



No.F.1 (10)/2011/ Dir. (Plg.) MPR &TC/

Dt: 24.06.2013

Subject: Minutes of the Tenth meeting of Management Action Group on “Common Platform for Building Approvals” held on 05th June, 2013.

The proposal for addition of Para 8(6) in Chapter-17 Development Code in MPD-2021 on High Rise Buildings as a part of Master Plan Review Process was presented by UTTIPEC, DDA in the 9th meeting of Advisory Group on 19.03. 2013. The Advisory Group decided that the modifications as suggested be discussed with the stakeholders such as IIA, IUDI, DUAC, HUDCO and others before the draft modifications are further discussed in the Advisory Group.

The Tenth meeting of Management Action Group on “Common Platform for Building Approvals” was held on 05.06.2013 under the Chairmanship of Engineer Member, DDA, at Vikas Minar, DDA to discuss the suggested changes in the Master Plan with the stakeholders such as IIA, IUDI, DUAC, HUDCO and others before the draft modifications are further discussed in the Advisory Group . The list of participants is enclosed (Appendix-A).

The following Members/Special Invitees attended the meeting.

Members

- Engineer Member, DDA - Chairman
- Addl. Commissioner (Plg.)MPR& AP, DDA
- Addl. Chief Architect, DDA
- Director (Bldg.), DDA

Co- opted expert members

- Sh. SudhirVohra, Architect

Special Invitee

- Addl. Comm. (Plg.) UTTIPEC & Bldg., DDA
- Director (Plg.) MP
- HOD, Urban Planning, SPA Delhi
- Ex. Addl. Commissioner (Plg) DDA
- Advisor, NPIIC

Others

- Director (Plg.) MPR & TC, DDA
- Dy. Dir (Bldg.), DDA
- Sr. Consultant, UTTIPEC
- Dy. Dir (Plg) MPR
- Arch. Asstt., NDMC
- A.D. (Plg) DDA

The Chairman welcomed Members and Special Invitees for the Tenth meeting of MAG on “**Common Platform for Building Approvals**”and asked Sr. Consultant, UTTIPEC, DDA to present the items as per agenda. The Sr. Consultant, UTTIPEC, DDA welcomed the EM, DDA and other members and presented the items as per the agenda.

Observations:

1. Ar. Sudhir Vohra suggested that the High Rise Buildings should be defined in the Master Plan. The definition has to consider the current maximum height provisions of the buildings.

2. Advisor, NPIIC suggested that the clause “*Technical Committee of DDA may permit the following in special circumstance*”, should be removed.
3. The forum agreed to allow relaxation of Height of the stilt, in case of provision of mechanized stack parking in the stilt.
4. The following aspects were discussed with regards to the provision of service floors in high rise buildings:
 - Representatives from ASSOCHAM and the Delhi Builder’s Association said that for High Rise Buildings, the service floor becomes inevitable and that the same should be allowed free of FAR
 - Representative from Gyan P. Mathur and Associates, who have been working on the construction of Kothputli In-situ slum up gradation scheme, clarified, that the fire department had made it mandatory for them to provide service floors at stipulated intervals.

EM, DDA concluded that Service Floors may be allowed in buildings as per requirements of the concerned sanctioning authority. However, the same shall not be allowed free of FAR, since the provision of Service Floor may be mis-utilised by developers in future.
5. HoD, Urban Planning Department, SPA suggested that the regulation for Solar access may be replaced with the relation of building heights with the RoW of the adjoining road, similar to what has been suggested in a report prepared by Kasturiranagan Committee for MoEF.

Recommendations:

| Modification in MPD 2021 presented in the MAG | Recommendations by the MAG |
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| No Provision in MPD 2021 | |
| Amendments Presented | Recommendations of the MAG |
| In Chapter 17.0 Development Code, following para to be added after 8 (5) - 8 (6) HIGH RISE BUILDINGS <i>In case of the buildings with 26 m. and more height in all use-zones, Technical Committee of DDA may permit the following in special circumstances. Note that High-rise Norms within Influence Zones of MRTS Corridors will be as per Chapter 19.</i> | In Chapter 17.0 Development Code, following para to be added after 8 (5) and 8 (6) as per Public notice dated 04.05.2013- 8 (7) HIGH RISE BUILDINGS <i>Buildings taller than 15M and 17.5M including stilt in all use zones will be considered as a High Rise Building.</i> |
| i) <i>In case of provision of stack-parking in stilt floor or basement, minimum height of 2.4 m. may be relaxed.</i> | <i>In case of provision of stack-parking in stilt floor, minimum height of 2.4 m. for stilt floor may be relaxed.</i> |
| ii) <i>Intermittent service floor may be permitted for installation of equipments and services required for the maintenance of the building with prior approval of the agencies concerned and are not to be counted in FAR. The height of the service floor is to be decided based on the depth of structural members, the height requirement for providing water-reservoirs, other equipments, etc.</i> | Intermittent service floor may be permitted for installation of equipments and services required for the maintenance of the building with prior approval of the agencies concerned and is not to be counted in FAR. The height of the service floor is to be decided based on the depth of structural members, the height requirement for providing water-reservoirs, other equipments, etc. <i>Height below bottom of any beam shall not be more than 1.8 m from the finished floor level excluding false floor if any.</i> |
| iii) <i>All dwelling units should get minimum 2-hour solar access in at least one habitable area (living room, bedroom or private open space) on the shortest winter day of Dec 21 (Winter Solstice).</i> <i>a. On 6m and 9m R/Ws, buildings higher than 15 m height (including the height of</i> | To be included as part of design guidelines. |

