sub-city will be one of the inter-change points for the smooth functioning of Railway System which will connect areas of Central Delhi. Freight Complexes adjacent to the Railway Terminal are also proposed to be developed as an "Integrated Freight-cum-Passenger Terminal Complexes" in Dwarka as envisaged in MPD-2001.

- 5.0 In view of the above proposal envisaged in MPD-2001, it is important that the Integrated Freight Cum Passenger Terminal in dwarka is developed on priority in the interest of the Sub-city as well as for the West Delhi.
- 6.0 The matter is placed before the Technical Committee for Consideration.


23/7/92
DD(PU)12


22/7/92
DD(PU)12



श्री कृष्ण
RAJ KUMAR

सदस्य, भारतीय रेलवे बोर्ड
MEMBER IN CHARGE, RAILWAY BOARD
GOVERNMENT OF INDIA
MINISTRY OF R.W.S.

New Delhi, dt. 1/5/93

D.O. No. 87/W5/ICT/N/26

Dear Shri Jakhwal,

Kindly refer to your letter No.F.20(9)/90-16.11./91-
L dated 20.3.93 regarding the demand of BDA for Rs.159.91 crores
towards allotment of land to the Indian Railways for setting up
passenger terminal at Bijwasan (Dwarka Project).

16.6.93
21.1.93

In this connection, I have to state that the rates
mentioned in your letter were not decided in consultation with
the Chairman/Railway Board at the meeting held on 16.11.1992.
You had no doubt quoted these rates. The minutes of this meet-
ing, Para.5, clearly state the views of the Chairman, Railway
Board that the Railways should get land free or at concessional
rates as State Governments provide land to the Railways on this
basis.

*16.6.93
21.1.93
J.K. Akankha
S. Singh
Com (I.S.)
C.C. (199)
C. (Work)*

In view of the above, it would not be possible for the
Railways to consider taking over the land at a cost of about
Rs.159.91 crores which is not affordable to them. In this connec-
tion, I have to confirm the views of this Ministry conveyed by
Executive Director, Works, Railway Board vide his letter of even
number dt. 21.4.93. Moreover, with the gauge conversion of
Newari-Belhi section, having been taken up, there will be con-
siderable change in the traffic flows in the area and our studies
have revealed that it would be possible to manage the land, etc.,
without going in for an additional terminal at Bijwasan.

In view of the above, the Railways would not require
this land any more. You may consider an alternative use for
this land.

With best wishes,

Yours sincerely,

(Signature)

(Signature)
(Raj Kumar)

Shri S.P. Jakhwal,
Vice Chairman,
Delhi Development Authority,
Vikas Sadan,
NEW DELHI - 110 023

16.6.93
21.1.93

*1/6/93
Plan of station plan & Section plan
Passenger terminal
Supply max
let us discuss the matter
in map of 1000 sq
PC not up in
Terminal etc.
Supply max
Passenger terminal*



D. D. A.

DWARKA PROJECT

PLANNING UNIT - II

LEGEND

-  PROPOSED RAILWAY TERMINAL
-  PROPOSED I.S.B.T.
-  FREIGHT COMPLEX (WARE HOUSING)
-  FREIGHT COMPLEX (TRUCK TERMINAL)

DDA
 DD/16/19/25

INTEGRATED FREIGHTCUM
 PASSENGER TERMINAL NEAR
 BHARTAL VILLAGE

LOCATION PLAN



Sub: Sunshade/Chhaja on the public land.

PA/DB(R+C)/Bldg-193/65.

Background:

During the clearance drive it was observed that number of cases are pending for issue of completion certificate due to the sunshade/chhaja on the public land. Even during the routine clearance of the cases of completion, these factors are responsible for non issue of completion certificates.

1. Prior to enforcement of BBL-1983 Chhaja or sunshade was allowed on the side road and the service road depending upon the width of the road. The provision given in the manual of BBL of MCD clause 29 is enclosed at Annexure '1' These weather shades over the doors, windows and ventilators were not considered as covered area.

