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Delhi State Industrial and
Infrastructure Development
Corporation Ltd.
A Government Undertaking

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Dated:31st May, 2012

✓ Mrs. I. P. Parate
Director (MPR),
Delhi Development Authority,
6th floor, Vikas Minar,
ITO, New Delhi.

Mr. Sanjay Pathak
Additional Commissioner,
Delhi Development Authority,
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OFFICE OF THE DIR (Pig.)
MPR/TC, D.D.A. N. DELHI-2
Dy. No. 3931
Dated. 6/6/12

Subject: Review of Master plan for Delhi 2021- A Participative approach

Dear Sir,

Matters pertaining to Delhi State Industrial & Infrastructure Development Corporation (DSIIDC)

DSIIDC has substantial sites and Industrial Estates in Zones P-I , P-II, C, M, N and Zone H of Delhi Master Plan. Some of the sites were developed in the past and some of them are on the drawing board for upcoming construction and development. Some corrections in form of suggestions are being forwarded to DDA with respect to *specific issues pertaining to DSIIDC in these zones and larger issues on the whole with respect to norms etc.*

Already developed sites like Narela, Bawana, and Bhorgarh sites are exhibiting increasing Industrial activity in the designated area due to unceasing DSIIDC effort, thus heavy traffic is likely to be generated. DSIIDC sacrifices land for making Master plan Roads from its site, with due regard to this better Connectivity should be given to these Industrial area, by joining missing links outside the project area at masterplan level. Since these are major Employment centres connectivity with mass transport should be provided in the masterplan i.e. preferably through metro, thereafter BRTS or monorail etc. can be next best alternatives for which appropriate alignments should be reserved as on today.

DSIIDC is major stakeholder in Zones P-II, M & N exhibiting major business activity due to Large Industrial areas. For better economic development these sites

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should be interconnected in a better fashion. These should then be linked through a dedicated truck/ container/ freight corridor to KMP and DMIC corridor. This dedicated corridor should be open 24 Hours for better business environment. NH-1 or Rohtak Road being too far apart another linkage should be attempted somewhere in between the two roads possibly by taking Rithala road straight ahead.

P-II exhibits less industrial allocation, for which the quantum should be increased for a balanced and well distributed business growth.

Walk to work concept is the philosophy world over, for which Residential component should be inbuilt in the Industrial Norms to the tune of 30 % and commercial to the tune of at least 5%.

Some of the site specific aspects with respect to Zonal plans is enumerated hereunder:

1. NARELA INDUSTRIAL AREA:-

- a. **Better utilization of redundant land use:** Approx. 5 Ha area earlier which was earlier marked for Canal is filled up and is not in use anymore. It does not have scope for extension on either side as well. For proper utilization of this redundant land use for utilizing it for public benefit, the Land use may now be marked as Industrial Land use in the zonal plan.
- b. **Better Connectivity:** DSIIDC sacrificed approx. 7 Ha land for making Master plan Roads from its site, with due regard to this better Connectivity be given to DSIIDC Industrial area, by joining missing links outside the project area at masterplan level. This is important as Industrial activity is increasing in the designated area due to DSIIDC effort more heavy traffic is likely to be generated.
- c. **Land use of 2 Housing pockets** (7.15 Ha & 5.50Ha) should be designated as Residential
- d. **The shape, size and area of the Industrial Estate:** to be reflected in the Zonal Plan as per site, this can be undertaken in coordination with DSIIDC.
- e. **Connectivity with MRTS:** Since these are major Employment centres connectivity with mass transport be provided in the masterplan i.e. preferably through metro, BRTS or monorail etc.

2. RANI KHERA INDUSTRIAL AREA:-

- a. **Better Connectivity:** Rani Khera Mundka Industrial Estate is a deep site approached through proposed UER –II. A single approach is not sufficient and an alternate approach from rear (i.e. from north / north-east side of the site) should be provided in the Zonal masterplan for better connectivity for local population from north / north-east side of the site residents.
- b. **UER Junction:** The engineering design of junction at UER –II should provide barrier free access (entry or exit from both directions) to the Industrial Estate. Metro station should be located nearby.
- c. **DSI IDC Industrial area land use:** industrial with housing component and covered under TOD guidelines and regulations.

2. KHANJAWALA INDUSTRIAL AREA:-

- a. **Connectivity with MRTS:** This estate is a major quantum of area approx. 950 acres lies in between UER II & UER –III but not touching. Since this is major Employment centers, connectivity with mass transport be provided in the masterplan/ Zonal plan preferably through realigned metro corridor. BRTS or monorail etc. link can be second alternative possibility. The engineering design of junctions should provide barrier free access (entry or exit from both directions) to the Industrial Estate. Metro station should be located nearby. This is still possible today as the area is green field.
- b. **Approach Roads:** Bawana Kanjhawala road should be broadened as per master plan and Rithala Road should be taken up on priority.
- c. **DSI IDC Industrial area land use:** industrial with housing component and covered under TOD guidelines.

