



CITY LEVEL PROJECTS

# CHANDNI CHOWK AND KASHMERE GATE

Guidelines and Redevelopment Strategies





(An ISO 9001 : 2008 Certified Organisation)

## Delhi Urban Art Commission

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DELHI URBAN ART COMMISSION with gratitude duly acknowledges the valuable contributions of the following in making this report:

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Government of National Capital Territory of Delhi  
North Delhi Municipal Corporation  
East Delhi Municipal Corporation  
South Delhi Municipal Corporation  
New Delhi Municipal Council  
Geospatial Delhi Limited  
Delhi Metro Rail Corporation  
Delhi Urban Shelter Improvement Board  
BSES Rajdhani Power Limited  
BSES Yamuna Power Limited  
RWA

## Preface



The city of Delhi, capital of this vast land of diversities, is a city laden with layers of history, a place where civilizations have lived, prospered and perished over centuries. The modern city today, built over and around a rich tapestry of heritage, presents an opportunity at every turn, to allow for co-existence of the past, present and the future. In order to understand this multidimensional urban spectrum and attempt to plan the future, various city level studies have been initiated by the DUAC. I hope that these studies will help the planners of modern day Delhi to carefully articulate urban space, structure, form and environment and sensitively address future requirements.

I convey my thanks to all the Consultants and Members of the Commission who have tirelessly worked on this research project to bring out this document. I also take this opportunity to place on record my sincere appreciation of the efforts of Secretary and other staff of DUAC for providing the necessary administrative support to make this happen.

I fondly hope that the authorities of the local, state and national government take these studies seriously and implement, in right earnest, the suggestions given herein.

March, 2015

Sd/-  
**Prof. Dr. P.S.N. Rao**  
Chairman, DUAC

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## Summary

Shahjahanabad, the walled city area of Delhi, gives a distinct image of itself which varies across generations. For an average Delhite, this distinct image comprises mosques, temples, bazaars, havelis, katras, maze of narrow by-lanes.

Evolving over centuries, the area tells many stories. In today's times, the story being narrated is of negligence and an existing mess of choked market movement, intense commerce, a maze of dark, narrow alleyways and a great tangle of billboards and electric cables; these give identity to this area.

The area is plagued with problems of traffic congestion, infrastructure deterioration, unauthorized construction, dilapidated housing conditions and conversion of residential premises to nonresidential uses. It is in need of an upgradation so as to provide a better urban environment, backed by shifting of non-conforming activities and uplifting the standards of physical and social infrastructure and revival of old glory.

There is a need to evolve a strategy that will trigger off the redevelopment process and give it a new lease of life and lead the development process in continuity. The report intends to explore various aspects of the old historic core of the city in relation to the changing needs of the spaces and activities thriving in the area including mobility issues and commercial functions. This study aims at providing strategies and guidelines for urban renewal of the old city fabric to rejuvenate itself and for social and cultural life to thrive in the city. An attempt is being made to develop guidelines for regeneration of the urban fabric by a conservation approach which retains the overall character of the walled city.

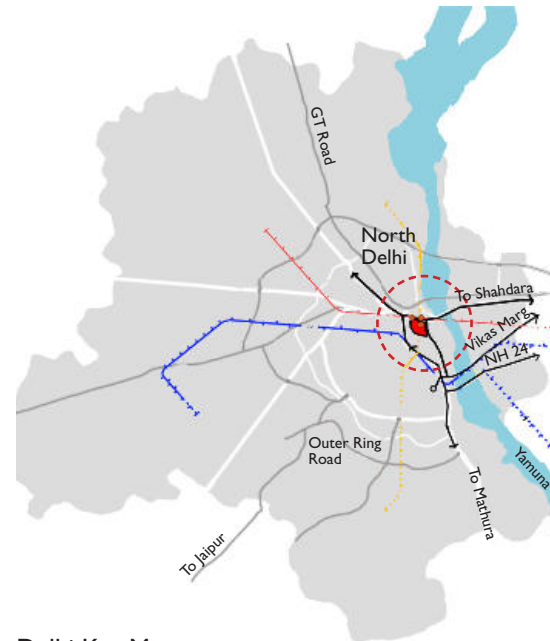


### 1.1 Area Context

The study area stretches over 29.6 ha between Old Delhi Railway Station and Nicholson Road. The study area is well connected and, therefore, has in close proximity all the necessary amenities and facilities like schools, markets and others fulfilling the daily requirements of the people. The major landmarks in the area includes Red Fort, Jama Masjid and Kashmere Gate.

As per the MPD 2021 and the Zonal Plan, the area lies under Zone A and Sub zone C-1. The present predominant land use is mainly commercial consisting of wholesale trade and godowns.

Due to the conflicting nature of this area being covered under a special zone, it is in need of a major overhaul in keeping with the present demand of commercial use, depleting residential density, social infrastructure and dilapidated heritage structures in the area.



Delhi Key Map

### 1.2 Evolution



Shahjahanabad in AD 1638

The walled city of Delhi, now known as 'Old Delhi' was founded in the mid-1600s by Shahjahan. The new city came to be known as Shahjahanabad, the seventh city of Delhi.

The boulevard of Chandni Chowk was its commercial centrepiece, with a distinct visual character. It had shops lining it on both sides, with residences above the shops and interspersed with chowks (squares).

This organic growth lent the city its character of a rich complexity of alleys, neighbourhoods and markets.



