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OFFICE OF THE DIR (Pig.)
MPR/TC, D.D.A. N. DELHI-2
Dy.No. 2063
Dated 20-4-12

Dated:- 19/4/2012

To

✓ The Director (Planning), MPR
Delhi Development Authority
6th Floor, Vikas Minar, I.P. Estate
New Delhi-110002

Read Central Dy. No. I
Dated 20/4/12
R&D Section, Vikas Minar
Delhi Development Authority
Deputy Asst

Subject : Mid-Term Review of Master Plan of Delhi, MPD-2010

Dear Sir,

A space for providing adequate shelter for outlet/showroom or repair and maintenance and service of new vehicles is required to be organized for effective system. The transport department NCTD is having data of new vehicle, every year (Yearly Statement 2005-2010) attached herewith. As per details given by the Transport Department, for the year 2005, the number of New Vehicles Registered is 112627 and that of Commercial Vehicles is 11483 and there is increase of 10% of vehicles, every year. So, the dealers of the new vehicles have to provide service and maintenance for the warranty period. Dealer of new vehicles require space for automobile workshop, attached with show-room and outlets. In automobile workshop and service center have to establish many instruments. Machines, electronic tools system, etc. are required to be provided. These activities fall within the ambit of service industries. In MPD-2001 clause 10.0 mixed use regularization. There was provision for activities of repairs shops for automobile and workshop in mixed use and MPD 2001 there was provision service center with petrol pump. A copy of sub-zonal plan F-2 and 3 are attached herewith for your kind information.

In MPD 2021 clause No. 15.6.2. The activity of repairs shop/workshop of automobiles shall not be allowed under mixed use land less than 30 mt. roads. Table No. 12.6 in MPD 2021 for provision of service center only with

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petrol pump. In MPD 2021, there is no provision of outlet /showroom and service center for the new vehicles.

As per MPD 2021 Table No. 5.5, the definition of Motor garage and workshop has been clearly given. In this table premises for servicing and repair for automobile and activities permitted in motor garage and workshop, repair shop (spare parts) soft drink and snacks stall. But in this table does not indicate outlet/showrooms of new private vehicles and service center. We suggest that table No. 5.5 in MPD 2021 add the definition and activities in use premises for outlet showroom and service center for new vehicle.

We suggest that activity of new outlet/showroom and service center is provision in PSP facility in MPD 2021 and zonal plan 2021.

We suggest that at time of preparing word plan/local area plan in MPD 2021 existing activity of showroom/outlet and service center indicate in PSP facility.

MPD 2021 chapter 12.12.1 and 12.12.2 copy attached provision for fuel stations in Urban Area, development control norms and permissibility are given in Table 12.6 (copy attached). We suggested that at the same pattern facilities be provided for outlet / showroom and service center in MPD 2021.

As per MPD 2021 chapter 12.10.4 (copy attached) for goods movement of incoming/outgoing goods traffic in 2001, on different highway and other roads on average week day, is given in Table No. 12.5 (copy attached). A new commercial vehicle registration 11483 in 2001 Delhi and there is 10% increase in every year.

DDA development many integrated freight complexes in Delhi. So it is suggested that at the time of approval of layout 8% area is reserved for motor garage and workshop and 2% area is reserved for the dealership and showroom and service center for new commercial vehicles.

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We suggest that as per the pattern of control of norms of Chapter No. 12.12.2, special permission for change of land use at the time of approval of the layout plan for, outlet, showroom and service center private vehicles, condition of land be provided by the self-owner for these activities.

We suggest that in zonal plan of new urban area, at the time of preparing of layout of PSP facility at the pattern of Table No. 12.6, area be provided for the outlet/showroom and service center for new private vehicles.

Thanking you,

Yours sincerely,



(Vipin Singhania)

Advocate

Mob: 9811175818



(Hawa Singh)

Mob: 9911509212

Encl: As Above ANNEXURE:- 1 to 9

RTI MATTER
MOST IMMEDIATE
OUT TODAY

GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT
(SECRETARIAT BRANCH)

5/9 UNDER HILL ROAD, DELHI-110054

(website:<http://www.delhi.gov.in>)

F.No.19 (26)/ID No.2417/Tpt/Sectt./09/ 275

Dated 19/01/11

To

Sh. Vipin Singhania,
 B-17, Lajpat Nagar-2,
 New Delhi-24.

Subject: **Regarding supply of information under Right to Information Act.**
2005(I.D.No-2417)

Sir,

Please refer to your application under Right to Information Act, 2005, received in the office of the undersigned on 14-01-2011 (I.D.No.2417). As the information pertained to System Analyst, he was asked to furnish it, invoking section 5(4) of the RTI Act, 2005.

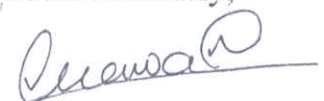
The requisite information has been received from the concerned officer and is enclosed herewith. This disposes off your application received on 14-01-2011.

Further, in case you are not satisfied with this information, as per Section 19 of the Right to Information Act, 2005, you may file an appeal to the First Appellate Authority, within 30 days of the issue of this letter. The particulars of the First Appellate Authority are as under.

S. N.	Designation	Office address	Tel no.	E-Mail address	Jurisdiction	Design. Of Link Officer
1.	Secretary (STA)17	5/9, U/Hill Road Delhi-54	23930740	secstatpt@hub.nic.in	Transport Department	Commissioner (Tpt.)

Yours faithfully,

Encl: As above.



(C.S.NAWANI)

PCO/SPIO

Ph.23971500

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GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
TRANSPORT DEPARTMENT: COMPUTER BRANCH
5/9, UNDER HILL ROAD, DELHI - 110054

Subject: Regarding supply of information under RTI Act 2005 (ID No. 2417).

