



CITY LEVEL PROJECTS

LADO SARAI

Site Specific Design for Ward Number 169





(An ISO 9001 : 2008 Certified Organisation)

Delhi Urban Art Commission

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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

Urban Context

The urban villages of Delhi present a variety of environmental conditions. The urban context of Lado Sarai is quite distinct, since it is located in a historically significant part of Delhi containing traces of three ancient imperial cities. To preserve these remains, green reservations have been established which surround Lado Sarai. The historic settlement of Mehrauli is adjacent, but made somewhat inaccessible because of major vehicular roads planned as city level arteries on all sides of Lado Sarai. These roads demarcate the physical boundaries of the habitation and its possible extension. Between these roads and the existing habitation there are pockets of vacant land which were earmarked by the DDA for institutional use but not utilized as such. The local residents have been using parts of these lands for parking cars and buses.

Developmental Logic

The location of Lado Sarai and its intra-city connectivity has attracted additional population and intensification of building development but without adequate infrastructure provision. This has led to congestion and unsanitary conditions in the village. Planned development, therefore, needs to focus on improving the environmental conditions of the existing habitation while encouraging new building development on the vacant fringe lands to provide facilities which will ease congestion in the village. An important facility required is underground parking for motorized vehicles of residents and others in a planned manner. To make the underground parking financially viable a mixed-use development is planned above to contain retail shopping, commercial offices, and service apartments in medium-rise blocks, no higher than the mature trees existing in the area. Landscaped green areas of varying sizes are planned between the existing habitation and the new mixed-use development.

An important element of environmental structure is the proposal for sunken pedestrian plazas to cross under the traffic junctions on three sides of the village to allow safe access to the facilities adjoining Lado Sarai.



Community Focus

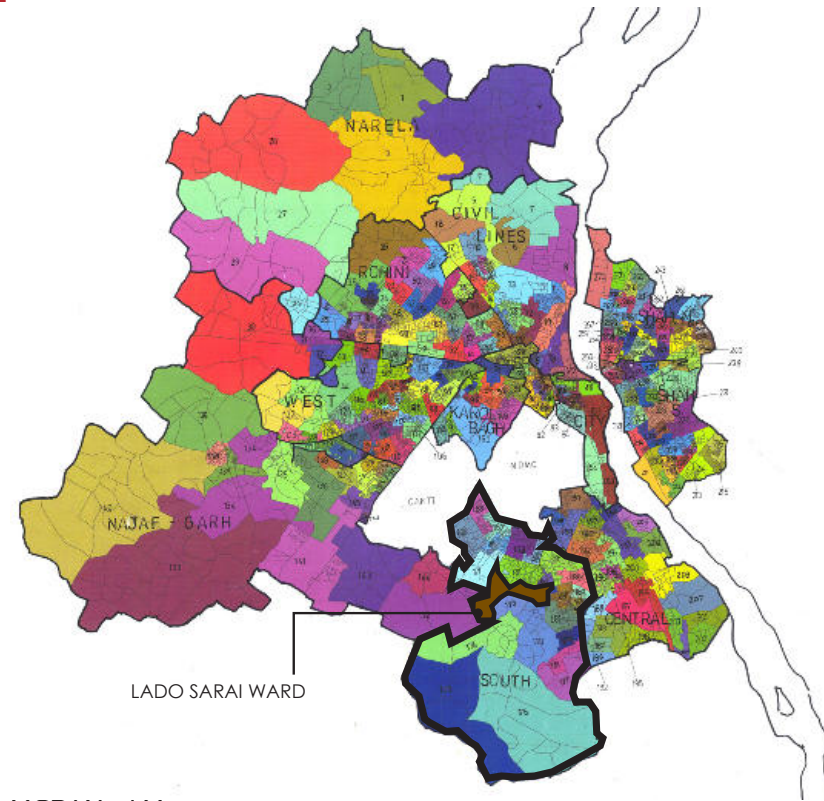
Environmental improvement of the existing habitation is the anchor of urban planning proposals for any urban village. Lado Sarai residents were approached at the start of the exercise to understand community requirements and aspirations. There is an interesting mix here of indigenous people who are the original landowners, with a large number of migrants, mainly tenants, and the most recent influx of designers and artists that add a cosmopolitan character. A community meeting and discussion groups were organized to assist local stakeholders with technical knowhow to augment the resources of the government departments undertaking public works. Only a beginning could be made in this direction in the time available before this report goes to print. It is hoped that the DUAC will extend this initiative to show results on the ground.

1.1 City Level Location

Lado Sarai Ward lies in the southern part of the city of Delhi, abutting Malviya Nagar, Vasant Kunj and Qutub Institutional Area. The area is considered historically significant. Three ancient imperial cities are located in the immediate vicinity. The ward comprises planned residential areas, urban villages and unauthorized settlements. The planned areas are as per 1962 Master Plan. Saket District Centre is also a part of this ward.

The ward lies in the South Zone of MCD under the jurisdiction of South Delhi Municipal Corporation.

The ward lies in Zone 'F' of the Delhi Master Plan, with a small portion lying in Zone 'J'.

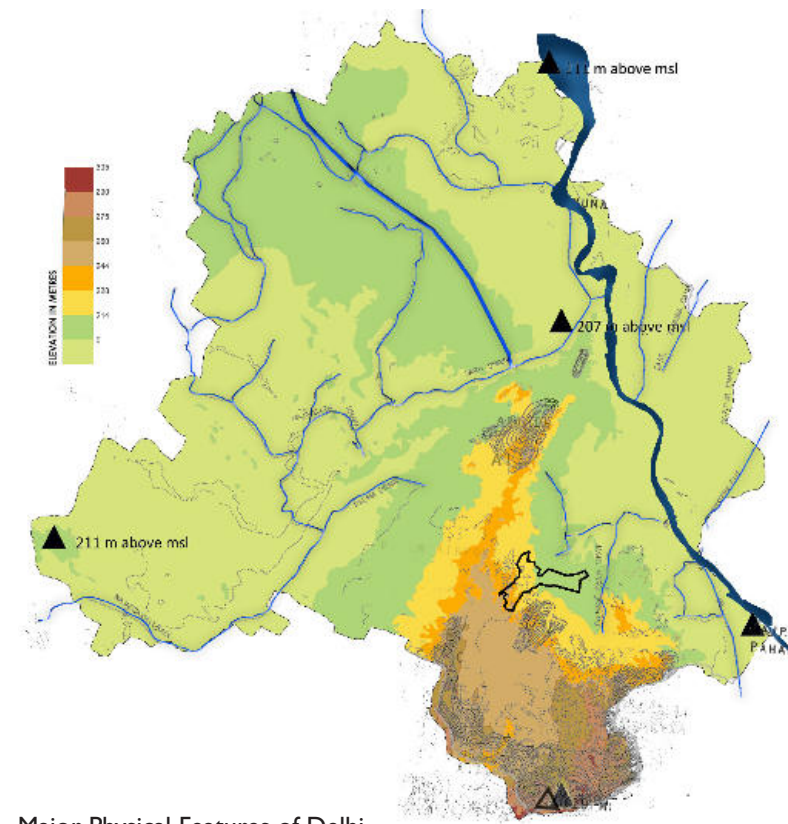


MCD Ward Map



City Level Location Map

1.2 City Level Features



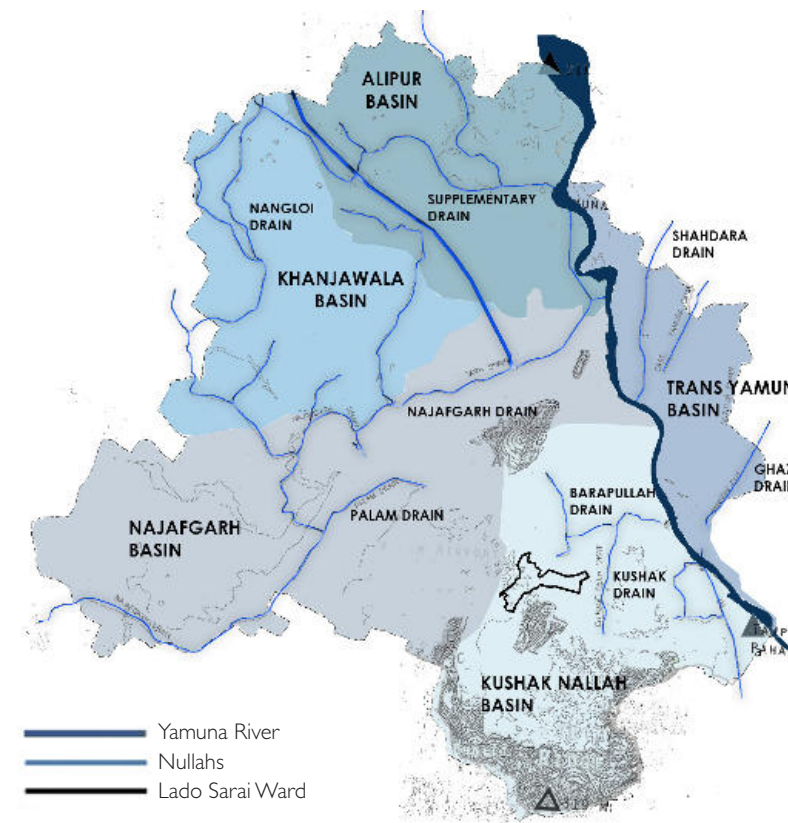
Major Physical Features of Delhi

(Source: Delhi: A living Heritage, INTACH, 2010)

Physical Features

The Aravali Ridge and the Yamuna River form the major physical features that have shaped the city of Delhi.

