



Regn. No. 5700
Dated 4-4-1973

DELHI SCOOTER TRADERS ASSOCIATION (REGD.)

(ASSOCIATION OF MANUFACTURERS & TRADERS OF AUTO SPARE PARTS & ACCESSORIES FOR 2 & 3 WHEELER)

17/1026, H.S. Nalwa Street, Abdul Rehman Road, Karol Bagh, New Delhi-110 005
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Tuesday, November 15, 2011

From:

DELHI SCOOTER TRADER ASSOCIATION
17, NAIWALA
KAROL BAGH,
NEW DELHI-110005

TO,
THE DIRECTOR (PLG) MPR,
DDA, 6TH FLOOR,
VIKAS MINAR,
I.P.ESTATE,
NEW DELHI-110002

OFFICE OF THE D.D. (PLG.)
MPR/TC, D.D.A. N. DELHI-2
Dy.No..... 735.....
Dated..... 12/11/11

SUB: Suggestions for Mid Term Review of Master Plan for Delhi-2021

Dear Sir,

In reference to your Public notice dated 04.10.2021 in Times of India regarding the review of Modification in Master Plan. We suggest you to kindly incorporate the following requirements of the people residing working in the area.

Development of cities and Townships

Development of cities and Townships had been more or less a need based phenomenon since time immemorial. Cave men with increase in population spread into small clusters of hutments and further spread out forming small villages, towns and cities. In the expanding process water bodies had been a centre point. The other most dominating factor of these settlements had been geographical

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DD MPR
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location to save the populace from the vagaries of nature. Development had been more or less need based and any amount of cities planning process failed if not in harmony of the culture or against geographical needs.

In India most of the large town or city developed along the major water ways; one to satisfy human needs for potable water and other to use as waterways for trading. Thus major business centre came into existence along with the water ways. Then came modern means of transport such as railways. This further gave impetus to trading activities between various townships and cities and rail heads in each town became a major center of trading and cities developed accordingly. Any attempt to change the existing centers of trade and commerce failed miserably. This is what has happened to successive Master Plans drawn for Delhi. Western pattern of city planning failed miserably as no attempt was made to blend our ancient culture into western model of planning process.

COMMERCIALISATION OF RESIDENTIAL AREAS

There is not an iota of doubt that the commercialization of residential areas is taking place at much faster pace than our planner might have thought. Initially this phenomenon was confined to walled city only but slowly this activity spilled over to other areas. Delhi being the biggest



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distribution center in North India, this activity, which was initially confined to areas around Old Delhi and New Delhi Railway stations soon spilled over to Karol Bagh and its extension. Most of the wholesale markets are located in the vicinity of Old Delhi Railway station to facilitate trading between various States and till date this scenario has not changed much. But as the development activity increased in Delhi, retail business also grew at much faster rate and this activity spilled over to Karol Bagh and its extension on one side and to Gandhi Nagar, Lakhmi Nagar and Krishna Nagar across river Yamuna.

The need for retail centers in the vicinity of residential areas was badly felt all the time. But unfortunately, the retail business centers, which ought to have been planned and built along with residential development, came too late. Any society needs retail shops in the neighborhood of their residential area to buy items of daily needs and finding no such outlets, people started converting part of their residential premises abutting on main roads for commercial purposes. This defeated the very purpose of planned development. During deliberations in the Malhotra Committee, this issue also came for discussion. It was felt that seeing the special status of the city i.e. the largest distribution center of North India, the scale chosen by the



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planners for developing commercial areas was not adequate and accordingly, decision was taken to permit certain activities of commercial nature into residential areas also. Accordingly, guesthouses, nursing homes and banks were permitted in residential areas besides permitting use of 25% or 100sqm of residential space on any floor of the building for imparting professional services. Seeing the ground realities i.e. more space required for commercial purposes, A number of streets were declared for mixed use in the MPD 2021.

Even when need for more areas to meet commercial activities has been strongly realized but still our thinking process is still to be synchronize to the idea. MPD -2021 envisaged mixed land use for a number of streets but still we are not akin to idea of converting the entire Karol Bagh and its extension into a commercial area. Presently, the ground reality is that most of the area is being used for commercial purposes though in violation of the rules but we prefer to keep our eyes close and allow the thing to drift to a stage that Courts may jump into the fray to cause untold miseries to common people in the name of taming local bodies to act in performance of its mandatory functions.

The most viable people friendly solution lies in recognizing the need of more commercial areas and to declare all streets



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and roads in areas as commercial streets where such activities have already been spilled over.

1. REFER TO PARA 5.3 METROPOLITON CITY CENTRE

The Para 5.3 refers to Karol Bagh as the existing Central business District .The area marked in 1962 has grown horizontally as the vertical expansion was limited at the time of its natural growth.. Its boundary is not defined in the Master plan and on basis of ground reality should be the area bounded by Faiz Road in the East to the Saraswati Road on the West and Desh bandhu Gupta Road in the North to the Pusa Road in the south .All the plots in this area should be recognized with commercial status by up keeping the definition of the special area this will help in sustaining the existing medley of residential and commercial activity in the area.

Up keeping the spirit of planning we need to recognize above 80% existing commercial activity in the buildings and must work on small supports required to provide parking and better traffic movement in the area

The advantage of recognizing this market's existence is that we don't need to do much development to make it a functional metropolitan market place. The market is well connected to the metro transit system on the top, with two stations in vicinity i.e.



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Jhandewalan extension and karol Bagh. The area is close to the railway stations: New Delhi Railway station and Sarai Rohila Railway station. The ground work for underground laying of electricity cables and sewer is half done. It also a proposed mono rail on the Deshbandhu Gupta road which will help in further decongesting the traffic. In order to develop comparable business area we would need major investments and yet we can not develop a similarly well connected business area. The business area has 30m and 24m, 18m roads on the periphery and 12m road network inside joined by criss cross roads internally connected to ensure excellent connectivity in the entire area. All the roads in the area are commercially notified but unfortunately the streets and clusters have not been commercially notified. The commercial activity is the ground reality and fulfills all the guidelines of a commercial area in the special area.

Only Support required from the government is recognizing the existence of the commercial activity and to develop parking spaces around the area under the private public partnership format. The detailed maps and formats of the parking sites can be worked under your expert guidance



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Certain points of the master plan should be clarified so as to remove it from the ambiguity of doubt.

2. REFER TO PARA 15.12.3 SUB-PARA IV

In the Special area / Commercial Area/ Notified Road under Metropolitan City centre / central Business District should be exempted from conversion charges which existed before the notification of MPD2021 (REFER TO PARA 15.12.3 Sub Para iv)

3.REFER TO PARA 16.2 SUB-PARA 3

All the buildings in special area shall be exempted from punitive action till the redevelopment plan is made and notified instead of 3 years from the date of notification of MPD2021 and status quo should be maintained till the redevelopment plan for the area is prepared and notified

We seek your support in incorporating the suggestions which are based on the ground reality of the area .We hope you will keep the spirit of the development guidelines of special area by doing redevelopment in the area by doing least disturbance in the existing mix of the residential and business activity of the area.

Yours truly

For DELHI SCOOTER TRADERS ASSOCIATION

GENERAL SECRETARY