Please refer to your letter no. F.No.19(26)/ID No.2417/Tpt/Sectt/10/189 dated 14/01/2011 on the subject cited above. In this regard, the requisite information is generated from the data available on the Central Server (HQ) and is enclosed.



(A.P. Gautam)
System Analyst

Encl.: as above

✓ PCO/SPIO

U.O. No. F1(260)/TPT/CB/16-11/Part-II/ 55

Dated: 18-1-11

Transport Department: Computer Branch
 Number of Private 4-Wheelers registered Catg.-wise during Year 2005 to 2010
 (Excluding NOC taken/Converted Vehicles)

Class Description	Year 2005	Year 2006	Year 2007	Year 2008	Year 2009	Year 2010
L.M.V. (CAR)	110056	120522	133619	131630	142463	155313
L.M.V. (IMP.)	236	248	185	198	126	141
L.M.V. (JEEP)	2256	1301	1246	282	762	93
L.M.V. (VAN)	79	18	26	22	25	8
sum	112627	122089	135076	132132	143376	155555

Number of Commercial vehicles registered Catg.-wise during 2005 to 2010
 (Excluding NOC taken/Converted/Replaced Vehicles)

Class Description	Year 2005	Year 2006	Year 2007	Year 2008	Year 2009	Year 2010
AMBULANCE	120	121	30	56	97	120
BUS	754	999	899	1757	1175	3244
CAB SCHEME	119	368	661	444	202	489
ECONOMY RADIO TAXI	0	0	0	0	0	111
GRAMIN SEWA	0	0	0	0	0	3459
HEAVY GOODS VEHICLE	157	299	317	364	308	205
LIGHT GOODS VEHICLE	5954	7413	13293	13615	14566	15021
LIGHT PASS. VEHICLE	1596	1503	1387	1049	560	753
LOCAL TAXI	95	71	356	159	346	470
MAXI CAB	0	0	0	0	0	5
MAXI CAB-(SCHOOL CAB)	0	0	13	5362	371	99
MEDIUM GOODS VEHICLE	404	467	843	878	782	707
MOTOR CAB-(SCHOOL CAB)	0	0	1	665	23	0
RADIO TAXI	0	235	744	1349	721	1449
T.S.R	24	1	0	441	37	1
THREE WHEELER (PASSENGER)	0	0	6887	7318	4372	1993
TOURIST TAXI	2072	3186	5568	3488	2053	3798
TOURIST TAXI DELUXE	151	312	209	197	228	468
TRACTOR	37	54	68	108	76	71
sum	11483	15029	31276	37250	25917	32463

Generated on 18-Jan-2011 on the basis of data available in Central Server (HQ)

PETROL PUMPS (030)

The following regulations are recommended for locating the petrol pumps cum service stations.

- (i) Minimum distance from the road intersections.
 - (a) For minor roads having less than 30 mts. R/W -50m.
 - (b) For major roads having R/W of 30 m or more 100m.
- (ii) The minimum distance of the property line of petrol pump from the centre line of the roads should not be less than 15 metres on roads having less than 30 m R/W. In case of roads 30 m or more R/W the R/W of the road should be protected.
- (iii) Plot size :
 - (a) ¹[only filling station 30m x 17m and small size 18 m x 15m (for two and three wheelers).]
 - (b) Filling-cum-service station minimum size 36 m x 30 m and maximum 45 m x 33 m.
 - (c) Frontage of the plot should not be less than 30 m.
 - (d) Longer side of the plot should be the frontage.
- (iv) New petrol pump shall not be located on the road R/W less than 30 m.

HOTEL (032)

Maximum ground coverage	30%
Maximum floor area ratio	150
Maximum height	50m

Other Controls :

(i) 5% of the F.A.R. can be used for the commercial space related to hotel function.

(ii) ²[Basement(s) upto the building envelope line to the maximum extent of plot area shall be allowed and if used for parking and services should not be counted in FAR.]

1. Subs. by S.O. 1356, dt. 15-5-1995, for : "Only filling station 30 m x 17 m."
2. Subs. by S.O. 1356, dt. 15-5-1995, for : "Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR."
3. Subs. by S.O. 1356, dt. 15-5-1995, for : "14 m."
4. Subs. by S.O. 1356, dt. 15-5-1995, for : "9 m."
5. Subs. by S.O. 1356, dt. 15-5-1995, for : "(i) Maximum floors allowed shall be basement, ground floor and first floor. Basement should be below ground floor and to the maximum extent of ground coverage shall be counted in FAR. (ii) Mezzanine floor shall not be allowed, where already constructed shall be included in the FAR. In case of Motia Khan Dump Scheme the following norms shall apply : (a) The maximum ground coverage shall be 75% (60% in case the building is completely reconstructed), maximum FAR 150 and maximum height 11 m. (b) Ground floor shall be allowed for light/service industry and retail outlet. First floor shall be allowed for residence/office and second floor, if any, shall be allowed only for residence. (c) Mezzanine shall not be allowed. (d) Basement to the maximum extent of ground coverage shall be allowed and shall be counted in FAR. (e) Parking shall be developed in the prescribed standards at the cost of the beneficiaries."

FLATTED GROUP INDUSTRY (034)

Minimum plot size	2000 sqm
Maximum ground coverage	30
Maximum floor area ratio	120
Maximum height	³ [15 m]

Other Controls :

²[Basement upto the building envelope line to the maximum extent of 50% of plot area shall be allowed and if used for parking and services should not be counted in FAR.]

SERVICE CENTRE (035)

Maximum ground coverage	25%
Maximum floor area ratio	75
Maximum height	³ [15 m]

Other Controls :

²[Basement upto the building envelope line to the maximum extent of 50% of plot area shall be allowed and if used for parking and services should not be counted FAR.]