Located on the edge of the Aravali Ridge, which is an important environmental feature of Delhi, Lado Sarai is an ecologically sensitive area. The area has a lot of historical remains and a large amount of land under green reservation.



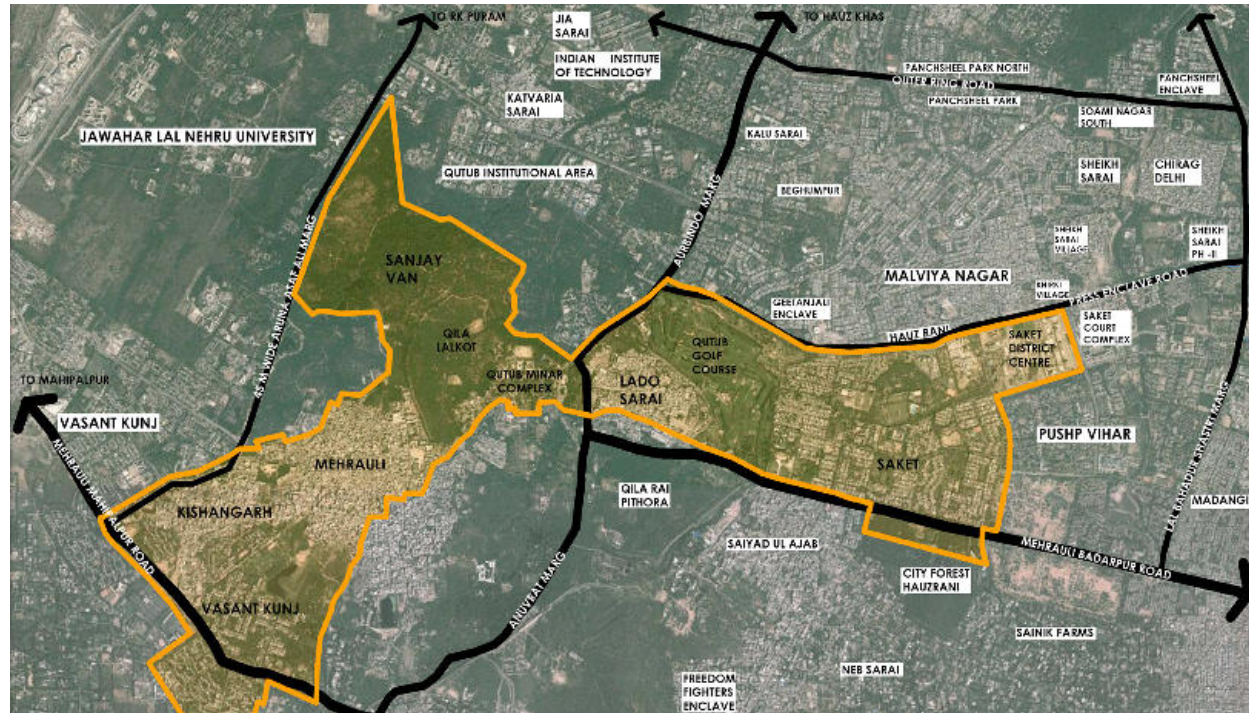
Nullah Network & Basin Map Of Delhi

(Source: Comprehensive Study & Interventions in Delhi Nullahs, SPA New Delhi, 2009)

Nullah System of the Urban Region

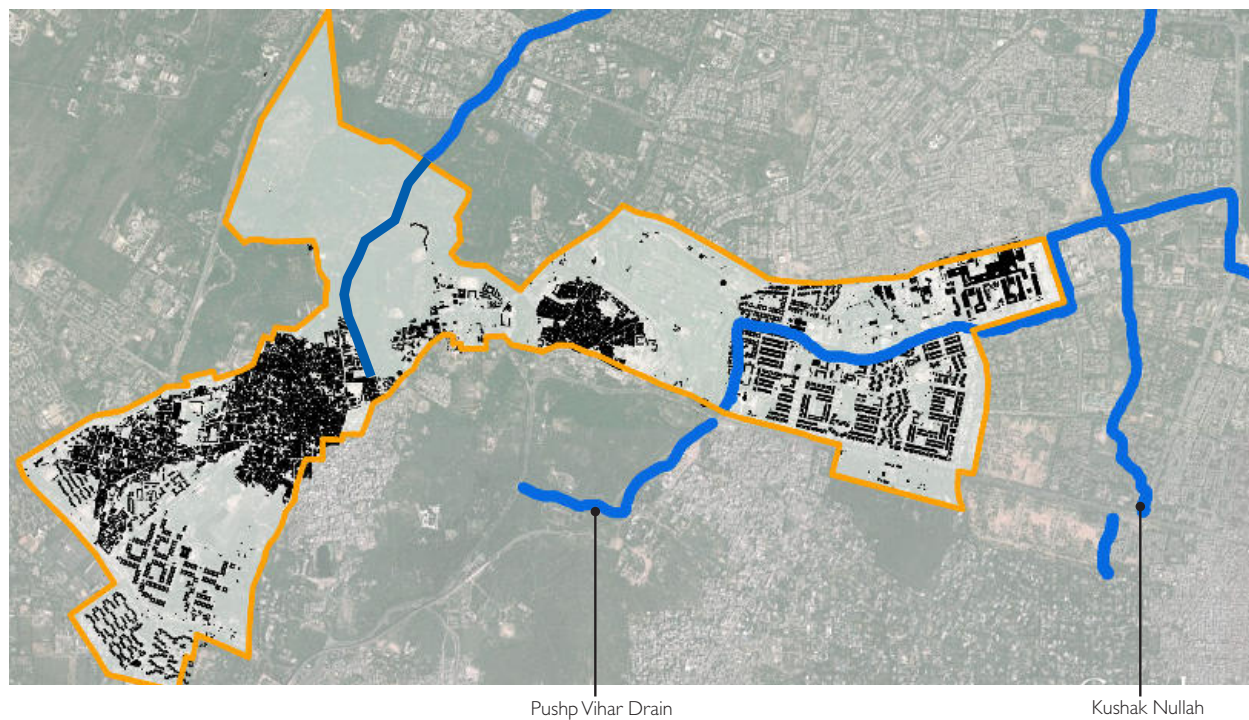
The ward lies in the Kushak Nullah Basin of the city. This is the second largest amongst the six basins of the city of Delhi and covers 359 sq kms in South Delhi. It is the oldest basin and has the Kushak Nullah and the Barapullah Nullah, both important water networks along which the historic cities of Delhi developed.

1.3 The Ward and its Precinct



1.4 Nullah System of the Ward

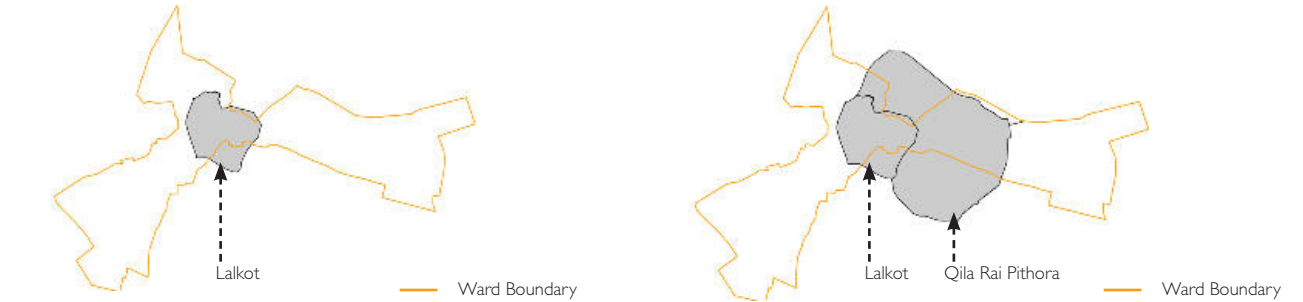
The ward is bounded by city level arterial roads which are major links to Gurgaon and the IGI Airport. The South Delhi ridge forms an important feature of the landform and the areas surrounding Lado Sarai are green in character. Adjoining the ward are heritage precincts like the ruins of Lalkot and Qila Rai Pithora. Institutional zones like Jawaharlal Nehru University and Qutub Institutional Area also adjoin the ward.



Nullah Map at Ward Level

The major drain that passes through the ward is the Pushp Vihar Drain which flows into the Kushak Nullah. The Pushp Vihar Drain passes through the planned areas of Saket and along the Golf Course.