Shahjahanabad in 1864

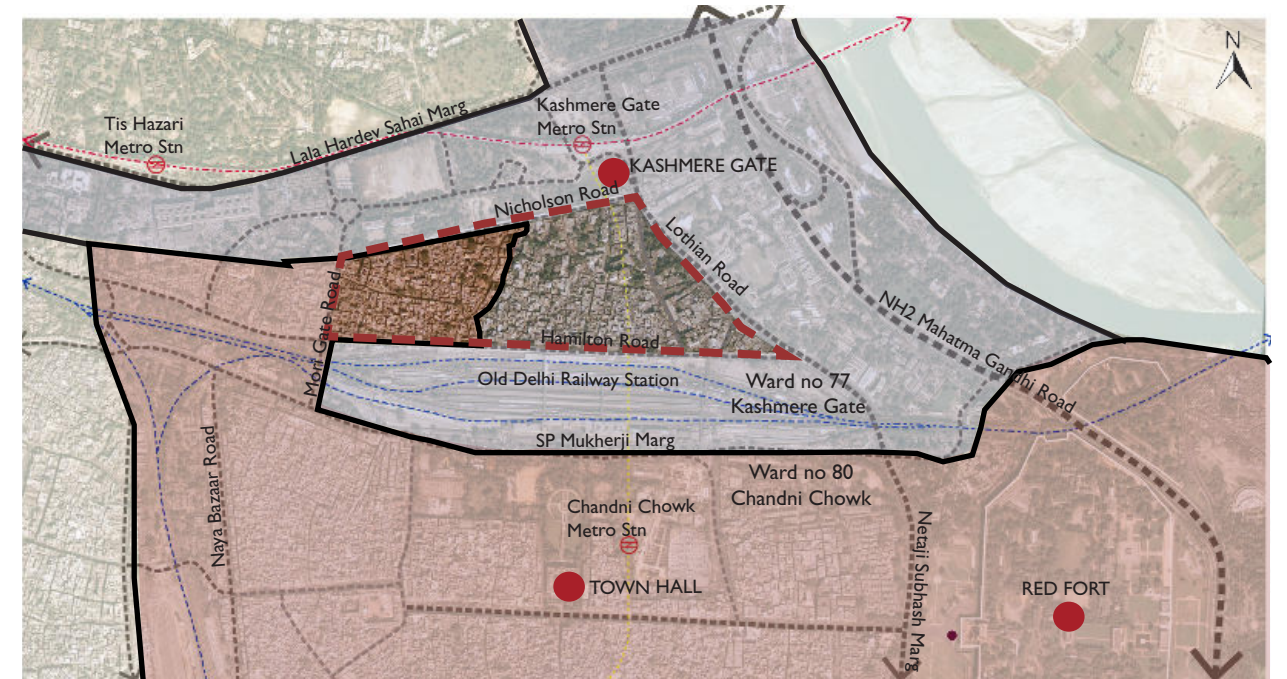
After the revolt of 1857 a major re-ordering of the physical space took place in Shahjahanabad. Subsequently both the Daryaganj and the Kashmere Gate area became the centre of administrative power during that era and many of the early colonial buildings were constructed here. The British introduced the railways in 1864 cutting through the heart of the city, not only demolishing many buildings and gardens, but cutting off the north of the city from the rest, thus changing the urban morphology of the area.



Shahjahanabad in 2014

The character of the walled city has changed over a period of several decades after Independence. One of the major changes observed is heavy commercialization, and due to its proximity to the railway station, the area's major uses include godowns, wholesale markets etc. The Master Plan of Delhi 2021 mentions this area under a special zone, characterized by a mix of different land uses, compact built form and narrow lanes. The MPD lays greater emphasis on the area's redevelopment.

### 1.3 Area Location

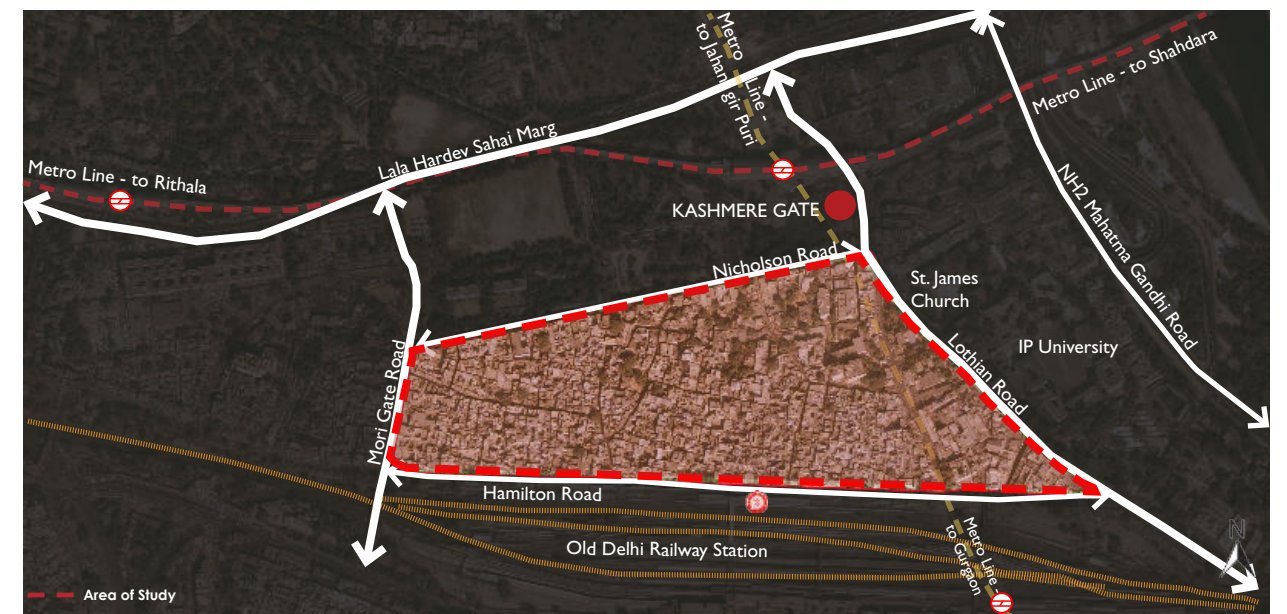


#### Legend

- Ward Boundary - 80
- Ward Boundary - 77
- Area of Study
- ⊖ Metro-Red Line (Rithala - Dilshad Garden)
- ⊖ Metro-Yellow Line (Jahangir Puri - HUDA)

