



No. 35(1)/2021-DUAC

July 14, 2021

MEMORANDUM

Sub: Letter to local bodies including CPWD, PWD GNCTD etc. related to common observations for the proposals received in the Commission.

The above matter was considered by the Commission at its meeting held on July 1, 2021 in which the Commission observed as follows:-

1. The Commission has been receiving a large number of proposals related to residential housing, School buildings, fly-overs, covering of ramps etc. from the local bodies including CPWD, PWD GNCTD etc. for approval. The Commission observed a lot of common observations in the received proposals, which if addressed appropriately before submitting to the commission, it would support the commission to ensure their approvals with nominal observations:

A. School Buildings:

- a) Most of the time the 3d views are submitted without annotations thus making it difficult to comprehend the materials etc. on the façade which could have a bearing on the visual, urban aesthetics of the complex. A sufficient number of Self-explanatory, annotated 3D views, at various angles, clearly showing the proposed design scheme with proper annotations and corresponding to proposal drawings need to be submitted for better understanding of the proposal.
- b) Parking is mostly proposed on the surface occupying a large chunk of open area, which can otherwise be used for creating consolidated landscaped green areas for the students etc. Thus, it is suggested to consider making provisions for a basement (*as per applicable norms/guidelines adhering to the building bye-laws- UBBL 2016*) so that the visual, urban aesthetics of the complex are maintained and also to ensure that the carved-out space on the surface be put to judicious uses.
- c) It is understood that although the school complexes (class rooms etc.) do not require the provision of air-conditioners (mostly), but the administrative areas (like principals/vice-principal's room, administration/accounts/labs etc.) do require air-conditioning which can be pre-planned for potential additions in future. Air-conditioners/outdoor units could be an eye-sore to the building façade. To avoid the same, provision shall be made in the design to accommodate the outdoor units, at this stage, so as not to mar the aesthetics of the built façade at a later stage of occupancy.
- d) As the building is institutional in nature, it is required to incorporate a 'Work of Art (as per the building bye-laws- UBBL 2016) to enhance the aesthetics of the premises and also to add to the ambience of the complex. The work of art should be contextual, of appropriate scale and ensure it does not spoil the sanctity of the complex.
- e) As large areas on the terrace/rooftop would be available, the same can be used for the installation of solar panels which can provide electricity to the complex. Such other sustainability features shall be integrated into the design scheme to ensure that the complexes are energy efficient by including sustainable elements. These elements shall be appropriately screened so as not to mar the aesthetics of the built façade.
- f) Also, considering a large catchment area is available in the school complexes the same can be utilized for harvesting the rainwater.



B. Fly-overs :

- a) The Commission observed that the proposals should not be considered only for problems pertaining to engineering solutions of traffic/transportation in the form of flyovers and underpasses but should also be seen into the larger context of a cityscape focusing on its spatial impact and experience of the

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DELHI URBAN ART COMMISSION
CORE-6A, UG & FIRST FLOOR, INDIA HABITAT CENTRE
Lodhi Road, New Delhi-110003
(A Statutory Body of Ministry of
Housing and Urban Affairs, Govt. of India)

pedestrian. It should be considered as a large-scale intervention in the city fabric, and its impact on the urban form and the surrounding areas, particularly on edges shall not be neglected.

- b) The Commission opines that the proposals of this scale cannot be studied in isolation i.e. it needs to be reviewed in conjunction with the surrounding facilities. The 3D views shall be superimposed with the existing context of the surroundings, for a better understanding of the proposal in the existing environment to make it clearer.
- c) The proposal shall also be seen from the perspective of motorists driving and passengers riding experience. All elements need to be worked out at an initial stage and nothing should be done as an afterthought, not in context, to the design. An overall comprehensive scheme needs to be formulated to avoid any additions/alterations at a later stage. Details of various street elements like Light poles, railings, crash guards, noise cutters, signage for wayfinding, pedestrian facilities, cyclist facilities and appropriate provisions for rainwater harvesting need to be submitted. Rainwater pipes etc. shall ensure to be screened.
- d) Abundance of spaces available under the flyover. They shall be designed and put to appropriate use to ensure that they do not become dumping grounds or be encroached so as not to spoil the overall urban and visual aesthetics of the area. Also, these spaces may be used for landscaping, rainwater harvesting, and utilities that can be accommodated and are required for the surrounding areas.
- e) A comprehensive landscape plan including the area on flyover etc. including the area below flyover for the complete scheme needs to be worked out and submitted along with a sufficient number of Self-explanatory 3D views. The details of trees affected for the proposal, if any, shall also be submitted.
- f) An appropriate number of sections (longitudinal and cross-sections) along with the elevational heights of the surrounding development etc. be submitted for a better understanding of the overall scheme in the actual environment.
- g) The provisions made for the work of art shall be planned keeping in mind the scale, material and significance in the form of Murals, sculptures, art & architecture, rich cultural heritage of the city etc. as appropriate, to make the spaces lively & inviting.