2. In Building Byelaws 1983 this provision was withdrawn and no projection on the public land is allowed.

3. As per the definition of chhaja given at 2.14 of Building Bye laws defines it as follows:

Chhaja: Continuous sloping or horizontal overhang.

The word projection has not been used in this definition.

4. As the opening in the corner plots are allowed towards the public land, it is proposed that we should permit weather projection in the form of chhaja on these openings without any penalty. However, these chhajas should not be approachable and shall be at the lintol level with the maximum width of $45 \frac{to 60}{L}$ cm.

Technical committee is requested to ^{accord} ~~get~~ the approval.

Signature

Sub:- Policy for sanctioning the building plans for Farm Houses.

PA/D.D(R+E)Bldg.192/282.

Master Plan for Delhi-2001 come into force w.e.f. 1st August, 1990. The plan envisages the expansion of the urban limits of Delhi to accommodate additional population by 2001. The design and development of the projects in the urban extension i.e. Narela, Dwarka & Rohini Ph-III & IV has already started and these projects areas have already been declared as development areas of the DDA.

Number of Farm houses are existing in these areas for which the building plans were earlier sanctioned by the MCD. Now, we are receiving the references from the allottees of these Farm houses for further building permits such as completion etc. So far Building Section have not issued any further building permit in cases of the Farm houses falling in these areas for want of specific policy and guidelines for carrying out such work.

In Building Byelaws-1983 there are no guidelines for approval of the farm houses. MPD-2001 provides the development controls for the development of these farm houses which are as follows:

Sl.No.	Size of Farm	Maximum floor area of dwelling units.	Maximum height of dwelling units.
a)	1.0 ha. and above but less than 2.0ha.	100 sqm. (including mezzanine floor)	Single storeyed maximum height 6m.
b)	2.0ha and above.	150 sqm. (including mezzanine floor)	Single Storeyed maximum height 6m.

As per MPD-2001 Farm houses are not permitted in use Zones RD, C1,C2, M1 and M2. In view of this there is no question of sanctioning new building plans in respect of the farm houses in the development areas of the DDA. Only the decision is required in those cases where the MCD has earlier sanctioned the building plans, the building is constructed and now the allottee wants the completion certificate. In this regard the following suggestions are made:-

contd....

- 1) In case of the Farm houses where building plans have been sanctioned by the MCD and the completion is to be issued we may process the completion on the basis of NOC issued from the concerned Project Planner/Area Planner.
- 2) After the issue of the NOC the completion shall be processed with the same norms by which the building plans has been sanctioned.

Technical Committee is requested to accord the approval.

19/3/21/6/2/5/1

1/23/21/22
379/93

MUNICIPAL CORPORATION OF DELHI
BUILDING DEPARTMENT (HQ)
TOWN HALL, DELHI

Date: 25.8.93

No. 9/EE(B)HQ/93

OFFICE ORDER

The issue regarding completion certificate in the development area of D.D.A. was considered and it has been decided, as per advice of the Legal Advisor, that the cases of issue of completion certificate of all plans sanctioned by the M.C.D. in development area, where construction has been started before declaration as development area, can be processed and completion certificate may be granted if the construction is carried out as per sanctioned plans and Building Bye-Laws.

This issues with prior approval of the Commissioner.

Ji
Executive Engineer(Bldg.)HQ

1. All Zonal Engineers(A) - 5 copies each.
2. All ADCs/ZACs.
3. All Assistant Engineers(B)HQ.

Copy for information to:

1. PS to Commissioner.
2. All Addl.Cms./Dy.Cms.
3. Engineer-in-Chief.
4. Chief Engineer-IV.
5. Chief Architect.
6. Town Planner.
7. Suptg.Engineer-X.
8. Executive Engineer(Coord.)- 5 copies.

