

■ 1-Dufferin Bridge, Mori Gate, Delhi - 110 006  
■ Tel. 2394 2733, 2392 7805  
■ Mobile 98101 88288

# Meattles Private Limited

BY HAND

OFFICE OF THE DIR (Pig.)  
MPR/TS, DDA, N. DELHI-2  
Dy. No. 329  
Dated 30/4/12  
30<sup>th</sup> April 2012

Shri Partho Dhar

Director (PLG) DDA

ZONE A&B

4<sup>th</sup> floor Vikas Minar New Delhi

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30/4/12

In response to the DDA announcement inviting suggestions and comments in respect of Master Plan for Delhi MPD 2021.

BY HAND

These suggestions and comments are in respect of Special Area: Walled City of Shahjahanabad.

1. The entire Walled City of Shahjahanabad has been zoned as Special Area.
  2. 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:
    - a) Daryaganj – East of Faiz Bazaar.
    - b) Kashmere Gate – From the East city wall up to the Old Delhi railway Station.
    - c) Kashmere Gate to Mori Gate – bounded by the Railway Station and railway lines and the North City Wall.
    - d) South of Old Delhi Railway Station.
  3. Guidelines for regeneration and redevelopment of each of the above sub-zones need to be developed taking into account their specific conditions.
  4. It is noted that the 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. Redevelopment by individual owners, or owners of contiguous properties should be such as to retain the existing street building lines.
- It is also noted that as per the 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. 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. Parking on roadside should be prohibited / minimized, and restricted to specific locations (as is done all over

श्री पार्थो धार (डि. प्र. 2)  
श्री पार्थो धार  
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Area Plan-II  
Dy No 363  
Dt 1/5/12

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DDA (PLG) - on leave  
30/4/12  
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the world). "In-house" parking in redevelopment schemes should be restricted to a maximum of 1 ECS for 200 sqm of covered area. Stilt parking along the frontages of bazaar streets should not be permitted as this goes against the street/bazaar character of the old city.

6. 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. 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.
7. 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.
8. No development charge should be levied in any renewal/ redevelopment of the properties.
9. In order to retain the character of different parts of the Walled City it is imperative to discourage wholesale trade. Whole sale should be disallowed and retail trade allowed. 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.
10. 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.

**For Meattles (P) Ltd**

**(BASANT KAMAL MEATTLE)**  
**Director**