C. Covering of Ramps:

- a) The Commission observed that the proposals of such scale and magnitude cannot be studied in isolation i.e. it needs to be reviewed in the overall urban context and conjunction with the surrounding facilities. Therefore, 3D views of the proposals shall be superimposed with the existing context of the surroundings including road networks, structures around the site, for a better understanding of the proposal in the actual environment to make it more comprehensible.
- b) The stretch for the ramp covers a substantial area and would have a strong influence on the overall urban aesthetics of the area and its surroundings. Thus, taking into consideration the visual, urban aesthetics including sustainability, it is suggested to explore the possibility of assimilating solar panels into the ramp covering design or make provisions to replace the fabric with solar voltaic panels and sets an example for such other Indian cities showcasing best practices by efficient design juxtaposed with technology and energy efficiency.
- c) The details as to how the incorporation of the solar photovoltaic panels into the design would help in reducing the carbon footprint of the site, and how much electricity could be generated via the design improvisations which could be fed directly into the grid shall be indicated in the revised scheme.
- d) The Commission opines that such proposals have the potential to display work of public art imparting character, identity, culture, traditions, and the spirit of the city.



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सत्यमेव जयते

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D. Residential Housing:

- a) Mostly the 3d views are submitted without annotations thus making it difficult to comprehend the materials etc. on the façade which could have a bearing on the visual, urban aesthetics of the complex. A sufficient number of Self-explanatory, annotated 3D views, at various angles, clearly showing the proposed design scheme with proper annotations and corresponding to proposal drawings need to be submitted for better understanding of the proposal.
- b) Parking is mostly proposed on the surface occupying a large chunk of open area, which can otherwise be used for creating consolidated landscaped green areas for the residents etc. Thus, it is suggested to consider making provisions for a basement so that the visual, urban aesthetics of the complex are maintained and also to ensure that the carved-out space on the surface be put to judicious uses.
- c) Internal furniture arrangements showing the functional layout of typical residential units shall be provided for better understanding of the individual units.
- d) Exposed air-conditioner units could be an eye-sore to the building façade. To avoid the same, provision shall be made in the design to screen the outdoor units so as not to mar the aesthetics of the built façade.
- e) The landscape plan should indicate the details of the trees planted, existing trees, levels, types of species on an appropriate scale, (in terms of the point nos. Six of the CPAA (Criterion for Project Assessment and Approval) available on the DUAC website at www.duac.org)
- f) Utilities like ESS, STP, UGT, pump room, DG set, solar street lights, guard room etc. also have a bearing on the overall visual, urban and aesthetic quality of the complex, accordingly, these shall also be screened appropriately using suitable architectural mechanism.
- g) Zoning and the planning for the residential complex shall be done considering future expansion and requirements including parking etc.
- h) The design of the gate and the boundary wall would have a bearing on the overall visual, aesthetics of the complex. The details of the same shall be submitted including detailed sections and 3d views.
- i) The balconies need to be screened appropriately along with the provision of screening of drying clothes. Innovative architectural features and materials shall also screen dish antennas in the balconies.
- j) Sustainability features, including solar panels, rain water harvesting shall be as per point no. 7 of the CPAA (Criterion for Project Assessment and Approval) available on the DUAC website at www.duac.org.
- k) All service equipment at the terrace should be camouflaged appropriately (in terms of the point nos. 10, 11 &12 of the CPAA (Criterion for Project Assessment and Approval) available on the DUAC website at www.duac.org).

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