Ji
 Accl. T 21.4.93
 9/9/93
 Accl. II PAB
 9.9.93
 Accl. T L
 1/9/93
 Accl. II
 3/9/93
 Accl. (1)
 R.Y/G.I

Building Section

Sub : Modifications in the building permits for
Rehini Project.

F.No. PA/JO(B)/93/161

The conception of the Rehini Project was based on incremental addition in the housing by the individuals and the provisions of facilities by the Government so that the individuals monetary resources are channelised in the housing activity. The standard designs for the various sizes of the plots were prepared and are being issued to the allottees of the plots upto 90 sq.mt.

The Rehini Project was excluded from the provisions of the building byelaws-1983 as the standard designs were prepared for various sizes of the plots. While administering the building activity in Rehini Project, however, number of provisions given in the building byelaws-1983 were made applicable. It has been observed at Rehini that provisions of basements, steps/ramps outside the plot line, projections outside the plot line in the form of chajja and balcony on the public land and conversion of residential plots for commercial purposes is becoming a common phenomenon. These provisions as per the building byelaws are non-compoundable but in spite of that intentionally or unintentionally these are growing every day. The reasons for this are quite varied and range from physical needs and the market economic conditions. In view of the fact that the mass demolitions/removal of the above is not very successful the attempt is to propose regularisation of these and generate funds for the development authority. The following modifications in sanction of the building plans are proposed:

- 1) FAR for plots of 60 sqm.
and 90 sqm:-

The MPD-2001 norms for the FAR for the plots ranging 50 to 100 sqm., i.e. 180 FAR and 11mt.height be also made applicable to these plots by charging betterment charges @ Rs.150/- per sqm. The plots of 48 sqm. be also considered for 180 FAR. From the calculations of the FAR the areas of the staircase and balconies which was excluded from the FAR in case of standard design is proposed to be kept intact.

2) Deviations beyond permissible covered area:-

At present in Rohini deviations to the extent of 5% of the floor space are being compounded at the rates given in the building permit procedure handbook. It is proposed that the deviations beyond the permissible covered area on the residential plot subject to the condition that the extra coverage is not beyond 5% of the maximum permissible coverage as applicable to 90 sqm. plots. The rates for compounding such deviations would be as per the rates given below:

- | | | |
|-----------------------------------|---|----------------------|
| i) coverage upto 3 sqm. | - | @ Rs. 270/- per sqm. |
| ii) above 3 sqm. to 7sqm. | - | @ Rs. 540/- per sqm. |
| iii) and above 7 sqm. upto 8 sqm. | - | @ Rs.1075/- per sqm. |

3) Provision of basement:-

Even in case of smaller size of plots of 26 sqm. and 32 sqm. the provisions of the basement has been made illegally by the allottees. As per the standard design no basement provision is made. Large number of cases where basement has been provided have been booked under the show cause notice and for taking further action. It is proposed that the basement in the plots of Rohini may also be allowed in accordance with the decision of the Technical Committee on 3.3.92. The basement if provided, shall be considered as a part of the FAR.

4. Approach ramp/steps outside the plot:-

In case of Rohini Project upto 60 sqm. of the plot there are no front, side or rear setbacks. Therefore, it is evident that the approach ramps/steps will have to be provided outside the plot, i.e., on the public land. It is proposed that the ramp/steps upto 45cm. height be allowed on the public land in these plots. The same provision may also be made applicable for the other plots also. The extent of the ramp/steps in the public space shall not be more than 3'. For the purpose of regularising these steps/ramp as per the procedure applied in MCD is proposed to be adopted. The orders of the MCD in this regard are enclosed at Annexure 'A'.

5) Projection - Chajja:-

Even as per the standard design a chajja on the window has been allowed on the public land. The chajja as per the definition of the Building byelaws is a continuous sloping or horizontal over hanging provided over openings on external walls for protection from the weather. In case of all the sizes of the plots in Rohini where there is no provision of front, rear or side set back the chajja projection on the opening be permitted without any penalty.