INDUSTRIAL PLOT LIGHT AND SERVICE INDUSTRY (036)

Minimum plot size		100 Sqm		
Sl. No.	Plot size (sqm.)	Max. ground coverage	Max. FAR	Max. height
1.	100 to 400	60%	125	⁴ [12 m]
2.	Above 400 and upto 4000	50%	125	⁴ [12 m]
3.	Above 4,000 and upto 12,000	45%	125	⁴ [12 m]
4.	Above 12,000	40%	100	⁴ [12 m]

Other Controls :

⁵(i) Maximum floors allowed shall be basement, ground floor and first floor. Basement should be below ground floor and to the maximum extent of ground coverage shall be counted in FAR. In case the basement is not constructed the permissible FAR can be achieved on the second floor.

CLAUSE 9.0 SPECIAL AREA REGULATIONS

The special area as defined on the plan measures about 2600 hectares. The special area has been divided into 4 separate parts namely (i) Urban Renewal Area (Walled City). (ii) Urban Renewal Area (Karol Bagh) (iii) other Urban Renewal Areas (iv) Specific Use Zone Areas. The parts have been distinctly shown on the special area plan.

(a) URBAN RENEWAL AREA—WALLED CITY

Permission of use/use activities in use premises.

1. The predominant land use of this area is residential.

2. The noxious industries and hazardous trades (list given at Annexure V) shall be shifted the walled city immediately within a maximum period of five years, to be replaced by other compatible uses.

3. The Public and Semi-Public uses and services like hospitals, dispensaries, colleges, schools; police stations; fire stations; post offices; local government offices, parking etc. shall be retained in their present locations and also additional sites could be indicated in the Urban Renewal and Zonal Plans. Any change of additions thereof shall be in accordance with the overall policy frame prescribed in the plan.

4. Control for building/buildings within the use premises :

- (i) Maximum ground coverage and FAR shall be same as for residential plot is plotted development.
- (ii) The street width in front of the plot shall be left on the basis of Urban Renewal Scheme of the area.
- (iii) The building shall be permitted to be constructed practically in same form and style as existing as far as possible.

5. Within Walled City the Building control regulations for special areas shall be as under :

- (i) Lajpat Rai Market : The single storeyed market on either side of Chandni Chowk shall be retained.
- (ii) The isolated use premises like School adjoining Jama Masjid, Presentation Convent School and the Church at Kashmere Gate, Municipal Offices at Old Hindu College Building Complex shall be retained with existing building volumes. Any additions or alterations shall be examined by the Authority within the overall policy frame of conservation.

(b) KAROL BAGH

1. Predominant land use of this area is residential.

2. (i) In the areas bounded by Faiz Road, Desh Bandhu Gupta Road, Swami Dayanand Saraswati Marg (Road No. 4), Arya Samaj Road, Guru Nanak Road (Road No. 5), Tank Road; Guru Ravidas Marg (New Pusa Road), Road going upto Ramjas Road Bankim Chandra Chatterji Marg, Road going upto Pusa Lane, Pusa lane, Gurudwara Road, Arya Samaj Road and back to Faiz Road, the uses other than residence namely retail, repair and personnel service shops, commercial offices, bank and local government offices are permitted on ground floor of all plots facing roads are not less than 18 m r/w. These uses with similar conditions shall also be permitted on other side of the Desh Bandhu Gupta Road upto one plot depth. The Public and Semi-Public uses and services like hospitals, dispensaries, colleges, schools, police station; fire stations; post offices, local Government offices, parking etc. shall be retained in their present locations and also additional sites could be indicated in the zonal/divisional development plans. Any change or addition thereof shall be in accordance with the over all policies prescribed in the plan.

(ii) In the area bounded by Desh Bandhu Gupta Road, Gurudwara Road, Tank Road and Saraswati Marg, the aforesaid uses and permitted on all plots provided adequate space is left for street widening as and when required in accordance with the detailed urban design project to be prepared for the area.

3. Control for building/buildings within use premises :

The regulations shall be the same as given for residential plotted development.

(c) OTHER URBAN RENEWAL AREAS

Other urban renewal areas cover the urban renewal areas other than (a) Walled City (b) Karol Bagh. The development in these areas shall be in accordance with the respective comprehensive re-development schemes to be prepared within the overall policy frame of the Master Plan. These schemes shall have conservative surgery as a planning tool, as far as possible. In the special area plan, use zones have been marked in different pockets of the Other Urban Renewal Areas. These pockets shall be planned for the respective use zones assigned. The redevelopment schemes for different use zones generally shall adopt regulations prescribed in the development code. However, the Authority may adopt suitable regulations in case where either it is not feasible or it is not advisable to adopt the general regulations prescribed.

Development Code

(d) SPECIFIC USE ZONE AREAS

The development in areas marked as specific use zones shall be governed by respective use zone regulations in the manner as is prescribed in the relevant clauses for Sub-Division and Building Control Regulations.

GUIDELINES FOR THE PREPARATION OF URBAN RENEWAL SCHEME

The urban renewal plans shall be prepared for the Walled City, Karol Bagh and other urban renewal areas indicated in the special area plan. The basic objective of the urban renewal plans are to upgrade the living and working environment by implementing schemes taking into consideration the existing physical and socio-economic conditions of the area. The schemes for the urban renewal would be prepared after a comprehensive study which should be in the form of a project report and a number of maps and plans. The following set of plans are considered to be essential. The plans to be prepared for existing conditions :

- (i) Land use
- (ii) Physical conditions of structures
- (iii) Facilities and services
- (iv) Circulation pattern
- (v) Open spaces, park and playgrounds
- (vi) Special feature (if any).