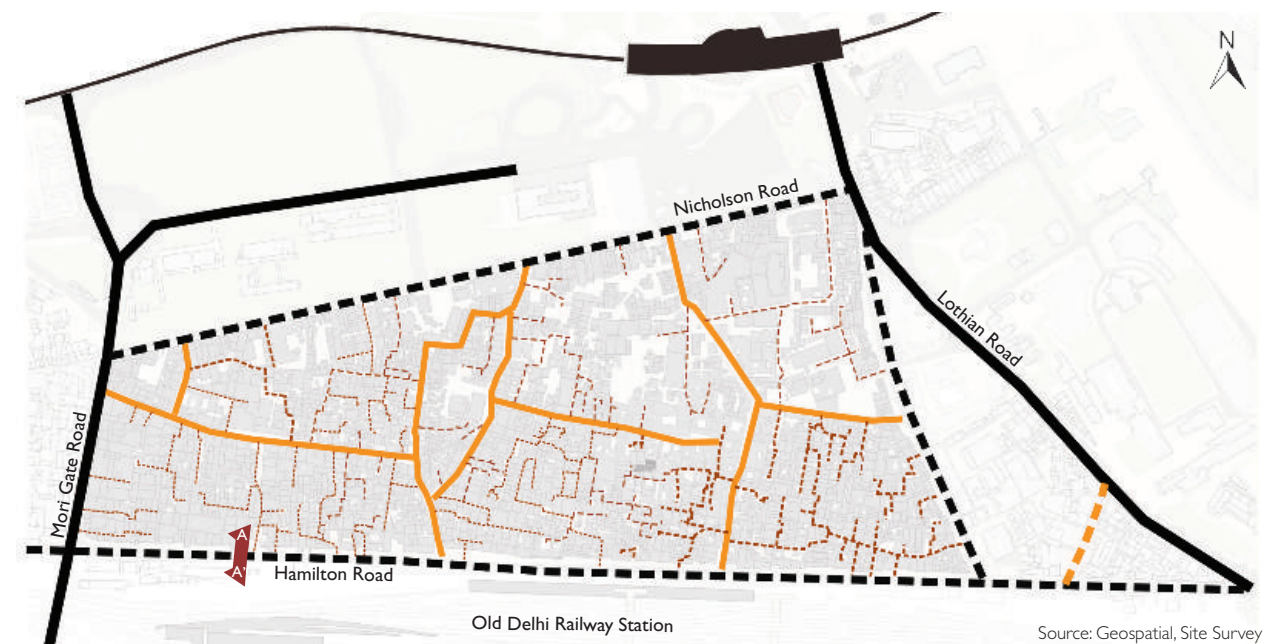
The area of intervention comes under ward No 77 – Kashmere Gate and ward No 80 – Chandni Chowk. It is bounded by two roads, Nicholson Road in the north and Hamilton Road to the south. These two roads connect the area to the rest of the city. Metro connectivity is provided by Kashmere Gate Metro station and Chandni Chowk Metro station. The area has in its proximity places of historic interest such as Town Hall, Dara Shikoh Library etc. This area consist of major wholesale trade of motor parts and light machines. Regional connectivity is provided by Old Delhi Railway Station with the area majorly being used for storage of goods meant for cargo. Due to the commercial nature of the area, it witnesses heavy traffic congestion.

As per Master Plan of Delhi 2021, the area comes under a special zone and characterized by a mix of different land uses that have similarities in compact built form, narrow circulation space and low-rise high-density developments, mainly accommodating commercial – both retail or wholesale and industrial – as well as a small percentage of residential. The identified uses, continue to play a major role in driving the economy of the place.

