



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना - 2021 की समीक्षा
Master Plan Review-2021

पंजीकरण फार्म
REGISTRATION FORM

“ओपन हाउस मीट्स”
“OPEN HOUSE MEETS”

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

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Zone-A

OFFICE OF THE DIR (PIG.)
MPR/10, D.D.A. N. DELHI-2
Dy. No. 3205
Dated 16/5



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“अपने पंजीकरण फार्म ओपन हाउस मीट्स के स्थल पर जमा कराएं
“Submit your registration form at the venue of Open House meets.”

OPEN HOUSE MEET- CENTRAL DISTRICT

SUGGESTIONS FOR REVIEW OF MASTER PLAN DELHI-2021

15 May 2012



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1. IDENTIFYING SUB-ZONES BASED ON DISTINCT URBAN CHARACTER

The entire Walled City of Shahjahanabad has been zoned as Special Area.

In the discussion about the strategy and considerations for regeneration of Shahjahanabad the **MPD fails to distinguish between the various parts of the old city which exhibit a very varied character**. The following sections of the Walled City are distinct in urban character , types of economic activity, existing land use, types of streets etc:

1. Daryaganj – East of Faiz Bazaar.
2. Kashmere Gate – From the East city wall up to the Old Delhi railway Station.
3. Kashmere Gate to Mori Gate – bounded by the Railway Station and railway lines and the North City Wall.
4. South of Old Delhi Railway Station.

SUGGESTION:

1. Guidelines for regeneration and redevelopment of each of the above sub-zones should be developed taking into account their specific conditions.
2. The incentives for redevelopment, especially the size of amalgamated property to take advantage of enhanced FAR, need to be worked out so that the resultant urban fabric retains the special character of each area.
3. It is desirable for a rich urban life to promote mixed-use and retain a substantial amount of residential accommodation. The allocation for residential accommodation is also needs to be incentivized.



2. ROAD WIDENDING AND STRENGTHENING OF URBAN CHARACTER

MPD -2021 has shown Master Plan Roads which require road –widening from the present condition.

This is completely contrary to the intention of maintaining the continuity of heritage and urban character. It is totally unrealistic to think in terms of road widening, especially along existing main streets.

SUGGESTION:

1. Redevelopment by individual owners, or owners of contiguous properties should be such as to retain the existing street building lines.
2. Access by emergency vehicle, regulation of vehicular movement and parking needs specific plans for each neighborhood. It is not necessary to apply 'Master Plan' standard ROW to achieve functionality and safety.



3. NEED FOR CONTEXT-SPECIFIC AND HERITAGE RESPONSIVE TRANSPORTATION PLAN

As per DDA Notification Guidelines for Redevelopment Dt. 17 Jan 2011 parking norms designed for a motor car society of USA are being maintained for Shahjahanabad too!

This is contrary to the objectives of conservation of heritage, sustainable development and detrimental to the urban character and urban life of Shahjahanabad. The touristic potential of Shahjahanabad is critically dependent on having a pollution, pedestrian friendly, comfortable and safe streetscape. This is an established world wide practice for heritage zones of historical cities. Existing and planned underground Metro connectivity and strategically located car parks already provide the infrastructure for such a possibility.

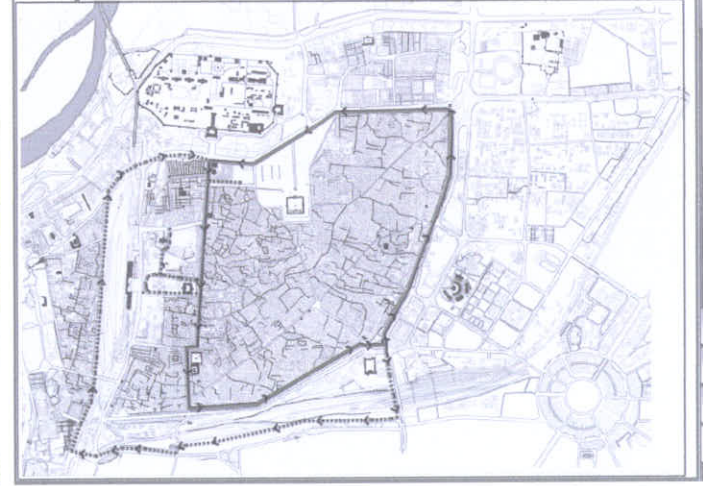
Attention is drawn the studies that have been made by INTACH Delhi Chapter for MCD proposing heritage conservation based traffic management plan. (SEE succeeding slide)

SUGGESTION:

1. A traffic management, mobility and transportation plan giving priority to "slow traffic" (trams, rickshaws, taxis) solutions and releasing space for safe and comfortable pedestrian movement should be developed.
2. Parking on roadside should be prohibited / minimized, and restricted to specific locations (as is done all over the world).
3. "In-house" parking in redevelopment schemes should be restricted to a maximum of 1 ECS for 200sqm of covered area.
4. Stilt parking along the frontages of bazaar streets should not be permitted as this goes against the street/bazaar character of the old city.