6. Projections - Balcony:

In case of the corner plots as well as the plots with one side or more than one side open projection of the balcony on the public land is also a very common phenomenon in Rohini. This is not only seen in Rohini but other planned colonies like Yamuna Vihar and spontaneous residential development. The demolition/removal of this balcony projections on the public land is also a remote possibility.

6.1. It is proposed that these balcony projections upto one meter maximum width be permitted provided the same distance from the electricity lines is as per the Building Byelaws No.10.2.

6.2. It is proposed that the licence fee for utilisation of the air space above the public land be charged @ Rs.500/- per sqm. of area of the balcony projection and be recovered before issue of 'D'.

6.3. A suitable undertaking from the allottee be also taken.

7. Conversion of residential to commercial:-

Large number of residential plots are being utilised for commercial purposes in Rohini in the form of shops/offices. This misuse is evident on the major roads as well as on all major linkages. Most of the properties where commercial use is observed have been booked under the show cause notice. However the tendency of conversion is on increase. In order to utilise this trend for the benefit of the Authority. It is proposed to consider the following:

7.1 : As the Income Tax Department is charging the small shop keepers a fix sum of as an income tax, we also charge Rs.2000/- per sq.mt. for the area being used as shop. Alongwith an application for allowing him the change of use he will submit the photograph of the said shop. It is the duty of the occupier of the shop to pay this conversion fee. DDA may issue a certificate that this shop is authorised by the DDA.


7.2 : If we agree with this conversion then this will generate a tremendous amount of revenue for the DDA as there are about 50000~~0~~ shops or more estimated shops in Rehini. The collection of this money can be utilised for the development of the project.

7.3 : After giving this facility for conversion the shop keepers who refuse to pay the conversion charges necessary action/per the law can be initiated against them.

8. The plots in Phase-III Rehini may strictly be governed right from the beginning as per the provisions of MPD-2001 and Building Byelaws-1983. The standard designs if at all to be prepared for these plots in Phase-III shall conform to MPD-2001 and Building Byelaws-1983.

9. It has been observed that the standard design No.R-1 and R-5 where the staircase has been shown from the courtyard is not followed in totality and generally the staircase is totally constructed in the courtyard. This affects the light & ventilation of W.C. & bathroom. It is proposed that this standard design be withdrawn with immediate effect.

The above proposal is placed before the Technical Committee for acceding the approval.



SUB:- PLANTATION FOR PROTECTION OF LAND IN ROHINI PHASE-III.

F.N^o PP/R/2084/Pt./93/643/775

This has reference to site coordination meeting of C.E.(Rohini), which was held on 30-4-93. In this meeting, it was decided that, "As per the decision taken earlier in the meeting for construction of compound wall + railing on the vacant land of PSP area, it was informed in the meeting that due to shortage of finance, administrative approval has not been received. Hence, it was decided that along the periphery of road of PSP area, plantation will be provided so as to inform the public that certain activities are going on within this area and to avoid further encroachment on the land. A suitable drawing for plantation in PSP area is to be issued".

The pockets, which are to be planⁿed at GDP level in Rohini Phase-III, are categori^sed into following three uses(may please refer to enclosed plan of Rohini Phase-III):-

- (i) Public & Semi Public Area:- As per the action programme for 1993-94, the scheme for this area is to be submitted to Screening Committee for approval by March, 1994.
- (ii) Commercial(Distt. Centre):- These pockets will be taken up for designing by HUPW and may take more than five years.
- (iii) 80 mtr. wide road:- This road is part of Urban Extension connecting Rohini Phase-III to Phase-IV & V and other parts of city. This will be taken up only after the plans for PSP area will be finalised.