1.5 Chronological Development

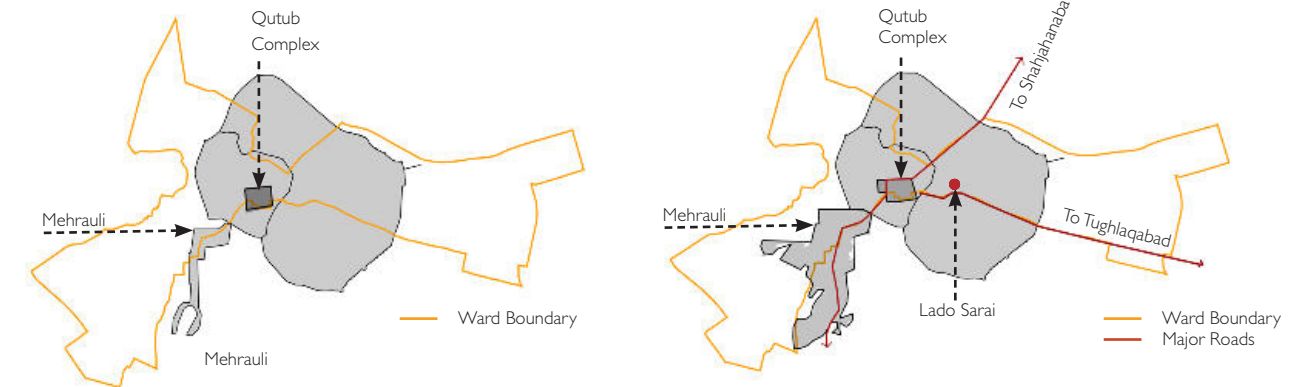


8th Century–11th Century

Delhi was under the Tomar dynasty who ruled as generals of the Pratihara kingdom of Kannauj. Before the formation of the fortified city of Lalkot as the new capital in the 11th century, the Tomars ruled from Suraj Kund.

12th Century

The Chauhan Rajputs under the leadership of Prithvi Raj Chauhan defeated the Tomars in 1160 CE and established the Qila Rai Pithora as a new city extension of Lalkot. Mohammad Gohri defeated the Chauhans in 1192 CE and captured Delhi.

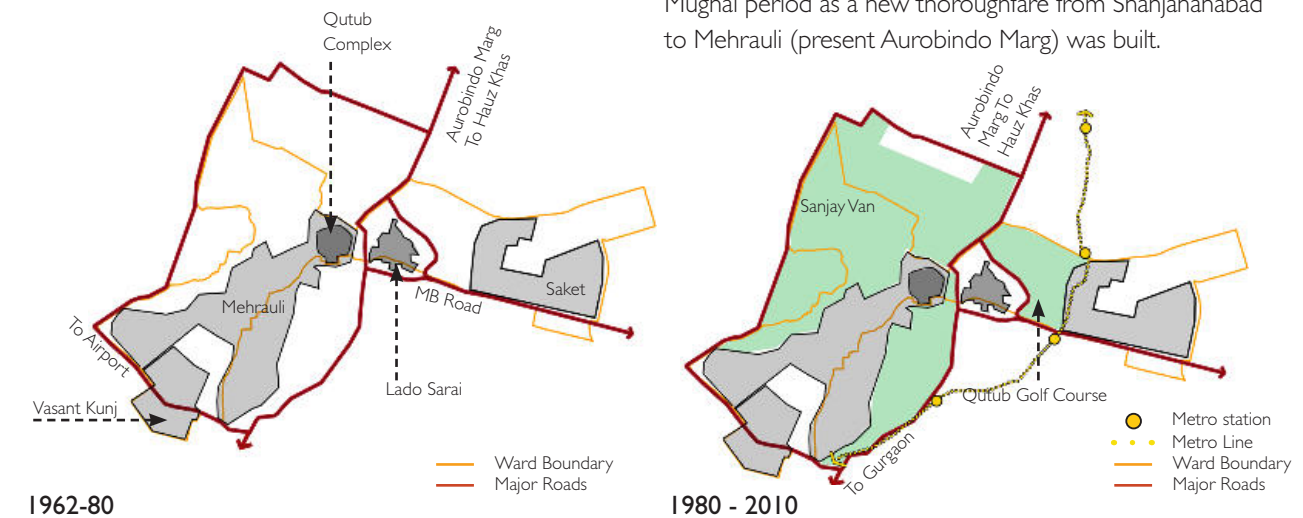


13th Century

Delhi was under the rule of the Slave dynasty. The Qutub complex was built during this period. The village of Mehrauli grew around the shrine of Saint Qutubuddin Bakhtiyar Kaki, who was active and buried in Delhi in 1235 CE.

14th century–18th Century

Lado Sarai was built as a night shelter/inn north of the city's important thoroughfare (Mehrauli–Badarpur Road) to Tughlaqabad. It was the period during which Mehrauli grew in size and new monuments were built. The population around Lado Sarai and Mehrauli increased during the late Mughal period as a new thoroughfare from Shahjahanabad to Mehrauli (present Aurobindo Marg) was built.



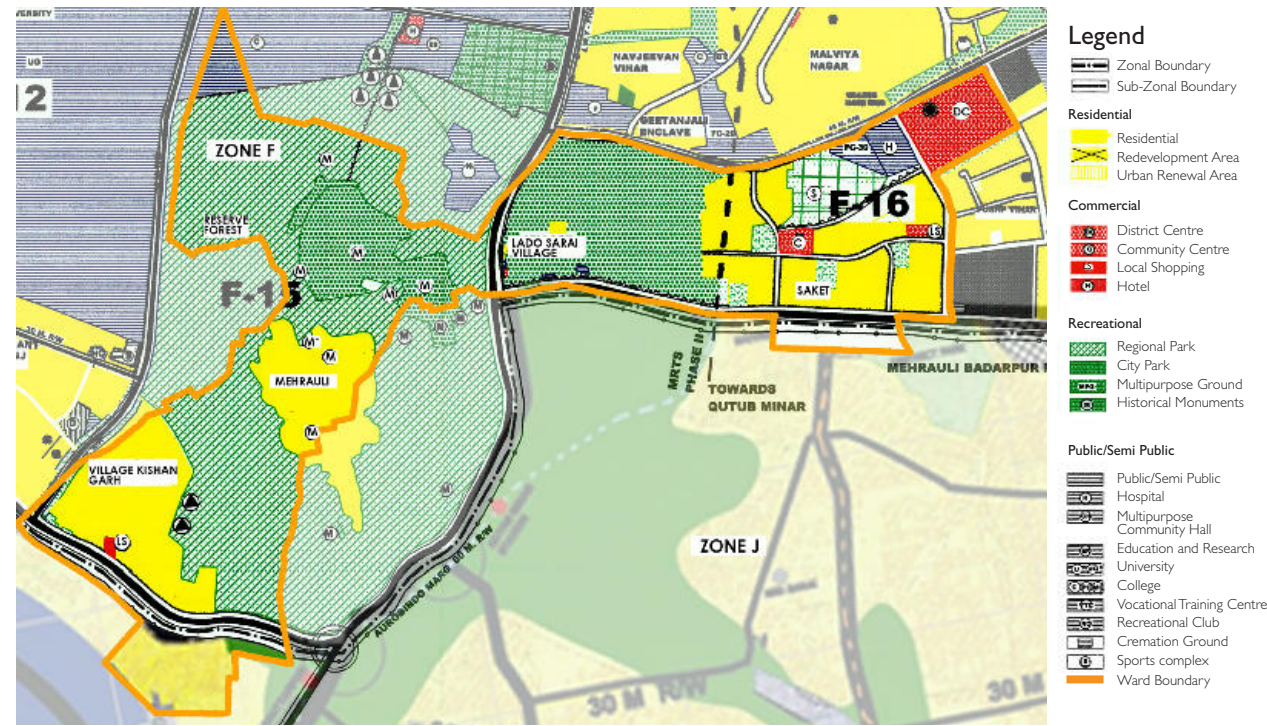
1962-80

20th Century–till date

The Delhi Development Authority (DDA) formulated its Master Plan in 1962, and Mehrauli–Badarpur Road and Aurobindo Marg were established as major inter-city movement arteries. Planned areas of Saket and Vasant Kunj were colonized and built during the 1970s and 80s. During this period DDA also acquired the agricultural lands around Lado Sarai and Mehrauli and earmarked them as the Qutub Golf Course, Mehrauli Archaeological Park and Sanjay Van to conserve heritage monuments as well as the flora and fauna of the precinct. The Yellow Line of Delhi Metro came up in the area in the year 2010.