The plans to be prepared for the urban renewal proposals indicating :

- (i) Clearance areas and areas to be acquired (this would include subsequent plans for redevelopment of these pockets).
- (ii) Population distribution (in relation to holding capacity).
- (iii) Proposed land use.
- (iv) Proposed circulation system/pattern (indicating widening of streets, pedestrian streets, parking areas, cycle tracks etc.).
- (v) Location upgradation to facilities and services as per prescribed standards.
- (vi) Recreational areas (indicating totlots, parks, play grounds and other recreational facilities).

The land use of the area would be as indicated the special area plan. In case of residential areas, the possibilities of mixed use (on ground floor), street commercial etc. may be explored. Special characteristics and features of the area would be kept in view, in preparation of the plan. As far as possible, the urban renewal project should be self-financing.

CLAUSE 10.0 MIXED USE REGULATIONS :

(NON-RESIDENTIAL ACTIVITY ON RESIDENTIAL PREMISES)

Mixed Use here, essentially means permission of non-residential activity on residential plot or residential flat. Specific provision for mixed use have been given for walled city, Karol Bagh and other parts of the Special Area in the relevant sections in the Master Plan.

At the time of preparation of Zonal (divisional) plans, in residential plotted development in areas other than the Walled City and Karol Bagh and other urban renewal areas, streets of mixed use activity shall be identified by (i) conducting a traffic study in each individual case to see whether after permission of mixed use activity, there will be no adverse effect in traffic circulation in that area/street and it would be built to take additional traffic which is likely to be generated because of the mixed use. (ii) by evaluation its impact on the municipal services and environmental needs of the area.

As part of the traffic study, the traffic management solutions like traffic free pedestrianised streets/ areas and one way traffic etc. could also be considered for introduction as a solution to the traffic/ parking problem of the area.

In case it is found feasible to permit mixed use in a street/area, the same 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
 - building materials (timber, timber products, marble, iron and steel and seed).
 - firewood, 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

MPD 2021

notification coming into force, and with due expedition, and not later than 90 days, a survey of all streets of the above-mentioned width, if not already done, with a view to identifying stretches of such streets as mixed use streets

15.4 GENERAL TERMS AND CONDITIONS GOVERNING MIXED USE

In terms of the conditions prescribed for different categories of colonies, in para 15.3.2, and provided that the plot abuts a notified mixed use street (in the case of retail shops) or a road of prescribed minimum ROW (in the case of other mixed use activities), mixed use shall be permitted, subject to the following general terms and conditions:

In residential plotted development

- (i) Where there is only one dwelling unit in a residential plot, only one type of mixed use (i.e. retail shop as per para 15.6 or professional activity or one of the other activities listed in para 15.7) shall be permissible in that unit.
- (ii) Where there are more than one dwelling units in a residential plot, each of the dwelling units will be permitted to have only type of mixed use activity (either retail shop as per para 15.6. or professional activity or any one of the other activities listed in para 15.7).

In group housing

Only professional activity and small shops in terms of para 15.6.3 shall be permissible. Retail shops specifically provided for in the lay out plan of group housing would be permissible.

Other terms and conditions

- (i) No encroachment shall be permitted on the streets or public land.
- (ii) Development control norms as applicable for the particular residential use will continue to be applicable, even if the plot/ dwelling unit is put to mixed use.
- (iii) If the notified street is a Master Plan road, and if a service road is available or provided for by local bodies, then, the mixed use premises should be approached from such service road and not directly from the main carriageway.
- (iv) In plotted development, front setback should not have boundary wall, so that it can be used for additional parking.
- (v) Parking @ 2.0 ECS per 100 sqm built up area shall be provided within the premises. Where this is not available, cost of development of parking, shall be payable by the plot allottee/ owner to the local body concerned. This condition shall apply even if residential premises are used only for professional activity.
- (vi) Common parking areas would be earmarked on notified mixed use streets taking into account the additional load on traffic and parking consequent upon notification of the street under Mixed Use Policy. If no parking space is available, land/ plot on the said street may be made available by Traders association, wherever possible, or acquired for construction of parking facilities, preferably, multi level parking. Development of such parking facilities shall be done by either the traders Association or by local bodies and may include public-private partnership as model for implementation.

15.5 PERMISSIBLE AND NON-PERMISSIBLE USES

Any trade or activity involving any kind of obnoxious, hazardous, inflammable, non-compatible and polluting substance or process shall not be permitted.

15.6 RETAIL SHOPS

- 15.6.1. (i) Retail shops shall be permitted on plots abutting streets notified for mixed use only on the ground floor up to the maximum permissible ground floor coverage.
- (ii) Shops operating from basement on such streets may continue, subject to relevant provisions of building bye laws, structural safety and fire safety clearance. However, if such use of basement leads to exceeding the permissible FAR on the plot, such FAR in excess shall be used, subject to payment of appropriate charges prescribed with the approval of Government.
- 15.6.2. The following activities shall not be allowed under Mixed Use:
 - a) Retail shops of building materials [timber, timber products (excluding furniture), marble, iron and steel, (gravel, cement and sand), firewood, coal and any fire hazardous and other bulky materials.
 - b) Repair shops / workshops of automobiles, tyre resoling and re-treading, and battery charging.
 - c) Storage, go-down and warehousing.