3. FRUIT MARKET TIKRI KHAMPUR:-

- a. DSI IDC is attempting to work out this project on behalf of DAMB.

- b. **NH-1 Junction:** Since large number of trucks would be coming & leaving this site daily, the engineering design of junction at NH-1 should provide barrier free access to the whole sale market.
- c. **Better Connectivity:** Better connectivity to KMP, DMIC corridor, NOIDA, Greater Noida etc is critical for tangle free traffic flow.

4. COMMUNITY WORK CENTRES:-

DSI IDC has number of CWC sited in Delhi which have deteriorated over a period of time and urgently require redevelopment. But the pilot projects are stuck in MCD for want of following issues which need more clarification from DDA:

- a. The landuse of these pockets in Slum & JJ colonies be declared as Industrial.
- b. Since CWC nomenclature does not occur in MPD 2021, Development Control Norms should be made clearer to MCD by prescribing Table 7.3 / notification no-SO 683(E) dated 01-04-11, for CWC/ flatted factory sites.
- c. CWC/ flatted factory sites should be incorporated in the zonal plans in coordination with DSI IDC.

5. MPD 2021 – Chapter 7. Industry:-

- a. DSI IDC is an Industrial and Infrastructure development agency for Delhi, while implementing MPD 2021 notified in 2007 has come across some bottle necks in the norms prescribed in the masterplan which need to be simplified. Broad draft suggestions clause wise are attached at Annexure –I. for early notification please. This would go a long way in easing out problems in existing or proposed industrial areas of Delhi.

6. EXISTING INDUSTRIAL AREAS- NORMS AND REDEVELOPMENT GUIDELINES:-

- a. DSI IDC facing problem in getting approval of industrial projects in existing Industrial areas in regard of table 7.3 & notification no. SO 683 (E) dated 6.04.11. In this regard a draft proposal of bottlenecks and tentative suggestions is enclosed at Annexure –II. For kind considerations.

7. **DEVELOPMENT CONTROL NORMS FOR TRANSPORTATION
TABLE 12.7 PARA 4**

- a. Delhi Government has given mandate to DSIIDC for redevelopment for various projects in I.P Estate area specially related to Bus Depot. In this regard a letter no: DSIIDC/PD (H)/37/2012-13/367 dated 28-05-2012 has been return to Mrs. Parate copy enclosed at **Annexure -III**. However for further micro details shall be presented by DSIIDC in the meeting organized by DDA for DSIIDC and industrial issues.

8. **DEVELOPMENT CONTROL NORMS FOR WHOLE SALE TRADE
TABLE 6.2**

- a. While trying to work out the financial viability of one of the project (Wholesale Fruit market at Tikri Khampur near Singhu Border to reduce congestion in Azadpur Market) is likely to be a very expensive state of art public infrastructure which is likely to reduce heavy traffic on Delhi roads. After understanding the requirement and to make the project bankable and financial viability, an upward revision of FAR and Ground Coverage is required. In this regard a draft proposal of tentative suggestions is enclosed at **Annexure -IV**. For kind considerations in which some additional facilities such as fuel pump, budget accommodation, dhaba etc. can also be added to permissible usages.

9. **NORMS FOR HOUSING:**

- a. The DSIIDC is developing EWS housing for urban poor under JNNURM scheme in the various locations of Delhi. The housing consultant of DSIIDC, Sh. Promod Adlakha (Adlakha & Associates) represented the meet from DSIIDC housing and discussed various issues, like clear cut developments control norms, usages, landuse, width of the staircase, and appropriate quantum of social infrastructure etc., which can be fit into the JNNURM / Government of India/ states schemes relating to the housing for poor /EWS.
- b. It is most appropriate to make additions and revisions in **DEVELOPMENT CONTROLS FOR EWS/LIG/SLUM REHABILITATION/URBAN POOR/LOW INCOME HOUSING etc. A draft proposal for such revisions in low-rise up to 15m (walkble) housing and multistoried housing** as made by housing division DSIIDC are enclosed at **Annexure -V** for early notification please. This is stated that the all the suggestions are incorporated after the detail discussions with Sh. Vijay Risbud. This would go a long way in providing housing for poor as well as early allotment of same.

Keeping in view the above facts, it is requested to your goodself to arrange separate meeting(s) to review issues pertaining to DSIIDC, projects relating to DSIIDC & Industries where the details can also be presented to DDA.

Yours faithfully,



(Sanjeev Ahuja)
Executive Director,