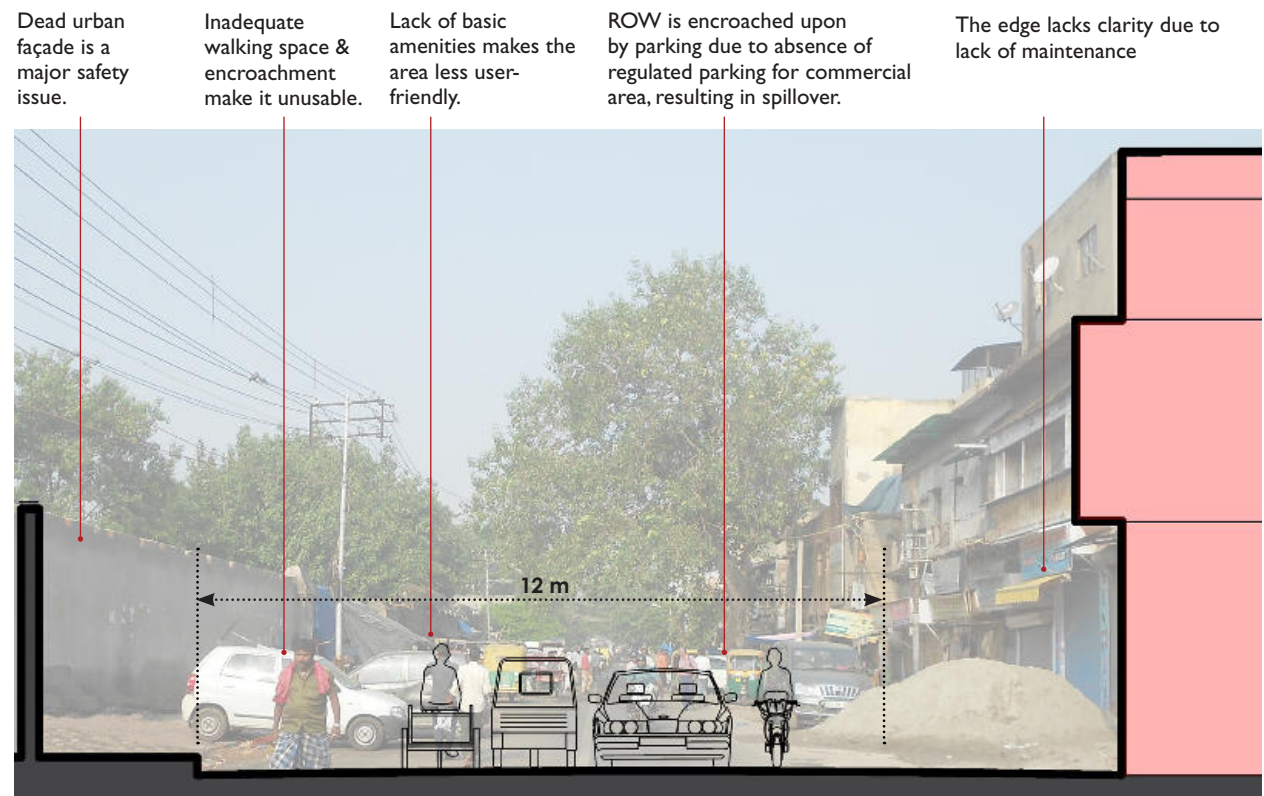




### 1.4 Connectivity and Transport Conditions



Legend: Primary Roads (solid black), Sub Arterial Roads (dashed black), Secondary Collector Roads (solid orange), Local Streets (dashed orange). Source: Geospatial, Site Survey

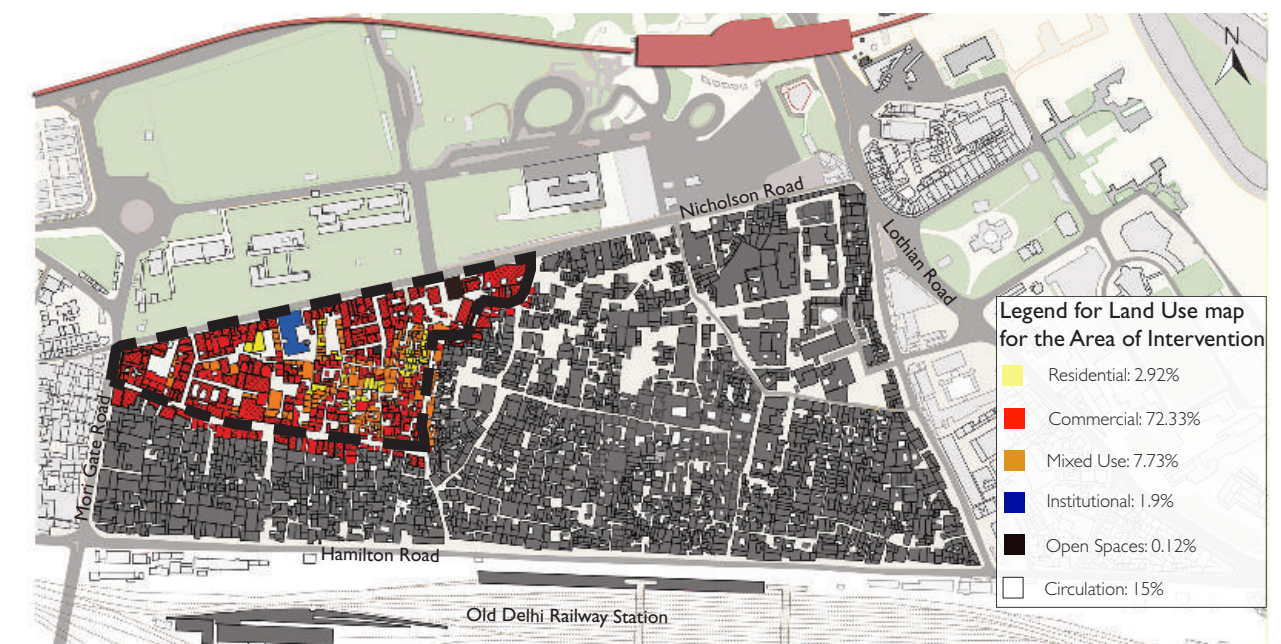


Section AA': Showing transportation issues on Hamilton Road

#### The transport associated issues in various colonies

	Hamilton Road	Nicholson Road
Public Transport	Buses ply on this road but lack of bus stops is a hindrance for connectivity, but the encroachment of ROW's makes it difficult to provide space for them.	Due to inconsistent ROW, this road is devoid of public transport resulting in total disconnect from Metro station.
Inter-Modal Connectivity and Parking for Para Transit Systems	NMTVs plying in the area lack designated pick up points as well as regulated parking spaces. Last mile connectivity and subsequent services to Metro stations absent due to lack of linkages.	
Parking	Irregular on-street parking of both commercial and private vehicles due to non-demarcated spaces lead to heavy encroachment of ROW in this area.	

### 1.5 Building Use



Legend for Land Use map for the Area of Intervention: Residential: 2.92%, Commercial: 72.33%, Mixed Use: 7.73%, Institutional: 1.9%, Open Spaces: 0.12%, Circulation: 15%. Total Area of the Study - 29.6 ha (73.11 Acres). Area of Intervention - 4 ha (9.88 Acres). Source: Geospatial, Site Survey

- The study area is primarily commercial as it constitutes 72.33% of the total land use. This is due to the presence of shops and godowns, which are in proximity to the cargo handling unit of the Old Delhi Railway Station.
- The residential component is only 2.92% as people working in the godowns/workshops/shops reside here.
- Mixed use component of the land use is 7.73% as it consists of shops abutting major streets while internal properties have been converted into godowns and the upper floors are used as either offices or stores. Among mixed use, the residential component is presently on second floors and above.
- Some of the buildings have façades of historical importance. The structural condition of the buildings present in the area is otherwise satisfactory but still there are few dilapidated structures in the vicinity.