The total available areas in all the three uses have been enveloped with the help of green strip proposed at GDP level shown in dark green. The missing links have been shown in terms of 5 mtr. wide green strip shown in light green. It is proposed that these

Contd....2/.....

green areas may be utilised for providing plantation to protect the land. The exact type of plantation may be decided by Sr. Landscape Architect/Hort. Deptt. Further, the following criteria may be used for providing the plantation:-

- (i) This is purely temporary plantation.
- (ii) No big trees should be planted so that while developing these area, cutting of trees/permission from L.G. will not be involved.

The proposal is placed before Screening Committee for its consideration and approval.

24/6
25/6

Sub : 66 KV TOWER LINE FOR ROHINI PHASE-III

PP/R/2006(Services)/73(Pt.)

Electrification of Rohini Phase-III regarding tower route and grid sub-stn. were discussed in Technical Committee meeting held on 17.6.91 vide item No. 93/91. The decision of Technical Committee(Flag-A) is reproduced below :-

"The Technical Committee approved the proposed location of 3 nos. 66 KV grid sub-stn. for Rohini Phase-III and the proposed high-tension tower route, subject to the condition that an underground line should be laid in the section which was along side the District Centre, Work Centre, express highway and the 40 mtr. R/W Master Plan road(Kanjhawala Road). The reservation of land for tower route and underground cable be made as per the prescribed norms."

A map of Phase-III, showing the approved route of 66 KV tower line, is placed at Flag-'B'. The route of 11 KV feeder line to Kanjhawala approved by T.C. on 18.2.93 has also been shown on the same plan.

2. S.E.(Plg.-I), DESU vide his letter No. SE(Plg.I)/4 (1)/17 dt. 11th/12th May, 1993 mentioned that discussions were held during the Coordination meeting of DDA projects under the Chairmanship of VC, DDA(Flag-'C'). During the meeting, DESU had emphasised that while according the route approval of 66KV tower line for Rohini Phase-III by Technical Committee, the part route alignment route approved as underground cable. DESU had requested to review the decision of Technical Committee meeting and accord approval for complete overhead line since overhead line cost is 1/10th of that of underground cable.

3. The matter has been examined and our observations are as under :-

The Technical Committee approved the portion underground, which was falling along side the District Centre, Work Centre, express highway and Kanjhawala Road. The overhead high tension line along District Centre and Work Centre with high land value, is essential as it will reduce the * reservation for overhead high tension line. Overhead high tension line also obstructs view of large buildings within the District Centre and Work Centre. Further, the existing Kanjhawala Road passes through the

[Handwritten signature]

village Pooth Kalan and also unauthorised development in between Phase-I & III, such as, Budh Vihar.

4. While preparing the structure plan for Rohini Phase-IV & V some modifications in the land-uses have been envisaged in Rohini Phase-III. These would be taken up for approval separately. As per the proposed changes the route between points 'X' and 'Y' passes through the proposed District Centre in Rohini Phase-IV & V. In view of this it is preferable to make this portion underground.

5. Keeping in view the request from DESU, the matter is placed before the Technical Committee for its consideration.

22/7

S.I. (Fig.-1), DESU vide letter no. 55(Fig.1)/A (1)/17 dt. 15th/12th May, 1973 mentioned that discussions were held during the Coordination meeting of CDA projects under the Chairmanship of VC, CDA (Fig.-1). During the meeting, DESU had emphasized that while awaiting the final approval of CDA the line for Rohini Phase-III by Technical Committee, the part route alignment route approved as underground cable. DESU had requested to review the decision of Technical Committee meeting and express approval for complete overhead line since overhead line cost is 1/10th of that of underground cable.

The Technical Committee approved the portion underground, which was falling along side the District Centre, Work Centre, express highway and Kanhauli Road. The overhead high tension line along District Centre and Work Centre with high land value, is essential as it will reduce the reservation for overhead high tension line. Overhead high tension line also will save the existing buildings within the District Centre and Work Centre. Further the existing Kanhauli near station through the

Minutes of T. C. Meeting held on 17.6.91.