Table 5.5: Definitions and Activities Permitted in Use Premises

Use premise	Definition	Activities permitted
Retail Shop	A premise for sale of commodities directly to consumer with necessary storage.	Retail Shop, Repair Shop, Personnel Service Shop.
Repair Shop	A premise equivalent of a of a retail shop for carrying out repair of household goods, electronic gadgets, automobiles, cycles etc.	Retail Shop, Repair Shop, Personnel Service Shop.
Personnel Service Shop	A premise equivalent of retail shop providing personnel services like tailor barber etc.	Retail Shop, Repair Shop, Personnel Service Shop.
Vending Booth	A premise in the form of booth for sale of commodities of daily needs either through a mechanical installation or otherwise.	Vending Booth
Convenience Shopping Centre	A group of shops in residential area serving a population of about 5,000 persons.	As given in table 5.1.
Local Shopping Centre	A group of shops in residential area serving a population of 10,000 persons	As given in table 5.1
Commercial Office	A premise used for offices of profit making organizations.	Commercial Office, retail & personal Service Shop, Restaurant, Bank, Post & Telegraph Office.
Bank	A premise for offices to perform banking function and operation.	Bank, Watch & Ward Residence (upto 20 sqm.) commercial office, Canteen
Motor Garage and workshop	A premise for servicing and repair of automobiles.	Motor garage and Work Shop, retail shop (spare parts), Soft drinks and Snacks stall)
Cinema / Cineplex	A premise with facilities for projection of movies and stills with a covered space to seat audience.	Cinema, Watch & Ward Residence (upto 20 sqm.) Administrative Office, Soft Drink & Snack Stall, Retail Shop & Commercial office.
Restaurant	A premise used for serving food items on commercial basis including cooking facilities. It may have covered or open space or both for sitting arrangement.	Restaurant
Hotel	A premise used for lodging of 15 persons or more.	Hotel, Banquet / Conferencing facilities, Restaurant, Swimming pool, Health Club, Food court, Discotheque. Commercial offices, retail & service shops to be restricted to 20% of floor area.
Service Apartment	A premise fully furnished, serviced and self contained with meal preparation and used for short-term corporate accommodation.	Guest suite, Conference facilities, Office, Retail and Service shops to be restricted up to 20% of floor area.

Informal Sector		
Weekly Market/	An area used once in a week by a group of informal shop establishments in the form of a market. These markets shift from one area to another on different days of the week.	Weekly market, informal Retail trade, Soft Drink and Snack Stall (All structures will be either temporary or mobile, only for one day in a week).
Informal Sector Unit	Retail/ service unit, stationary or mobile, working without roof including small khokhas on roadside. Street vendor- A person who offers goods or services for sale to the public without having a permanent built up structure but with a temporary static structure or mobile stall (or head load).	Informal Sector Unit

6.0 WHOLESALE TRADE

Delhi is the biggest consumption centre in North India. It has attained the status of a major distribution centre by virtue of its geographical location and other historical factors.

As per Economic Survey of Delhi 2001-2002, there are about 37,000 wholesale enterprises in Delhi with an employment of about 1.6 lakh. In addition there are about 6,500 enterprises of storage and warehousing providing employment to 27,000 persons. It is expected that the number of enterprises in wholesale trade may increase to about 66,000 by 2021 leading to increase in employment to about 2.85 lakh persons. Some of the major commodities involved in the wholesale trade are textile and related products, food items, auto-parts and machinery, hardware and building materials, paper and stationery, fruits and vegetables and Iron and Steel.

Around 20% of the total wholesale trade enterprises of urban Delhi are located in the walled city, accounting for around 12% of the employment. The average enterprise in the Walled City has less employment but high turnover in comparison to units in other areas. In order to decentralise wholesale trade, the planned markets were developed at Azadpur, Naraina, Okhla, Narela, Keshopur, etc.

6.1 CITY LEVEL WHOLESALE MARKETS

6.1.1 EXISTING MARKETS IN SPECIAL AREA

In case of existing developed areas, all wholesale markets generated with hazardous materials should be developed in decentralized manner and shifted to the areas assigned for these. All unauthorized encroachments / projections on roads/ government land should be removed to facilitate easy movement of traffic. Further extension of the wholesale activity in the Walled City and its Extension shall be totally stopped by giving incentives and disincentives as under:

(i) Incentives:

- The liaisoning offices of the traders/ agents to continue in the present location;
- Development of New counter markets for wholesale trade and warehousing;
- The new counter markets should have access from National Highway, arterial networks and connectivity with MRTS; and
- Incentives such as Transferable Development Rights (TDR) and reduced taxes to enable start up / expanding of activity in the new markets.

(ii) Disincentives:

- Restriction on the entry of heavy goods vehicles in the Special area;
- Storage of hazardous / inflammable commodities like paper, plastic / PVC, chemicals, petroleum and its products; should be discouraged.
- Restriction on storage / warehousing of bulky commodities like food grains, fruits and vegetables, dairy, poultry / fish products, iron and steel, and building materials; and
- Non-renewal of trade licenses for Wholesale Trade in non-conforming areas.

Sadar Bazar

The old congested built up areas like Sadar bazaar have serious problems of traffic congestion, inadequate physical and social infrastructure, lack of open spaces etc. The wholesale market of Sadar bazaar needs to be redeveloped at the same location with necessary infrastructure and parking required for wholesale trade.

6.1.2 PROPOSED WHOLESALE MARKETS WITHIN INTEGRATED FREIGHT COMPLEXES

It is proposed to develop new wholesale markets as counter markets to cater to the demands of the growing population of Delhi only, near the rail and road entry points of NCTD. These should be linked with the proposed Wholesale Markets within Integrated Freight Complexes where the wholesale business could be operated more efficiently in a better environment. The break up of land requirement for different commodities at various locations should be decided at the time of preparation of schemes for the complex by the implementing agency.

Wholesale markets within Integrated Freight Complexes are to be developed as per requirement.

The new wholesale markets shall provide facilities for:

- Intra-urban freight movement and interchange of mode.
- Warehousing and storage facilities.
- Servicing, lodging and boarding, idle parking and other required facilities.

6.2. SUB-CITY LEVEL MARKETS

Delhi has become an agglomeration of cities over a period of time. Sub-City level wholesale markets shall cater to the needs of population at local level. These markets of medium size need to be dispersed throughout the city to enable even distribution of commodities from these complexes to the retail outlets.