Source: *Delhi: A Thousand Years of Building*, Lucy Peck, Roli Books, 2005

1.6 Master Plan Framework

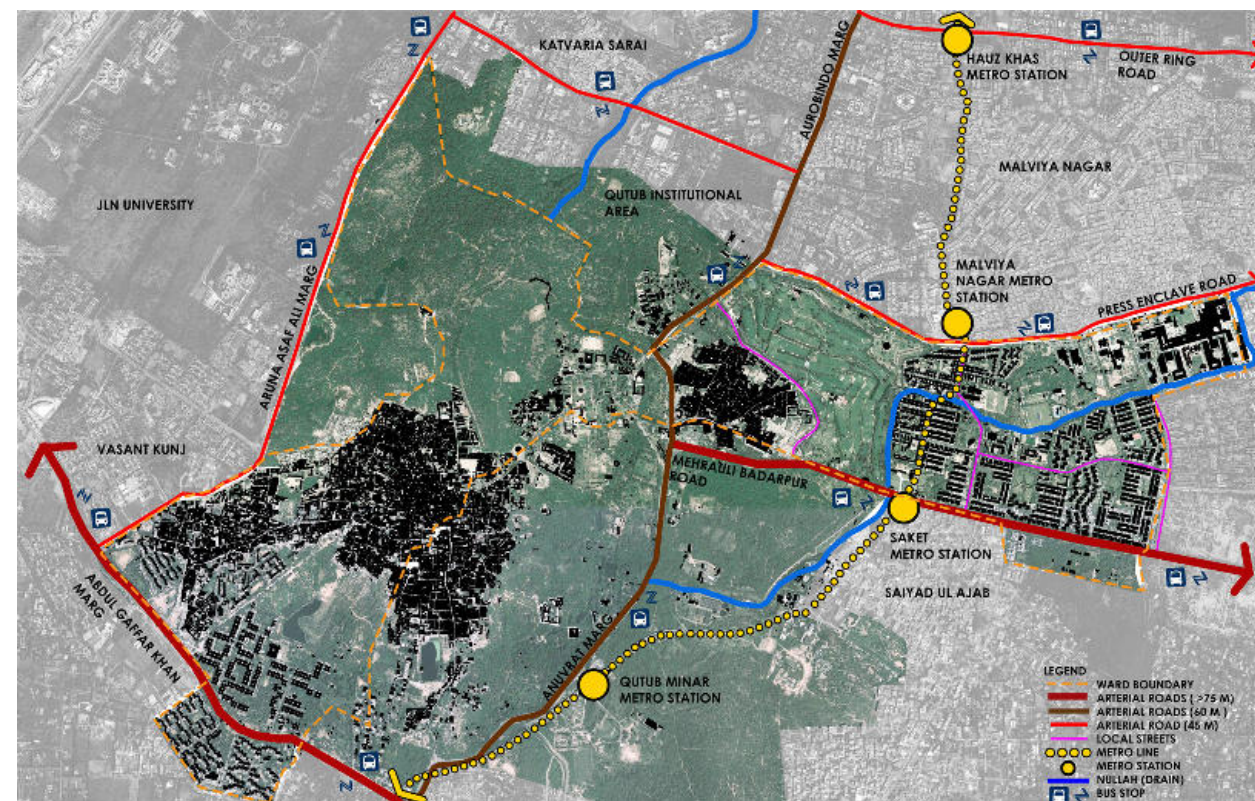


Zonal Master Plan 1962 Plan for Zone F & J

The majority of land use of the ward is as per the Master Plan of Delhi 1962. Incremental development has taken place in Delhi since 1962. Saket is a planned residential area with a district centre, community centre and local shopping centre. It has some city level medical and educational facilities.

The urban villages of Mehrauli and Lado Sarai had been marked as complete residential areas in the subsequent Master Plans but they have seen major transformations in the form of mixed-use developments. These areas lack in social infrastructure and public utilities.

1.7 Ward Level Transportation Network








Area Level Details

- Existing View and Main Issues
- Building Use Plan
- Open Spaces
- Social Infrastructure
- Historical Monuments
- Existing Street Sections and Physical Environment
 - Old MB Road
 - MB Road
 - Other Roads

2.1 Existing View and Main Issues

- Disconnection with the surroundings because of intra-city roads around Lado Sarai
- Dense building activity in the village leading to problems of drainage and sanitation
- Deficit of public utilities and social infrastructure
- DDA land adjoining the intra-city roads has uncertain status and has been lying vacant for two decades
- Unofficial car parking on the open DDA land

Total study area = 123.5 acre/50 heactare

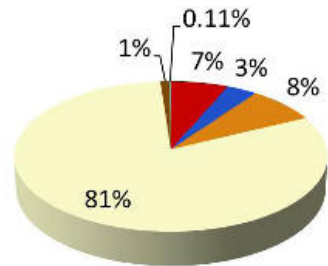
-  Vacant DDA land in Lado Sarai allotted to institutions
-  Major roads enclosing Lado Sarai
-  Lado Sarai internal roads
-  Parking spaces
-  DDA land on lease to DMRC



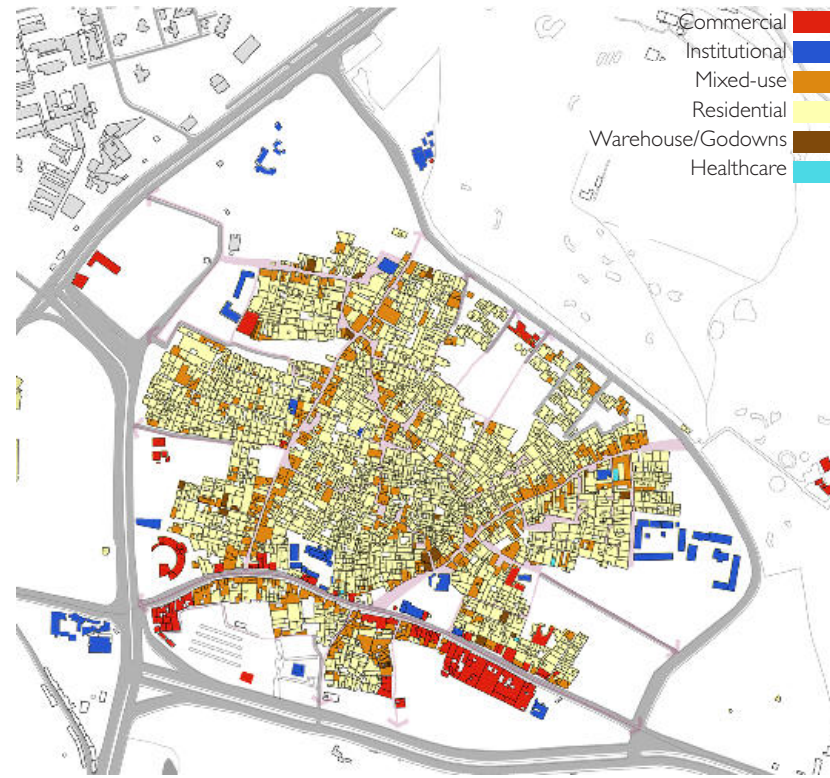
- Indian Handicraft Emporium
- Petrol Pump
- DDA Nursery
- DDA Park
- CNG Station
- Temple
- Crescent Mall
- Haji Ali Jan Masjid Area
- Lado Sarai Bus Terminal
- Government Girl's Senior School
- Temple
- Underground Water Tank
- Tomb Within DDA Park
- MCD Primary School
- Regional Park
- Children's Park
- Qutub Golf Course

2.2 Building Use Plan

- The predominant use of the buildings is residential.
- Three major roads, that is Old MB Road, Gali Numbers 1 and 2, have mixed-use development.
- Old MB Road has seen a major transformation in recent times, with the introduction of new art galleries, showrooms and designer studios.
- The few public buildings are schools, a mosque, temples and tombs.
- Crescent Mall is the new commercial development which provides space for showrooms, designer studios and art galleries.



Land Use Analysis



Building Use Plan

2.3 Open Spaces

- Lado Sarai is surrounded by large city level green open spaces such as a golf course, Sanjay Van and Qila Rai Pithora Park.
- Most of the vacant lands around Lado Sarai are under the DDA and are of uncertain use.
- These open spaces are used as bus and car parking spaces by the community.

The pedestrian network is part of the organic development of the village and is now subject to vehicular traffic causing distress among the pedestrians.



Bus parking on vacant land



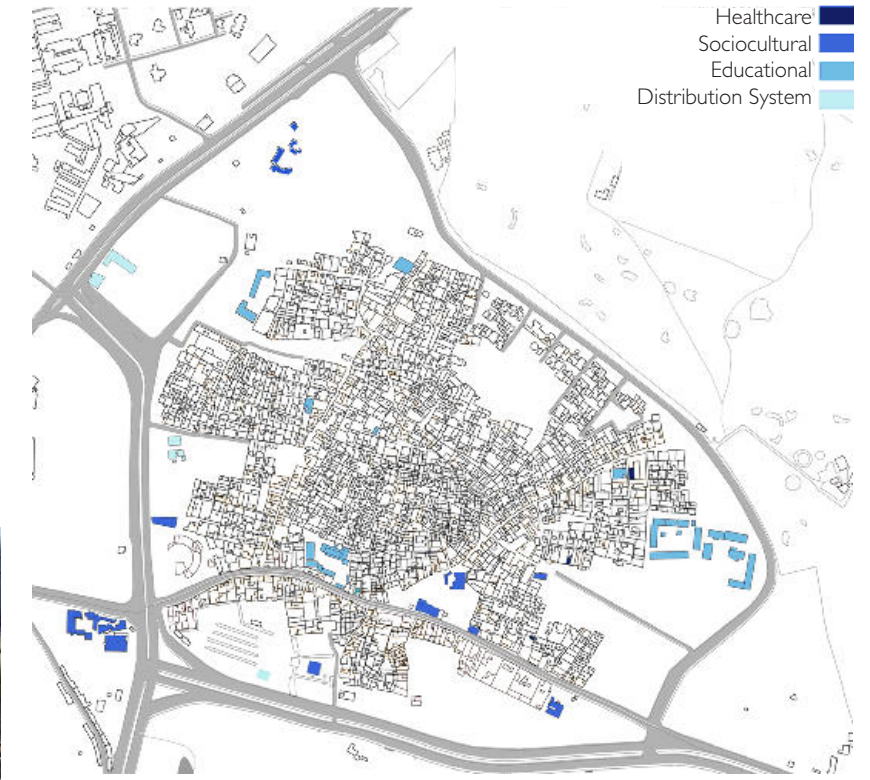
Open Space Structure and Movement Network

2.4 Social Infrastructure

- There is a deficit of healthcare facilities in the area.
- There are temples, a mosque, a tomb and a community centre which constitute the sociocultural facilities.
- Education facilities include a MCD primary school, a senior girl's school and a play school.
- Two CNG stations and a petrol pump are distribution facilities located on the road around Lado Sarai.