### 1.6 Heritage

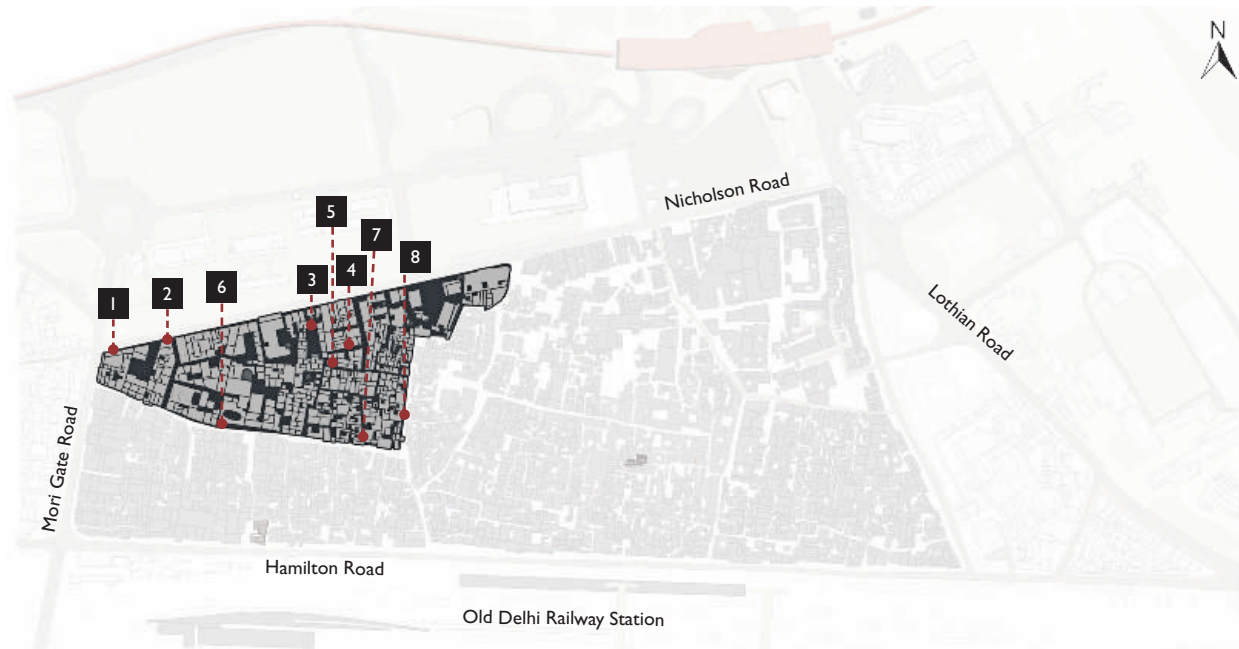
This part of the study area has Kashmere Gate, a central ASI protected monument and Dara Shikoh Library, a state protected monument. Within the intervention area there are a few buildings which have heritage value (architecturally) but their present state calls for preserving their essence to maintain the character of the area and develop socio-cultural ties.



Heritage Map of Area of Study. Source: Geospatial, Site Survey



## 1.7 Urban Fabric



Mapping Urban Fabric of Area of Study

Source: Geospatial, Site Survey



### The associated issues

Built form	Building height varies from G+1 to G+3 with no setbacks. The building form is compact with few of the larger plots having central courtyard spaces. Even in the narrow alleys the built form has ample light and provides ventilation.
Land Use Functions	The larger plots acts as storage spaces and some of them are used for institutional purposes like banks and schools as well. The area consists mostly of shops and godowns.
Internal Circulation	Much of the dependence for connectivity between the built forms is through narrow bylanes which are insufficient in catering to larger footfall witnessed by the area due to its commercial nature. Vehicular movement gets restricted due to cul-de-sacs and narrow road widths of the bylanes.

## 1.8 Why Revitalization?

Revitalizing: Bringing areas back to its capacity for survival or for the continuation of a meaningful or purposeful existence. In the process of revitalizing, the dynamic process must be successful to express itself in three areas:

- Physical revitalization
- Economic revitalization
- Social revitalization

### Physical Revitalization

In the process of revitalization, physical interventions are highly visible. This is to attract investors, visitors and the residents by creating a positive image of the old historic core. Usually, in order to protect the historical fabric of the city, it is important to ensure that the historical buildings within the area are in good condition and are well maintained. Other physical interventions can either be within the existing stock of buildings, the public realm, or both. Such intervention will help to improve the external environment of a place, and thus enable an influx of new functions and users.



- Improvement in the physical and built environment of the neighbourhood through its functional and aesthetic refabrication so as to attract broader regeneration.
- Preserving the area's traditional character and promoting its architectural and cultural heritage. Acting as a catalyst for private initiatives for the rehabilitation and reuse of abandoned buildings, it can further be supported by government grants and transferable incentives.
- Improving on area legibility by redesigning open public spaces (which are very limited in the area) in order to improve the quality of life and strengthen the sense of community living for local residents.
- To facilitate the future development of the area as an important and lively regenerated urban centre in connection with adjacent neighbourhoods and other important social and cultural spaces like Red Fort, Chandni Chowk, Town Hall, Kashmere Gate. This can also be the part of the overall plan for the revitalization of the walled city.