Item No. 93/91

Sub: Electrification of Rohini Phase III, regarding tower route and grid sub-stn.
PP/R/2006/Services/90

A proposal has been made in consultation with the Electrical Circle II of LDA for allotment of 3 nos. 66 KV grid sub-stn. sites for the entire Rohini Phase III area comprising of six sectors along with tower route linking these sub-stn. and finally connecting with the 220 KV sub-stn. already existing in Rohini phase II.

The 66 KV ESS sites have been proposed in Sector 20-23 and adjacent to Sector-24. The tower route originating from existing 220 KV ESS has been proposed in such a manner so that the same does not clash with the development schemes and other aesthetically considered urban form aspects of the scheme. The portion of the tower line along the 30 M R/W Master Plan road falling between Sector 21 and 22 as well as the portion of the tower line along the 40 M R/W Master Plan road (Kanjawala road) have been proposed to be taken underground considering that the same may effect the visual aspects of the proposed 80 R/W road and the development on both sides of the same road as well as the portion of the Kanjawala road being very narrow at present near the village Poothkolan upto the existing 66 KV sub-stn. site falling in Rohini Phase I. This proposal is shown in the plan as laid on the table.

3. This proposal has already been discussed with DDA officials by the Electrical Circle II, DDA and the observations and comments of D&SU was further considered in consultation with the SE and ME of Elect. Circle II, LDA and it was decided to adhere to the proposal made by this project office and place the same before the Technical committee.

4. The matter is placed before the Technical committee for consideration and approval of the proposal at para 2 above.

93
The Technical committee approved the proposed location of 3 nos. 66 KV grid sub-stn, for Rohini Phase III and the proposed high-tension tower route, subject to the condition that an underground line should be laid in the section which was alongside the District Centre, Work Centre, express highway and the 40 mt. R/W Master Plan road (Kanjawala road). The reservation of land for tower route and underground cable be made as per the prescribed norms.

SUB: Integrated Freight Complex - Narela
PP/NP/93/114/PT. II

In the Master Plan for Delhi-2001 there is a proposal for Regional Wholesale markets alongwith warehousing and truck terminal facilities on the m-ajor entry routes to Delhi as given below:

- i. IN the East near Patparganj and on Loni Road.
- ii. In the South near Madanpur khadar
- iii. In the South-West in Urban Extension.
- iv. In the North in Urban Extension.

The comprehensive proposal for Narela Project area for 7336 ha. is finalised and is before Technical Committee. The major area of the project is declared ad 'DEVELOPMENT AREA' No 175 vide notification dated 6.5.1992.

INTEGRATED FREIGHT COMPLEX AT NARELA

The Integrated Freight Complex area is part of the comprehensive proposal. The location of the Freight Complex is adjacent to DSIDC Industrial Area and Railway Line to Karnal. In the General Development Plan for Narela Project an exclusive TRUCK ROUTE has been proposed connecting the Integrated Freight Complex and G.T.Road.

The development of this freight terminal is extremly essential as number of unauthorised grain godowns are coming up in Alipur, Bakoli and

Khampur and for decongestion of walled city.

The draft out line plan alongwith area for Food grain and fruit and vegetable markets for Delhi Agriculture Marketing Board was discussed in a meeting taken by L.G. in March, 1993.

The area provided in the outline plan for Integrated Freight Complex at Narela for each commodity is as follows:

S.No	Commodity	Area in ha.
(a)	MARKETS WITH WAREHOUSING	
1.	Textile & Textile Product	7
2.	Auto Motor part & Machinery	20
3.	Fruit & Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	15
7.	Plastic leather & PVC	10
(b)	Truck Terminal	45
(c)	Facilities & Circulation	44
	TOTAL:	<u>171</u>
(d)	Freight Terminal	125
	Grant Total:	<u>296</u>

Delhi Agriculture Marketing Board and other wholesale trade association are pressing — for identification of land for their respective trades in order to shift from the walled city area.