Haji Ali Jan Masjid



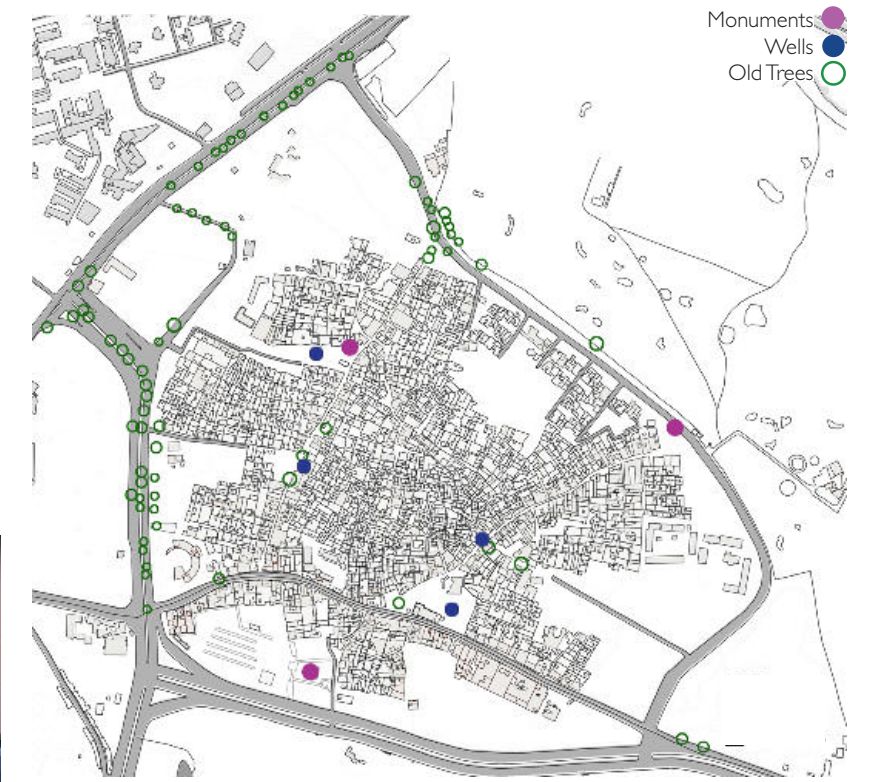
Social Infrastructure

2.5 Historical Monuments

- Lado Sarai has one state protected monument along the MB Road and two unprotected monuments in a dilapidated state within the habitation.
- Wells have generally being covered by steel nets but are still visible in the urban fabric.
- A number of old trees serve as community spaces and sacred places within the urban fabric.



Dilapidated monument

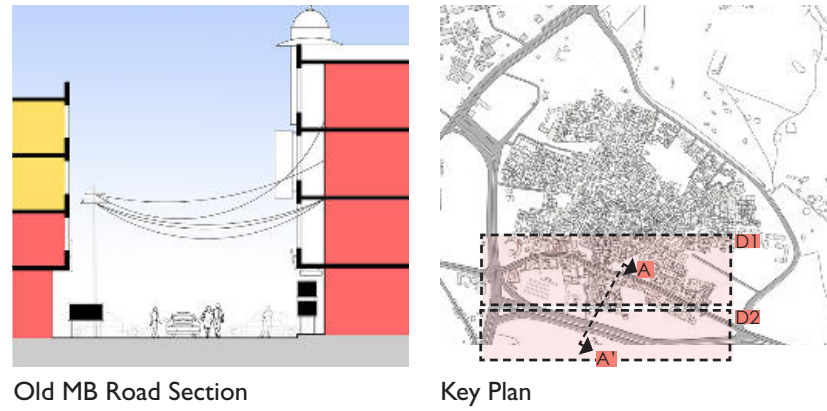


Historical Monuments

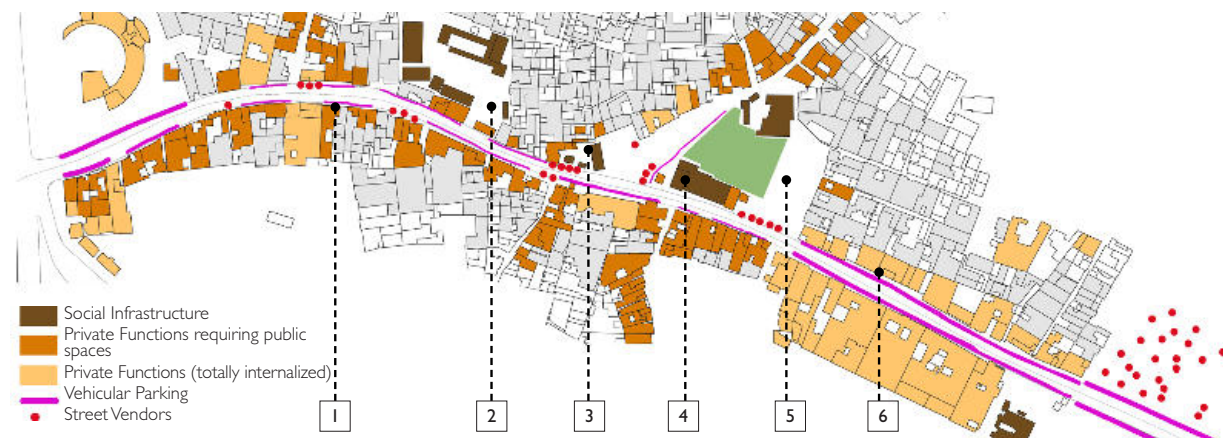
2.6 Existing Street Sections and Physical Environment

2.6.1 Old MB Road

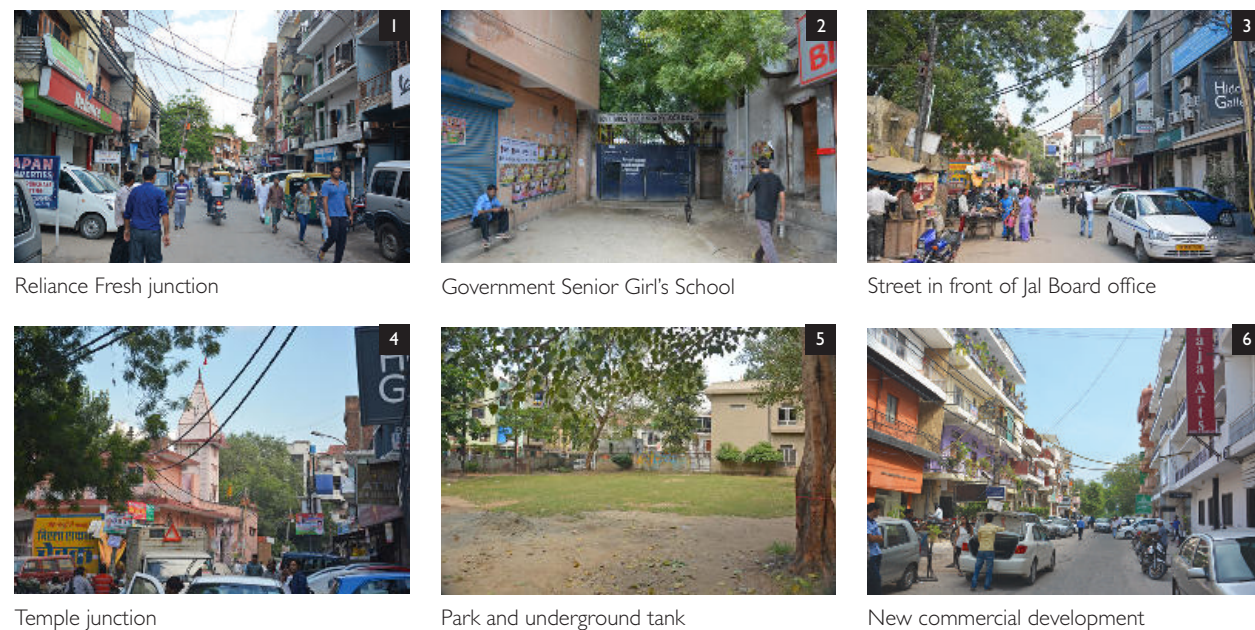
- This is the heart of the community.
- It connects and encourages interaction between inhabitants and the rest of the city.
- It is a major source of revenue for the local people.
- It can be considered as the urban public face of Lado Sarai.