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| <p>podiums) are not permitted, except 'Towers' as per para (iv).</p> <p>b. Solar Envelopes studies should be used to determine heights and step-backs on buildings facing narrow street R/Ws, to follow daylight norms.</p> <p>c. No building on the site is to block sunlight to the living rooms and private open spaces of another dwelling and/or an adjacent multi-dwelling development so that it is reduced to less than two hours between 9 am and 3 pm on the winter solstice (Dec 21).</p> <p>d. In all residential buildings i.e. each unit should face the exterior, in two opposite directions. No double-loaded corridor¹ buildings are permissible in TODs. Openings shall be located suitably to allow for natural ventilation and daylighting of habitable rooms and access to open air for all rooms including toilets and kitchens.</p> | |
| <p>iv) No building floor-plate depth it to be more than 15 m, except for 'Towers' with the following conditions:</p> <p>a. Tower dimensions may not exceed 30m in any direction. Minimum Distance between two towers is 30m.</p> <p>b. If tower dimension is required to be more than 30m in any one direction, width of tower is not to exceed 15m, in order to allow the daylighting and natural ventilation of spaces. This relaxation is only permissible if the longer edge of the tower faces East-West (within 15°) direction.</p> | <p>Removed</p> |
| <p>v) All balconies shall be included in FAR.</p> <p>vi) (This norm is not required to make it a better building)</p> | <p>Removed</p> |
| <p>vii) In view of the increased parking requirement and to reduce the number of basements, basement(s) may be permitted upto the plot line with the condition that service ducts will be provided to connect internal and external services subject to clearance from fire department. Podium in terms of single floor (without roof) may be permitted within the plot line subject to clearance from fire department. The movement of vehicles and parking may be restricted within the podium and rooftop may be landscaped and used exclusively as public space. The building line to be within the setback lines.</p> | <p>i) In view of the increased parking requirement and to reduce the number of basements, the mandatory setbacks applicable for basements shall be 2M on all sides from the plot boundary.</p> <p>ii) Podium(s) will be permitted within the setback lines subject to clearance from the fire department. The movement of vehicles and parking shall be restricted within the podium. Rooftop to be allowed for uses such as swimming pool, landscaping, and related structures.</p> |

¹ A multi-story building with a covered internal corridor, providing access to units on both sides is called a "double-loaded" corridor building.

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| <p>viii) Maximum permissible impervious cover for any project of plot size greater than 2000 sq.m. shall be 60% of site area. Therefore any type of paved, covered, structured or underground parking may occupy a maximum 60% of the total site area.</p> | <p>To be included as part of design guidelines.</p> |
| <p>ix) No parking shall be permitted on, within or under any category of designated public open space of Neighbourhood level or above, as these urban open spaces are the only areas within neighbourhoods that facilitate water infiltration and groundwater recharge.</p> | <p>Not needed in this chapter. To be included as a part of parking policy.</p> |
| <p>x) For parking facility within the podium:</p> <p>a. <i>Locate parking entries from behind buildings, not directly facing the footpath of the main R/W. Access to parking will be from a street lower in the hierarchy amongst the streets demarcating the block / plot.</i></p> <p>b. <i>No boundary wall shall be constructed around the podium. If required, they may be fenced or cordoned off with low growing landscape, so that visual connection between parking lot and adjacent footpath is maintained.</i></p> <p>c. <i>Ground floor of all parking structures/ podiums or stilts must be lined with Active uses (such as commercial or civic) for at least 50% of total perimeter fronting a public street, truncated only by podium entry/ exits as per fire regulations. All active frontages must have access points, entry/exits and windows facing the main street, and a minimum of 50% transparency.</i></p> <p>xi) The maximum extent of a podium should be no greater than 150m, (C/C) at any point. Any block/ podium which is longer than 150m on any side therefore, must provide a public thoroughfare for pedestrians and NMT, at the road level.</p> <p>xii) ‘Pedestrian-NMT-only’ streets shall be of width 6m or less, designed to prevent motor-vehicle thoroughfares, and enabling only emergency vehicle access. (Emergency vehicles can use paved, soft surfaces and can also go over kerbs). These streets need to be lined with active uses at the ground level, at least on one side.</p> <p>xiii) The maximum distance between two vehicular streets adjoining the podium should be no greater than 250m (C/C) at any point. Therefore any block which is longer than 250m on any side, must provide</p> | <p>To be included as part of design guidelines.</p> |

a public thoroughfare for all modes of traffic. For continuity of uses and floor-plates of buildings intersected through streets, connections may be provided over them in the form of bridges, covered corridors, skywalks, etc. Clearance below any pedestrian bridge should be minimum 5.5 m from the top of the finished street level to the bottom of the connection, to allow for movement of emergency vehicles. Width of any bridge over R/Ws may not exceed 6m.

The meeting ended with thanks to the Chair.



**(I.P. Parate)
Dir (Plg) MPR & TC**

Copy to:

- All members
- Co-opted Members
- Special Invitees
- Concerned officers for necessary action as mentioned in the minutes.