The detail proposal along with report is prepared and placed before the Technical Committee for consideration and approval.

Dy. D/s (Ply). *Vinod Parle*
PP (Narela). *21/6/93*
Sudhakar K. M.
21/6/93

ITEM NO. 64/93/TC

Sub: Request for allotment of land to G.R. Geenka Education Society for Sr. Secondary School in Vasant Kunj (Reg. development controls) F.18(14)88-IL

G.R. Geenka Education Society was allotted land measuring 3.5 acres on 1/11/89 and accordingly the society has made the payment to the tune of Rs. 58,42,501/- for 2 acres of land for building and 1.5 acres for playfield. After handing over the possession for 2.876 acres to the society it was found that the area of the plot handed over was less than the area actually allotted. For this plot i.e. site no. 3, the possession was handed over as 50% for building and 50% for playfield.

2. On the request received from the society dt. 31.3.90, the society requested for the refund of the excess amount deposited. The matter was examined in the Finance Department in file no. MA-II/88-89/DDA/10 and the society was informed accordingly vide this office letter dt. 14.3.91 that the excess amount deposited cannot be refunded as the allotment was made much before the notification of MPD-2001.

3. The society vide letter dt. 19.3.91 requested for the allotment of additional land lying vacant adjacent to the site already allotted. It was, however, agreed to allot adjacent plot no. 5 (PS) to the society with an area of 0.949 acres. The possession of the additional plot was also handed over to the society with 50% for building and 50% for playfield. Thus making a total area of 3.825 acres of both the plots. As per the possession already handed over for the two sites, area of 1.91 acres is for building and 1.91 acres is for playfield.

4. Subsequently, the society requested for the amalgamation of both the plots and the case was accordingly put up to the Tech. committee. Tech. committee in its meeting held on 31.3.92 decided that:

"The Tech. committee decided that a composite building envelope be worked out for both the primary school and the higher secondary school, keeping in view the over all permissible building area as 2.5 acres, with the remaining area being kept as a school playground".

Cy 20

5. G.R.Geenka Education Society vide their letter dt. 31.8.92 had represented that since 50% of both the plots were agreed to be earmarked for building area and 50% for playfield, as such, they are entitle to have ground coverage, FAR etc. as stipulated in the MPD-2001, on the area earmarked for building activity. If 2.5 acres of land is to be considered for building than the remaining area meant for playground is 1.32 acres which is grossly insufficient to provide for a standard size of playground i.e. $68m \times 126 m = 8568$ sq.mts. or 2 Acs. which is much below the standards laid down in the MPD-2001.

6. Under the circumstances, there appears no other alternative than to allow 2 acres of area for building and remaining area for playground purpose. All the controls of MPD-2001 including 30% ground coverage and 120 FAR etc. on 2 acres of the building will apply. By this arrangement, there is no financial involvement as the society had already made the payment for 2 acres of land. It is therefore for consideration whether to mix pricing in the land sub-division & building regulations would be desirable which has to be as per the Master Plans.

7. The matter was referred to Lands Deptt. who had opined that the building part, in view of the circumstances be kept as 2 acres it will be minor adjustment and has no financial implications involved.

8. The matter has been seen by V.C. vide his note dt.28.8.93 who has observed that the land was allotted to the Institution in two installments; in latter building activity area are i.e. 50% each. Land premium should be re-calculated on this basis at the rate duly approved by the Government on the respective dates of allotment. The demand should be vetted by Finance Member. So far as development norms are concerned, Director(DC&P)/Commr.(Plg.) may come up with their specific recommendations in the Technical Committee.

CP 11/93

9. The norms have been examined. The total plot area is 3.825 acres, 50% of which works out to 1.91 acres. The norms for the higher secondary school for a plot area are :

Maximum ground coverage	30%
Maximum FAR	120
Maximum height	14 m.

The same will also apply on the plot meant for building purpose.

10. The matter is placed before the Technical Committee for its consideration as in above.

CDP