### Economic and Functional Revitalization

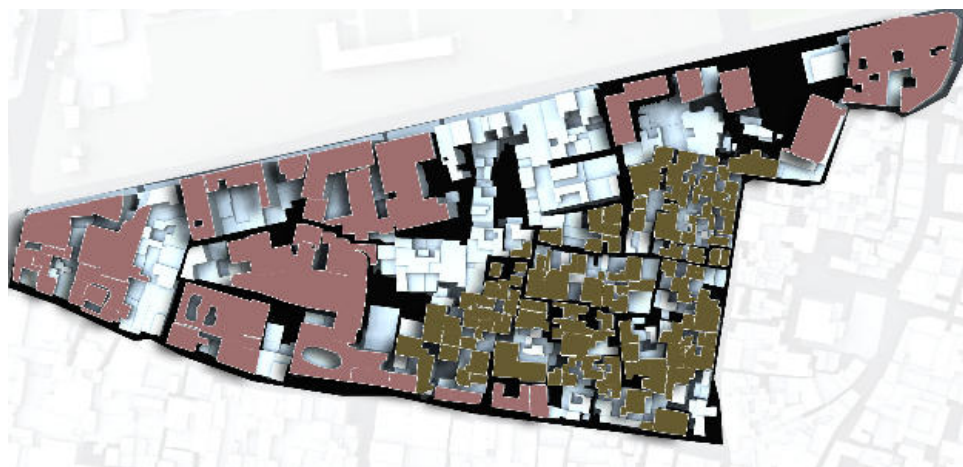
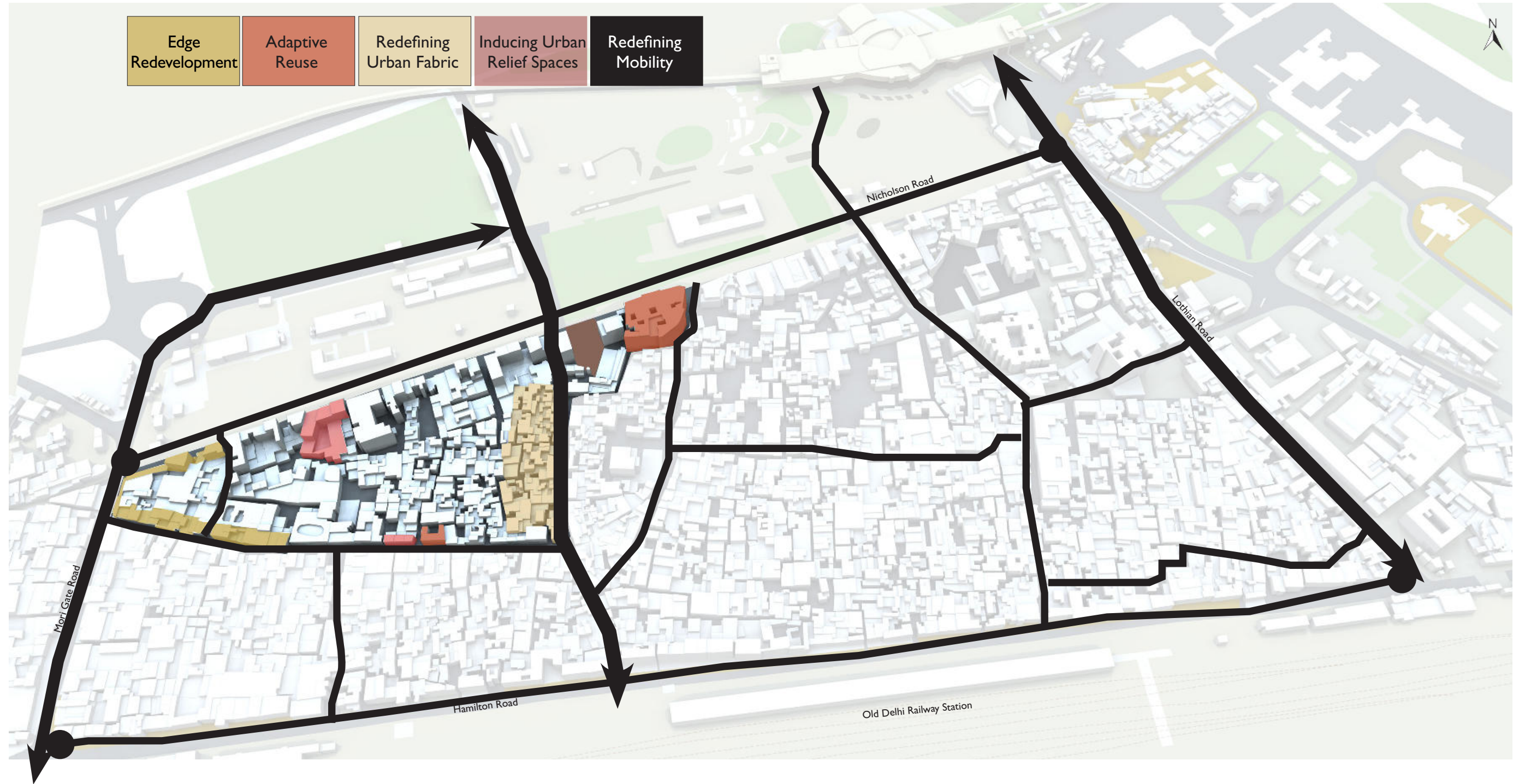
Functional activities and economy are the resources to sustain the lifespan of the appearance of a historical zone. It stimulates the activities and regenerates the economy. Rehabilitation and adaptive use are vital strategies to revitalize the functional activities at historical places in the urban space.

### Social Revitalization

A historical district should be a lively and vital place for its community and region due to its ambience, culture and dynamic activities. As the city renews itself the spatial and physical character of building grain should be retained because they carry memories of our rich past. Therefore, social revitalization is needed to enhance social growth and the cultural activities in the historical core. Social revitalization reconciles the traditional activities and the contemporary lifestyle. Social revitalization manifests the habilitation approach to preserve local heritage while revitalizing the historical area.