Section A-A': Across the Old and New Mehrauli-Badarpur Roads



D1. Old MB Road Activity Mapping Plan



Reliance Fresh junction

Government Senior Girl's School

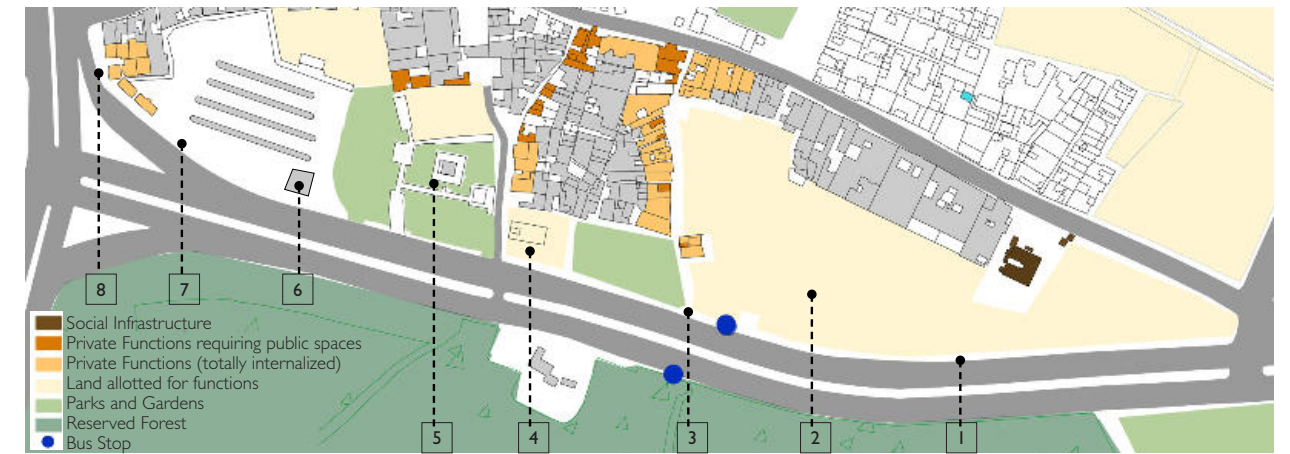
Street in front of Jal Board office

Temple junction

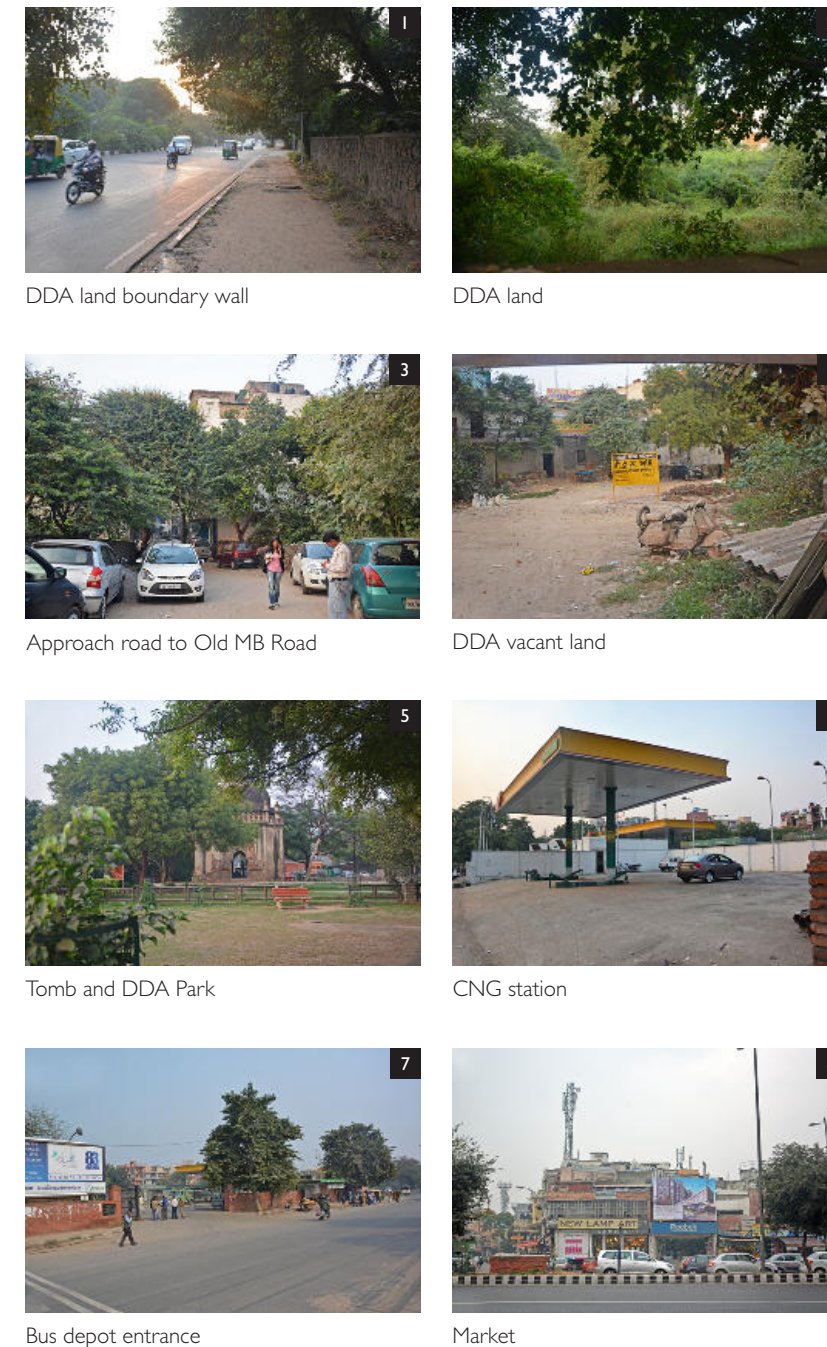
Park and underground tank

New commercial development

2.6.2 MB Road



D2. MB Road Activity Mapping Plan



DDA land boundary wall

DDA land

Approach road to Old MB Road

DDA vacant land

Tomb and DDA Park

CNG station

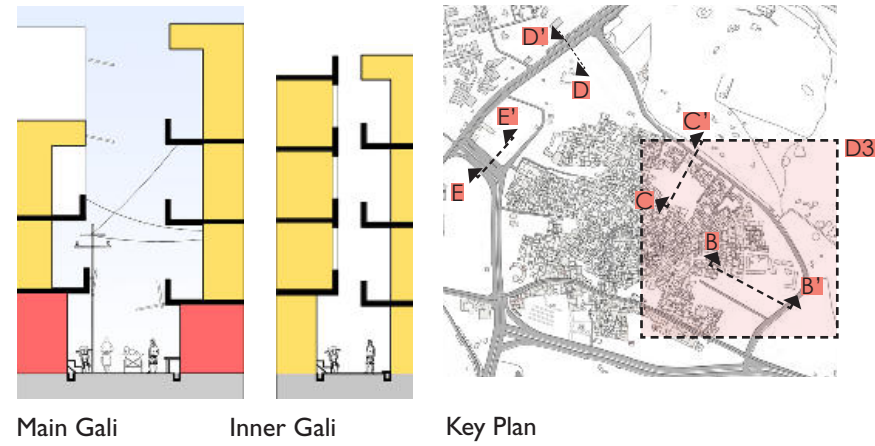
Bus depot entrance

Market

- This edge of Lado Sarai has three distinct built environment conditions.
- The first one is the section containing a bus depot with a CNG station, which is not in use currently. The entrance of the depot is located very near a major traffic junction thereby creating conflict with traffic movement.
- The second condition is in the middle which has a public garden from where the local people access MB Road. It consists of the DDA Park, a tomb protected by the State Archaeological Department and parking space.
- The third condition has a boundary wall around vacant DDA land allotted to Aurobindo College which is used as a garbage dumping ground.
- Right of Way of MB Road is mentioned as 60 m in the DDA Zonal Plan, but only about 40 m is currently in use as a road. It acts as an arterial road and carries through traffic towards Faridabad.

2.6.3 Other Roads

- The width of the two main galis vary from 4.5 m to 6 m, while the inner galis are maximum 3 m wide.
- The major roads around Lado Sarai do not have any direct connection with the habitation. An open land, a nursery and parking spaces can be seen all along the edges in Section B-B', D-D' and E-E'.
- A small DDA housing development is the only group of buildings planned along Phirmi Road as shown in Section C-C'.