Most of the existing planned markets and warehousing were developed in early seventies for specific commodities. Due to their proximity to residential area, these markets need to be redeveloped to overcome the environmental and traffic problems. The traders associations shall share the responsibility of redevelopment to modern wholesale markets. The beneficiaries will have to pay the betterment charges to the implementing agency. Space for commodities that are not permissible in mixed-use streets under para 15.6. shall be made available in wholesale city level market and sub-city level market to enable their relocation.

Some of the existing planned Wholesale Markets, Warehousing and Transport Centres are as given in Table 6.1.

Table 6.1: Sub-City Level Markets

Sl. No.	Location	Commodity / Activities
(i)	Azadpur	Fruit and vegetable
(ii)	Okhla	Fruit and vegetable
(iii)	Keshopur	Fruit and vegetable
(iv)	Naraina	Iron and Steel
(v)	Sanjay Gandhi Transport Centre	Transport / Warehousing
(vi)	Rohtak Road Transport Centre	Transport / Warehousing
(vii)	Narela	Food grains
(viii)	Najafgarh	Food grains

In addition to above, the following wholesale markets are to be developed:

- (i) Loni Road
- (ii) Rohini Ph-IV/V
- (iii) Dwarka Sub-City
- (iv) Narela Sub-City

In Urban Extension, about 8-10 ha. of land for about one million population should be provided for such Sub-City level markets. The different commodities to be provided at various locations should be decided at the time of preparation of schemes by the implementing agency. These markets shall have adequate parking, repair and servicing facilities. Land should be identified in each zone accordingly.

6.3. STORAGE OF OIL, CNG AND LPG

Shakurbasti Oil Depot has been shifted to a site between Ghevra and Tikri Kalan, which will be a major storage site for oil. The land thus vacated should be partly utilized for Disaster Management Centre and rest for recreational activities.

No new Depots for oil and LPG shall be developed in NCT of Delhi. The new depots required for the increased energy requirement shall be developed in the National Capital Region and the supply of Oil / LPG/ CNG etc. to Delhi should be through pipelines.

Table 6.2: Development Controls - Wholesale Trade

Use/Use Premises	Maximum			Parking Standard ECS/100 sq.m. of floor area	Definition	Activities Permitted
	Ground Coverage %	FAR	Height (m)			
Integrated Freight Complex/ Wholesale Market	30	80	No Restriction subject to (i)	3	Wholesale Market. A premise from where goods and commodities are sold and delivered to retailers. The premises include storage and godown, loading and unloading facilities.	Wholesale shop, Godown and storage, Commercial office (restricted to 25% of the total floor area)

Notes :

- (i) Height subject to clearance from Airport Authority of India, Fire Department and other statutory bodies.
- (ii) In case of plots upto 300 sqm. common parking is to be provided.
- (iii) In case of plots of size 300 sqm and above, the utilities such as E.S.S., underground water storage tank, roof top water harvesting system, separate dry and wet dustbins, solar heating/lighting system etc. are to be provided within the plot.
- (iv) In case of individual plots not forming part of any comprehensive / integrated development scheme, the development controls shall be as per already approved scheme / layout plan.

7. INDUSTRY

As per Economic Survey of Delhi 2001-02, there were about 1,29,000 industrial units in Delhi in 1998 against 85,050 units in 1991. A door-to-door industrial survey revealed that an average unit employed 9 workers while 30% of the units employed 4 workers or less. The survey also revealed that textiles products (garments) units constitute the largest number, followed by repair services and electrical machinery. The table below shows the growth of industrial units and employment.

Year	No. Of Industries	No. of Employees
1981	42,000	5,68,910
1991	85,050	7,30,951
1998	1,29,000	14,40,000

Source : Economic Survey of Delhi 2001-02

The issue of industries in Delhi has been a subject of extensive debate, controversy and concern over the past decade. This has centred mainly on the aspects of pollution and negative environmental impact of industries, the existence and continued growth of industries in non-conforming areas and the issue of classification and permissibility with reference to household industries. Serious concern has been expressed regarding the continued existence and further proliferation of industries in contravention of Master Plan provisions.

7.1 STRATEGY

Keeping in view the position brought out above as also in the context of the continuing pressure of population growth in Delhi, the following broad policy would be required for the industrial sector:

- (i) Promote hi-tech and low volume -high value added industries, which are not labor intensive.
- (ii) Encourage modernization and technological up-gradation of existing industries required for day-to-day needs of the people of the city.
- (ii) Take corrective measures with regard to industries in non-conforming industrial areas in terms of environmental and other norms as may be prescribed.
- (iii) Provide suitable incentives and disincentives, and other measures, for shifting and relocation of industrial units not conforming to the land use norms.
- (iv) Review, and possibly widen, the scope of permissibility of household industrial units subject to adherence to pollution control norms and environmental considerations, fire safety regulations and other relevant factors, particularly the aspect of infrastructure services.

7.2 CLASSIFICATION OF INDUSTRIES

The classification of Industries is proposed to be simplified with prohibited category and non-prohibited category subject to proposals regarding specific category of industries permitted in different use zones. Further, all planned industrial areas are designated under a single landuse category namely Industry. The standards prescribed by the pollution control authorities would have to be met by all industrial units, in addition to specific conditions in terms of number of workers and power load in specified categories.

Industries listed under prohibited category shall not be permitted to be set up in Delhi (Annexure - III). The existing industrial units under prohibited category need to relocate themselves outside Delhi, within a period of three years.

7.3 PERMISSIBILITY OF INDUSTRIAL UNITS IN DIFFERENT USE ZONES AND USE PREMISES

For the industrial classification, the limits of aforesaid parameters shall be fixed according to the nature of industries, area and the nature of industrial development. The threshold parameters for industrial units are given in Table 7.1.