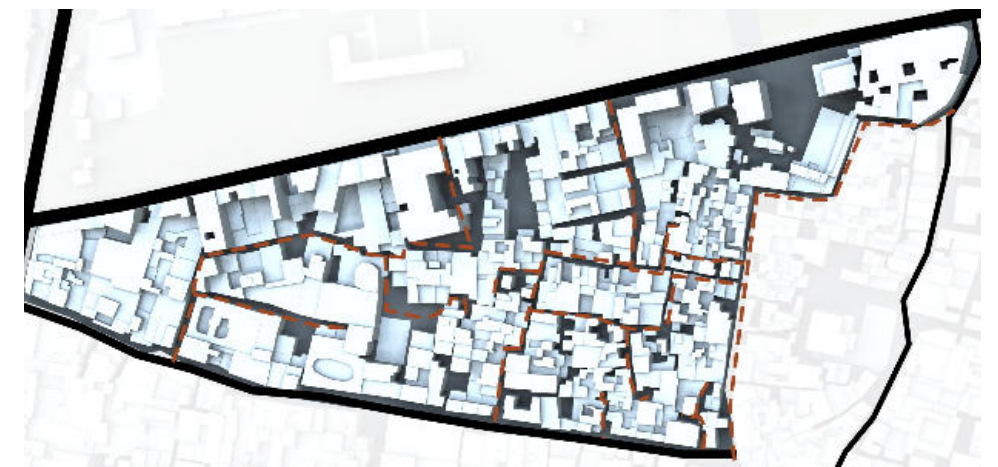


## 2.1 Revitalization Strategy



Upgradation of physical urban environment will help in achieve functional and aesthetic amelioration and counter the downgraded image of the area. Further it makes it more attractive, aiming at its broader socio-economic regeneration.

Creating an attractive urban environment further supported by the improvement of public transportation and other sustainable mobility modes can help improve the quality of life for residents and visitors.



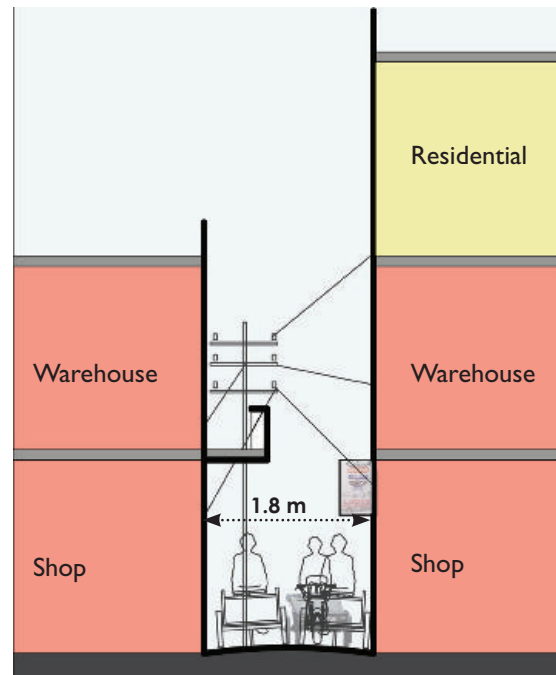


## 2.2 Redefining the Urban Fabric

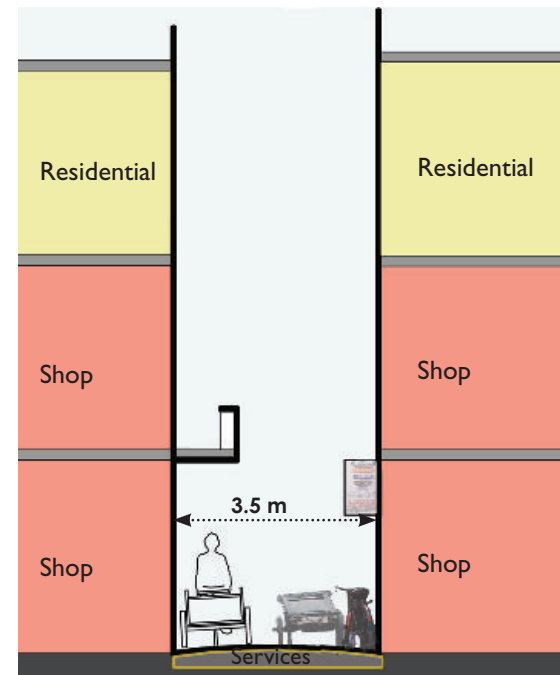


Existing Urban Fabric

Proposed Building Fabric



Existing Section



Proposed Section Showing Insertion of Residential Density

Optimizing use of land resources and redeveloping existing vacant and underused building stocks to achieve higher density and mixed uses.