3. NEED FOR CONTEXT-SPECIFIC AND HERITAGE RESPONSIVE TRANSPORTATION PLAN



Proposed Tram Circuit

Circulation forming counter clockwise one way loop from Chandini Chowk towards Fatehpuri Masjid ; Shradhanand Marg - Ajmeri gate and Asaf Ali Marg ; Daryaganj.

Tram Extension:

Connecting New Delhi Railway Station to Old Delhi Railway Station

LEGEND

— TRAM CIRCULATION
- - - TRAM EXTENSION

Integration of Shahjahanabad with New Delhi
INTACH, Delhi Chapter



Parking Areas

Existing parking space:

1. M.C.D Parking lot on Asaf Ali Marg.
2. M.C.D Civic Centre on ILM Marg.
3. Near National Club, Town Hall
4. Near Delhi Public Library, Town Hall
5. Gandhi Maidan Parking, Chandini Chowk
6. Parking Lot near Jama Masjid
7. Existing parking lot of New Delhi Railway Station
8. Existing parking lot of Old Delhi Railway Station

Proposed parking space:

1. Proposed Bus Terminus on Lahangir Road
2. Proposed DMRC Airport Terminal opposite NDPS, opposite Ajmeri gate
3. Proposed Parking lot in place of existing M.C.D Horticulture Dept.
4. Near Old Delhi Rail way Station, S.P Mukherjee Marg
5. Proposed M.C.D Parking lot on Hamilton Road
6. Proposed Parking lot near Bara More Sarai

LEGEND

● PROPOSED PARKING
● EXISTING PARKING

Integration of Shahjahanabad with New Delhi
INTACH, Delhi Chapter



4. PROMOTING MIXED-USE CHARACTER TO REVIVE THE VIBRANT CHARACTER OF THE OLD CITY

The Master Plan and Zonal plans for Special Area have zoned as residential land use. This is superseded by Declaration of commercial streets and mixed-use streets which are a post facto acknowledgement of trends.

The land-use character of the old city is no longer predominantly "Residential". However the Master Plan assumes it to be so. It is desirable to have a rich mix of uses and the Zonal Plan or Local Area Plan should plan the use pattern specifically for each neighbourhood.

SUGGESTION:

1. Main Bazaar streets should be treated as commercial. Lanes, alleys and side streets should be permitted to have mixed development – part residential and part commercial.
2. To encourage a residential presence so that the city does not become a ghost town at night – small hotels and guest houses should be encouraged and should be given "residential - rentable" designation.
3. A Incentivization strategy for redevelopment such as 'No development charge' for any renewal/ redevelopment of properties should be developed.
4. For depressed residential zones which are in dilapidated condition and require redevelopment a PPP model for redevelopment may be adopted. The public agency would underwrite redevelopment as well as the protection of the rights of the existent residents and occupants. And conduct a process where private agency are invited to finance and construct new development while providing for the needs existing residents and occupants.



5. DISCOURAGING WHOLESale TRADE WITHIN THE WALLED CITY

Wholesale trade the bane of the city

Current volume of wholesale trade activity within the walled city is contributing to traffic management problems, and a large chunk of existing building stock being used as warehouses for storage purposes. Therefore, in order to retain the character of different parts of the Walled City and other Special Areas it is imperative to discourage wholesale trade.

SUGGESTION:

1. Wholesale should be disallowed and retail trade allowed.
2. An effective strategy for effecting this change would be to remove freight handling from the Old Delhi Railway Station and shift all freight handling to suitable stations close to an industrial areas.
3. Indian Railways should become a real-estate partner with the Shahjahanabad Re-development Corporation. The space gained from transfer of freight handling at the station and the potential of building over the railway lines can provide for all the social and civic infrastructure as well as cultural and educational facilities for Shahjahanabad. This can also accommodate Govt./Railways employees housing and budget hotels.



6. ASI PROTECTED MONUMENTS AND OTHER LISTED MONUMENTS

The 100m No development zone around ASI protected monument and 300m controlled development zone have no relevance in Shahjahanabad and in the walled city extensions. Shahjahanabad and extensions should be exempted from the application of these regulations.

SUGGESTION:

1. Neighbourhood wise conservation based guidelines need to be prepared urgently for Zonal Development Plan.

7. CLEAR STATEMENT OF DEVELOPMENT CONTROLS AND BUILDING REGULATIONS

There is a lack of clarity in the interpretation of development control and building regulation. These need to be made consistent and clearly stated.

Setbacks

Frontages

Covered Walkways at street level

Protection of access to light and air for public spaces and neighboring buildings

Incentivization through increased FAR

Existing Structures of historicity

Flexibility in Ground Coverage

Conversion Charges