~~ANNEXURE~~

Movement of incoming /outgoing goods traffic in 2001, on different highways and other major roads on average weekday, is given as under:

Table 12.5: Directional Distribution of Daily Goods Traffic in Delhi - 2001

Name of Location	No. of Goods Vehicles	Modal Share (%)
South and South East		
Kalindi Kunj	9948	14.46
Badarpur Border (NH-2)	5993	8.71
North and North East		
Singhu Border (NH-1)	8542	12.41
Loni Border	4881	7.10
West		
Tikri Border (NH-10)	4460	6.48
South West		
Sirhole Border (NH-8)	9139	13.28
Dundahera Border	4933	7.17
East		
Ghaziabad Border (NH-24)	7914	11.51
Chilla Check Post	2101	3.05
Jhundupura	1376	2.01
Gazipur	2220	3.22

12.11 INTEGRATED FREIGHT COMPLEXES

Integrated Freight Complexes have been recommended for the integration of goods movement by road and rail. These would consist of wholesale market, warehousing, road for trucks and rail transport terminals so as to curtail the movement of heavy vehicles within the complex. The freight complexes are to be located in the places where they intercept the maximum possible regional goods traffic entering Delhi.

Based on the pattern of goods traffic movement in Delhi, following four sites for Integrated Freight Complexes (IFC), are presently at various stages of planning and/ or development and one more new site is proposed in Urban Extension area. These freight complexes shall be dedicated to meet the demand of Delhi's needs and not cater to the distributive requirements of regional goods.

- i. Madanpur Khadar (NH-2)
- ii. Gazipur (NH-24)
- iii. Narla (NH-1)
- iv. Dwarka (NH-8)
- v. New site in Urban Extension (Rohtak Road) Tikri Kalan

12.12 FUEL STATIONS

The environmental concerns have been constantly advocating identification of clean and environment friendly fuels. Presently, the main fuel types being used include: Petrol, Diesel and CNG. These fuels are being made available from Petrol Pumps and CNG stations. With the advancement of technology some new types of clean fuels may also be used in future. CNG stations may be permitted in all use zones except in Regional park / Ridge, developed District Parks. Petrol pumps are permissible in all use zones except in Recreational use zone.

12.12.1 FUEL STATIONS IN URBAN AREAS.

Fuel Stations are permissible on Master Plan / Zonal Plan roads and shall not be permitted in absence of an approved Zonal Plan of the area.

At the time of preparation of layout plans of various use zones namely, residential commercial, industrial, PSP facilities and other areas the location of Fuel Stations should be provided as per the norms given in Table 12.6.

12.12.2 DEVELOPMENT CONTROL NORMS AND PERMISSIBILITY

The regulations for locating the fuel stations -cum-service stations, the development control and permissibility shall be governed by the policy / decision by competent Authority / Government Notifications issued from time to time. New fuel stations shall be regulated by the following controls:

- i. Fuel stations shall be located on roads of minimum 30m ROW.
- ii. The plot size for fuel stations shall be minimum of 30m X 36m and maximum of 33m X 45m (75m X 40m for CNG mother station as per requirement).
- iii. The minimum distance of plot from the road intersections shall be as follows:
 - a. For minor roads having less than 30m ROW - 50m.
 - b. For roads of ROW 30m or more - 100m
 - c. Frontage of plots should not be less than 30m.
- iv. Maximum Ground Coverage: 20%, Maximum FAR: 40
- v. Maximum Height: 6m
- vi. Canopy: equivalent to ground coverage within set back.
- vii. Maximum 10 FAR permissible for non-inflammable, non-hazardous commercial activities subject to payment of conversion charges/ levies as may be prescribed.

Table 12.6: Norms for Fuel Stations

S. No	Land Use/Use Premises	Norms
1.	Residential Use Zone	Two Fuel Stations (One Petrol Pump + One CNG station) per 150 ha. Of gross residential area
2.	Industrial Use Zone	Two Fuel Stations (One Petrol Pump + One CNG station) per 40 ha of gross industrial area
3.	Freight Complexes	Four Fuel Stations (Two Petrol Pumps + Two CNG stations) in each
4.	District Centres	Four Fuel Stations (Two Petrol Pumps + Two CNG stations) in each district centre
5.	Community Centre	Two Fuel Stations (One Petrol Pump + One CNG station) in each
6.	Public & Semi Public use zone	Two Fuel Stations (One Petrol Pump + One CNG station) in each PSP area.
7.	Security Forces Campus/ Police/ Hospitals/ Govt.	For captive use/ as per requirement.

12.12.3. CNG SERVICE STATIONS:

Already existing authorized CNG service stations for public transport vehicles may continue for this purpose alone, till regulations in this regard are notified or the Zonal Plans for such areas are finalized, whichever is earlier. While finalizing Zonal plans, efforts may be made to integrate such service stations in the Plan.

12.13 PARKING

With the phenomenal increase in personalized motor vehicles, one of the major problems being faced today is an acute shortage of parking space. In the absence of adequate organized parking space and facilities, valuable road space is being used for vehicular parking. The problem of parking in the city can be broadly divided into the following categories:

- i) Along streets, which are commercialised.
- ii) In planned commercial centres.
- iii) In residential colonies.
- iv) In the large institutional complexes.

- PS1 Hospital, Education and Research University / University centre, College, Social - Cultural, Socio Cultural Complex/ Centre, Police/Police Headquarter/ Police Lines, Fire Stations / Disaster Management Centres, Religious, Burial Ground / Cremation.
- PS2 Transmission Site/ Centre
- PS3 Sports Facilities/ Complex / Stadium/ Sports Centre.
- GREEN BELT / AND WATER BODY
- A1 Plant Nursery
- A2 Green Belt / Agricultural Green
- A3 River and Water body

Mixed Use Zone

A use zone in the Land Use Plan could be indicated as consisting of more than one use zones.