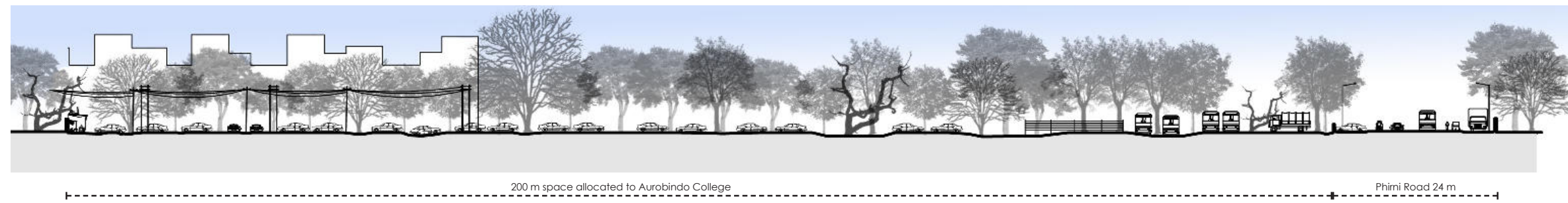
1. DDA housing



2. Parking along edges of Phirmi Road



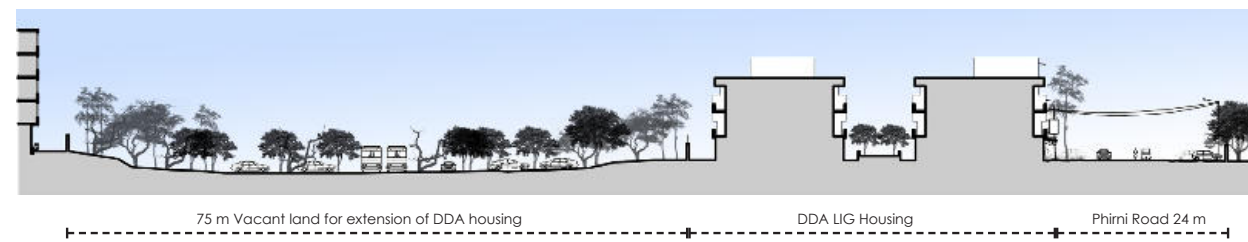
3. Vacant DDA housing: Land used for parking



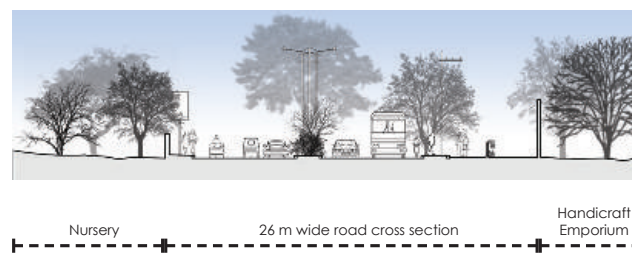
Section B-B': Across Vacant Land on Lado Sarai Edge and DDA Park



4. Vegetable market on the land allotted to Aurobindo College



Section C-C': Across Vacant Land Between Lado Sarai Village & DDA Housing



Section D-D': Aurobindo Road in front of Handicraft Emporium Road



Section E-E': Lado Sarai Crossing



D3. Phirmi Road Activity Mapping Plan

- The Phirmi Road edge of the village is most active as it opens up on to the village bypass. It has the maximum activities as Gali numbers 1, 2 and the Old MB Road connect the community with the city through this road.
- There are small streets like Chowdhary Prem Singh Marg and many other pedestrian connections opening on to Phirmi Road.
- The street is active due to the vegetable market, MCD Primary School, vehicular parking spaces, entrance to the DDA children's park and DDA housing.
- A new activity has recently been added with DMRC leasing the land allotted to Aurobindo College for storage of materials and equipment.

Citizen Action/Public Participation

- Preamble
- Different Interest Groups
- Discussions and Suggestions



Layout Plan given by Ward Councillor



The Councillor



Recent migrants on Old MB Road



Indigenous community



Community meeting

3.1 Preamble

Ground survey of Lado Sarai revealed a fairly well-organized citizen's group led by the Ward Councillor, Smt. Anita Chowdhary. Discussions were held with different residents to understand their perception of local problems. The most influential landlord and political figure of the village, Chowdhary Prem Singh, provided detailed information about the history, demographics, and infrastructure development issues.

The Councillor provided a copy of the layout plan prepared by the RWA for Lado Sarai Extension, made in consultation with DDA. This indicated the need for institutional development on the vacant lands between the roads and village habitation. Presently most of these vacant lands are being used for parking of cars and buses belonging to the residents.

3.2 Different Interest Groups

Three kinds of stakeholders have been identified as representative of the community.

- The indigenous community comprising landlords in the urban village. The Ward Councillor, Smt. Anita Chowdhary, is part of the community. She has been the primary source of information regarding the development of the village in recent times.
- The RWA largely consists of tenants and migrants who have moved to the village over the years. There is one registered RWA which represents the DDA housing development but not the whole community.
- The third group is of the recent migrants who are cosmopolitan in character and consists of designers, architects, artists and art collectors.

3.3 Discussions and Suggestions

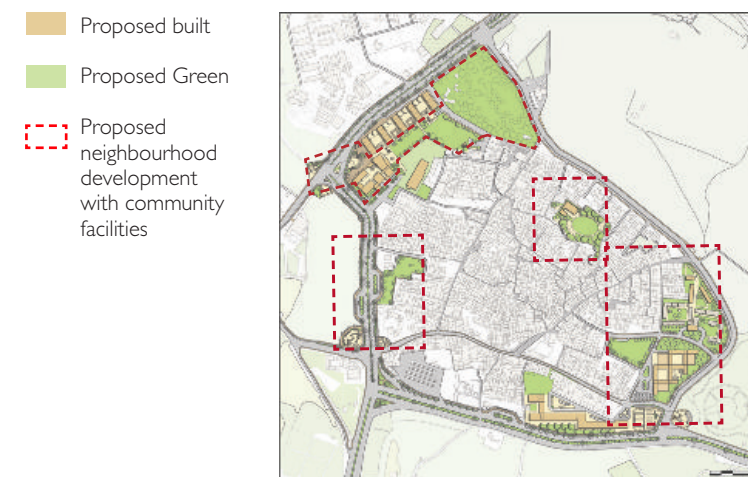
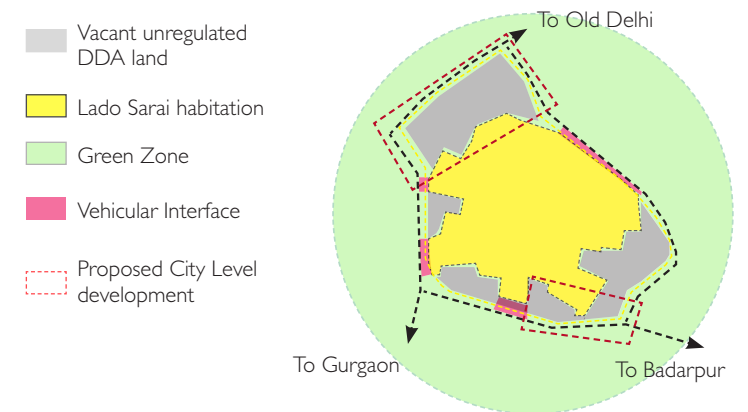
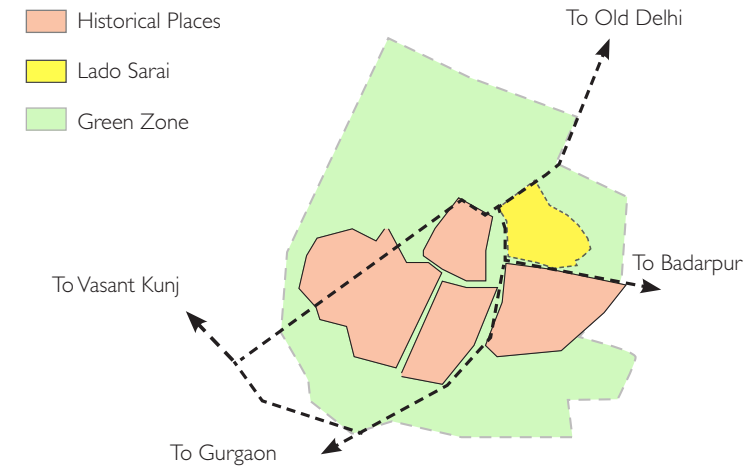
At a community meeting held on 13 December 2013, the City Level Project team presented the draft report to a group of Lado Sarai residents, including the Ward Councillor and some of the recent migrants.

The mixed-use development proposed on the vacant DDA land was appreciated by the residents. The need for decongesting Old MB Road and providing effective drainage was discussed. It was pointed out by the Councillor that there was a financial sanction available with the PWD for such work. It was suggested that this work be taken up by the RWA, in collaboration with PWD, with a detailed technical scheme provided by the DUAC project team. The first step towards this is to conduct a detailed topographical survey of the Old MB Road and the two main roads of Lado Sarai running north-south and joining Old MB Road. This will be the start of a sanitation scheme for the village/unauthorized colony.

Augmentation of civic amenities is part of the new mixed development proposals.