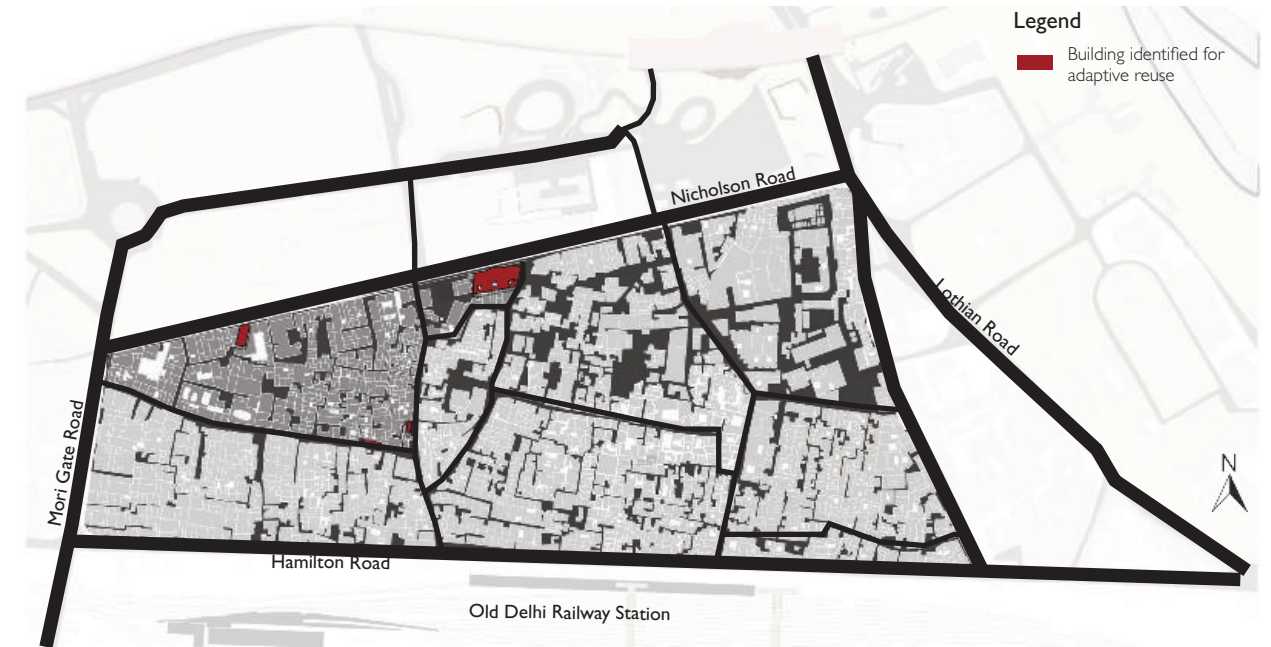


Key Map

### Strategies and Guidelines

1. Redevelop existing buildings through plot amalgamation which would help in engaging of activities conforming to needs of the area. This in turn would create wider by-lanes and promote a more liveable community.
2. Allow for provision of amenities by identification of spaces lying vacant or underused.
3. Provide for urban relief spaces in form of social nodes.
4. Edge buildings can be restructured to allow for parking space in the basement and more retail activities could be provided as incentive.
5. Removal of warehouses will help reduce congestion and free up space in building envelope to induce higher residential density.

## 2.3 Adaptive Reuse of Historical Buildings



Examples of adaptive reuse of a historic building  
Source: <http://www.wisegeeek.com/what-is-adaptive-reuse.htm#>



Influence Cohesion Policy of improving physical urban environment by promoting architectural heritage within.

### Strategies

- Restore and reuse historic buildings and facades to promote and preserve the area's traditional character, its architectural and cultural heritage.
- Creating important landmarks through development of heritage nodes and lending legibility to the area.
- Some of the existing stocks of the buildings with non-conforming use, vacant, dilapidated or structurally unsafe building can be redeveloped to promote activities like cultural centre, museum, exhibition space etc.



## 2.4 Transport and Circulation



Mobility principles to be introduced which curtail use of private vehicles and encourage use of para-transit along with promoting last mile connectivity.

### Strategies

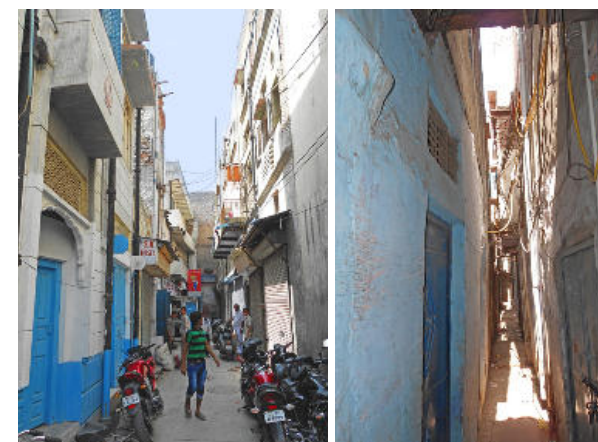
1. Development of circulation network to boost para-transit movement within the site and improve on last mile connectivity.
2. Identification of internal roads with restricted access for vehicles and through roads to keep off unwanted vehicles entering the internal lanes.
3. Encroachment of all kinds to be removed to get back the ROWs to provide access to fire personnel in case of emergency.
4. Longer cul-de-sacs need to be curtailed to ensure access both in case of disaster and providing seamless connectivity within the areas.
5. Identification of spaces for providing underground parking and therefore reduce pressure on Hamilton Road and Mori Gate Road.



Existing circulation



Proposed Circulation





## 2.5 Social Node Spaces and Identification of Refuge Area



Proposed spaces for refuge area and social nodes

### Integrated Development: Improvements in the Urban Infrastructure, Disaster Management and Social Inclusion

#### Strategies

- By adopting plot amalgamation as one of the methods for Revitalization of urban spaces, the existing street gets widened to a minimum standard of 3.5m. The proposed width of the streets are kept in accordance with the disaster mitigation approach so as to increase the penetration of disaster management authorities, their vehicles and equipment suitable to the proposed street in event of a calamity.
- The proposed plan is able to create open spaces in the area which are developed/used as the only green spaces possible in the area.
- It also houses the refuge areas which act as collection points for the residents in wake of a disastrous situation so that they can be instructed and directed to the quickest evacuation route without creating any panic.
- These refuge areas are otherwise used as interaction spaces/social nodes for the residents
- Apart from the physical planning of the area, the residents should be made aware of the disaster mitigation techniques and drills at regular intervals through capacity building programmes to minimize casualties

#### Conclusion

The success of this Urban Regeneration project is based on the objectives and framework of the Master Plan of Delhi 2021, combined with the site specific guidelines for this area. The overall objective of the regeneration is closely linked to the establishment of an integrated regeneration process. Central issues such as place making and the enhancement of public transport and other sustainable mobility modes can help address the issues plaguing the area. Identification of stakeholders and implementation agencies are very important in terms of achieving structured goals. The implementation of the co-funded projects can be of more interest to private investors in this part of the walled city. Investment can be in the form of restoration of private residences, plot amalgamation, the upgrading of existing and adaptive reuse in the form of traditional craft shops, cultural centre etc. Developing a cohesive planning policy is another aspect that needs to be considered for efficient institutional tools that will help in establishing interrelationships between economic development, social inclusion and the protection of the built environment.





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## **Delhi Urban Art Commission**

The Delhi Urban Art Commission was set up by an Act of Parliament in 1973 to “advise the Government of India in the matter of preserving, developing and maintaining the aesthetic quality of urban and environmental design within Delhi and to provide advice and guidance to any local body in respect of any project of building operations or engineering operations or any development proposal which affects or is like to affect the skyline or the aesthetic quality of the surroundings or any public amenity provided therein”.





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