CLAUSE 5.0 USE PREMISES DESIGNATED

The use premises and Uses/Use Activities with similar nomenclature are given with the controls of specific premises in the respective chapters.

CLAUSE 6.0 LOCATION AND BOUNDARIES FOR USE ZONES

- 6(1) Any one of the use zones may be located at one or more than one places as shown in the Land Use Plan.
- 6(2) The boundaries of various pockets of use zones are defined in land Use Plan by features like roads, railway tracks, drains etc.

CLAUSE 7.0 LOCATION AND BOUNDARIES OF USE PREMISES

- 7(1) The location and boundaries of each use premises shall conform to as specified in the layout plan with reference to important bench mark like road, drain or other physical features.
- 7(2) Any change in the location, boundaries and predominant use of use premises due to any reason whatsoever and duly approved shall be incorporated in layout plan.

CLAUSE 8.0 SUB DIVISION OF USE ZONES, PERMISSION OF USE PREMISES IN USE ZONES AND CONTROL OF BUILDINGS

8(1) SUB-DIVISION OF USE ZONES INTO USE PREMISES

The objective of these regulations is to guide the preparation of layout plants for residential and industrial use zones. These regulations include norms for provision of facilities and circulation system. The service plans corresponding to these layout plans for provision of physical infrastructure like water supply, sewerage drainage, etc., shall conform to municipal byelaws.

The use zone other than residential and industrial shall have integrated plans governed by respective building control regulations.

Integrated plan differs from customary layout plan as in the former the regulations are for the total plot and sub-divisions are done for the development purpose. The norms for sub-division of residential and manufacturing use zone into use premises are given in respective chapters.

SUB/CLAUSE 8 (2) PERMISSION OF USE PREMISES IN USE ZONES

(As part of approval of layout plan or as a case of special permission from the Authority)

Permission of selected Use Premises in Use Zones RD, C₁, C₂, M, PS

S.No.	Use Premises	Use Zones				
		RD	C ₁	C ₂	M	PS
RD	RESIDENTIAL					
(i)	Residential plot - Plotted Housing	P	P**	NP	NP	NP
(ii)	Residential plot - Group Housing	P	P	NP	NP	P
(iii)	Residence - cum - Work Plot	P	P	NP	NP	NP
(iv)	Foreign mission	P	P	NP	NP	NP
(v)	Hostel / Old age home	P	P	NP	P	P

(vi)	Guest House, Boarding and Lodging House	P	P	P	NP	P
(vii)	Dharamshala and its equivalent	P	P	NP	NP	P
(viii)	Community Hall / Barat Ghar	P	P	NP	NP	P
(ix)	Night Shelter	P	P	P	P	P
(x)	Community / Recreational Hall, Library, Reading Room, Society Office, Crèche and Day Care Centre.	P	P	P	P	P
C COMMERCIAL						
(i)	Local Level (Convenience / Local shopping centre)	P	P	P	P	P
(ii)	Cinema / Multiplexes	NP	P	P	P*	NP
(iii)	Service markets / Informal Bazaars	P	P	P	P	NP
(iv)	Wholesale Trade	NP	P	P	NP	NP
(v)	Storage, godown and warehousing, cold storage & Ice factory, gas godown.	NP	NP	P	P	NP
R RECREATIONAL						
	Recreational (Park, Play grounds, Swimming Pool)/ Sports Complex/ Stadium/Amusement parks/ Recreational Clubs etc.	P	P	P	P	P
M INDUSTRY						
(i)	Industrial plot, flatted group industry	NP	NP	NP	P	NP
(ii)	Service centre & Service industry	NP	P	P	P	NP
T TRANSPORTATION						
	Circulation (Road network with street furniture, Bus terminal, MRTS stations, Parking etc.	P	P	P	P	P
	Bus depot & Workshop	NP	NP	NP	P	NP
G GOVERNMENT						
(i)	Local / Government maintenance Offices	P	P	P	P	P
(ii)	Offices of utility services providing agencies	P	P	P	P	P
PS PUBLIC AND SEMI PUBLIC FACILITIES						
(i)	Hospital (upto 100 beds)	P	P	NP	NP	P
(ii)	Primary Health Centre/Family Welfare Centre/ Maternity Home/dispensary etc.	P	P	NP	P	P
(iii)	Nursing Home/poly clinic/clinic/clinical laboratory etc.	P	P	NP	P*	P
(iv)	Dispensary for pet and animals	P	P	P	P	P
(v)	Primary school / Middle school	P	NP	NP	NP	P
(vi)	School for Mentally / Physically Challenged	P	NP	NP	NP	P
(viii)	Technical Training centre (ITI / Polytechnic/Vocational/ Training Institute/ Management institute/Teacher Training Institute, etc.)	P	P	NP	NP	P
(ix)	Facilities - Bus terminal, taxi stand, milk / vegetable booths, religious premises, vending booth, petrol / CNG filling pump, recreational club, police post, police station, fire station, post office, & telegraph office and telephone exchange.	P	P	P	P	P

P : Permitted P*: Permitted only in Commercial Centres

NP: Not Permitted P**: Special permission as per Mixed use / Special Area Regulations

Notes :

- (i) Park, Open Parking, Circulation and Public Utilities are permitted in all use zones
- (ii) Limited remunerative uses may be permitted for making environmental upgradation of social upliftment projects such as covering of drains, in-situ rehabilitation schemes etc. financially viable. The activities and extent of the use permitted to be decided by DDA.
- (iii) Property development in area around Metro Stations (composite) upto a maximum area of 3.0 Ha., shall be