Design Proposal

- Design Principles
- Urban Design Proposal
- 3-Dimensional Expression
- Aurobindo Marg Planning Neighbourhood (PN1)
- MB Road Planning Neighbourhood (PN2)
- Phirni Road Planning Neighbourhood (PN3)
- Mehrauli Planning Neighbourhood (PN4)
- Details of Phirni Road and Mehrauli
- Parking Proposals
- Area Statement



4.1 Design Principles

1. Urban Context

Lado Sarai is located within a large green area containing many important historical monuments. The immediate surroundings include forested areas, an archaeological park, traces of historic cities, a golf course and neighbourhood parks maintained by the Delhi Development Authority.

Important roads connect Lado Sarai and Mehrauli with New Delhi, Shahjahanabad, Badarpur, Gurgaon and the adjoining states of UP, Punjab and Rajasthan.

2. City Level Interface

The Delhi Master Plan proposed arterial roads which, while providing city level accessibility, enclosed the habitation to make it an urban island. These roads generated open spaces on the edge of the built fabric which have become areas of unregulated urban growth. The urban habitation interfaces with the city at only a few places through vehicular traffic junctions.

3. Neighbourhood Interface

The unregulated edges of the existing habitation are proposed for planned development which can form the urban interface and help in decongesting the existing built environment. The movement structure is designed to ease connection with Mehrauli and adjoining areas by developing sunken courts/gardens to cross under the major vehicular junctions. These will connect Lado Sarai inhabitants with the surrounding public places, such as the DDA children's park, Mehrauli community park and Sanjay Van.

3. Community Facilities

The existing built fabric is becoming congested with the influx of new inhabitants renting built space for a host of new activities, like designer studios, art galleries and handicraft showrooms. Increase in population and vehicular traffic has added pressure to the existing community facilities and infra-structural amenities.

The proposed development contains public amenities and facilities which can augment the existing provision for Lado Sarai residents.

4.2 Urban Design Proposal



All dimensions are in metres

PN1: Aurobindo Marg Planning Neighbourhood

Five different kinds of proposals complementing each other and serving the needs of the existing community form the environment structure of the neighbourhood.

1. The mixed-use development along Aurobindo Marg is the city scale interface.
2. The cultural centre along Anuvrat Marg is designed to provide spaces for cultural events, exhibitions and design galleries.
3. A vehicular road is proposed between the mixed-use development on Aurobindo Marg and the existing DDA nursery, which is retained as a major green area in keeping with the overall character of the surroundings. The proposed road will connect the village with the underground parking adjacent to the new development.
4. The DDA has allotted a land parcel for a private hospital on the western edge of Lado Sarai village habitation. Access from Anuvrat Marg and a public green area separates the building from the new development.
5. Another public amenity is a set of banquet halls between the cultural centre and the public green area facing the hospital building.
6. Under the road junction of Aurobindo Marg and Anuvrat Marg, a sunken court/garden connects the new development as well as the existing village with Mehrauli and the Qutub complex.
7. This road junction at present is a safety hazard because of a petrol pump on the corner of Aurobindo Marg. It is proposed to relocate the pump and a shop on the corner to ease traffic flow at this junction. The revised road alignment gives space for an open air theatre to be integrated with the sunken court/garden.

PN2: MB Road Planning Neighbourhood

8. A redesigned bus stop for city level transport is proposed at the junction of the inner roads of Lado Sarai connecting Old MB Road and MB Road.
9. A mixed-use development is proposed between MB Road and existing commercial development along the old MB Road.
10. The development is contiguous with the sunken court/garden connecting Lado Sarai with DDA park under the junction of Phirni Road and MB Road.

PN3: Phirni Road Planning Neighbourhood

11. The existing MCD school is to be upgraded to senior secondary level.
12. The second entry from the Phirni Road into Lado Sarai village is realigned to serve the MCD school and a proposed museum complex adjoining it.
13. A public park with multilevel car parking below is located at the realigned entry.
14. Adjoining DDA housing on Phirni Road, a community centre with a club and public playground is proposed.

PN4: Mehrauli Planning Neighbourhood

15. Along Anuvrat Marg, a number of city level bus services have their bus stops. These bus stops have been relocated contiguous with the DDA public park at the Mehrauli side and within the Lado Sarai residential area.
16. A newly designed public park with underground car parking is proposed adjoining the existing CNG station and relocated bus stop.
17. Pedestrian movement between Lado Sarai and Mehrauli is facilitated by sunken court/garden connecting under the junction of Anuvrat Marg and Old MB Road.

4.3 3-Dimensional Expression



4.4 Aurobindo Marg Planning Neighbourhood (PN1)

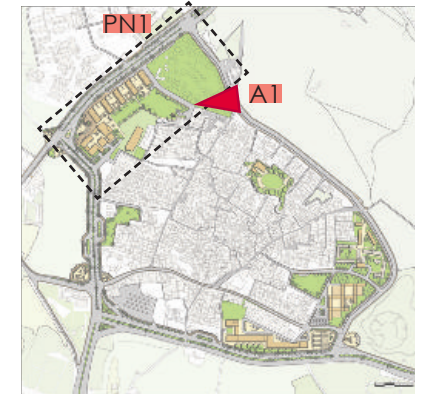


Total Site Area = 58625 sq m
 Commercial = 10000 sq m
 Ground Coverage = 32.00%
 Cultural Centre = 5300 sq m
 Ground Coverage = 23.58%

Banquet Halls = 2000 sq m
 Underpass = 7025 sq m
 Public Park = 9300 sq m
 Nursery = 25000 sq m

To reconnect the urban village to the city, the plot adjoining Aurobindo Marg has been proposed as a mixed-use precinct. A mix of retail, offices and service apartments form the urban edge of this development.

A variety of public spaces ranging from plazas, sunken courts and multi-functional pavilions are proposed for community interaction.



Key Plan



View A1: Public Park with Underground Basement

Existing DDA Park

Sunken court/garden underpass with exhibition spaces and OAT

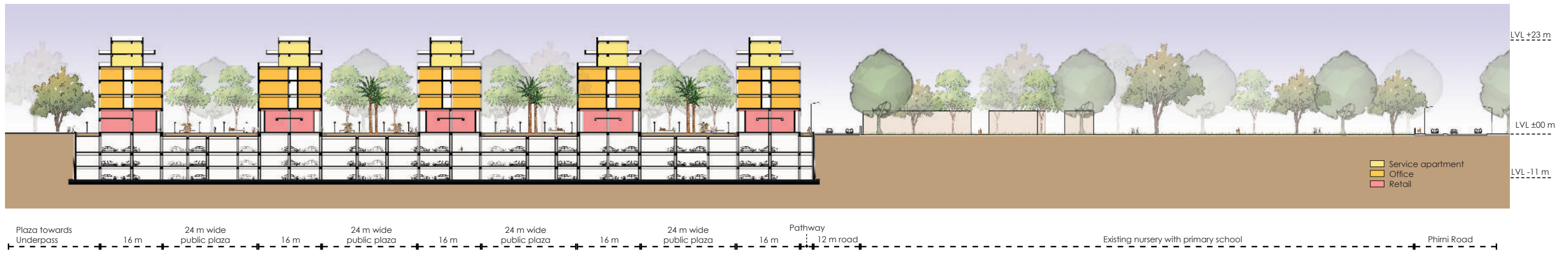
Exhibition Area
 Designer Galleries Space

Auditorium
 Banquet Halls

Vehicular ramp for basement parking

Private hospital proposed by DDA

Proposed public park with underground parking connecting mixed-use development, hospital and banquet halls to the village



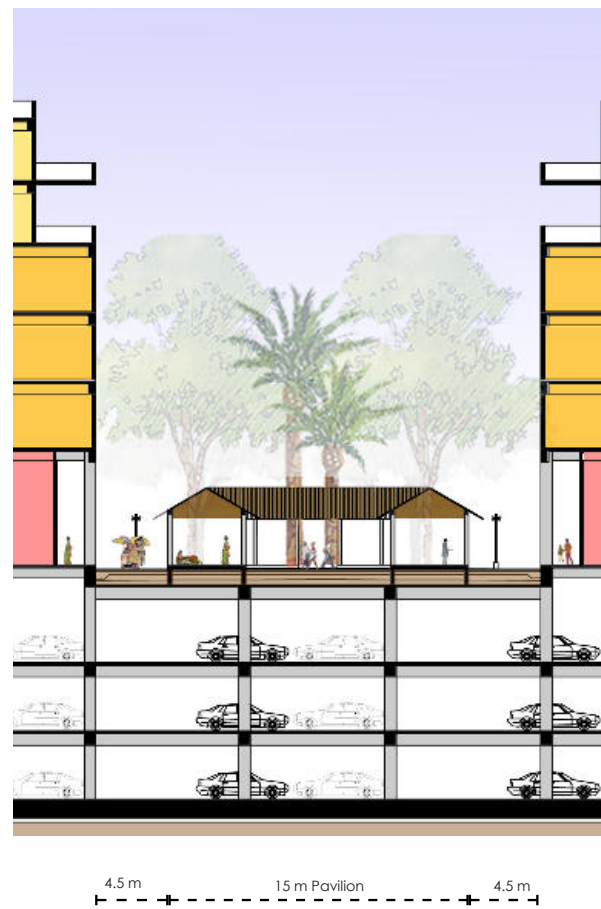
Section M-M': Illustrating Public Plazas



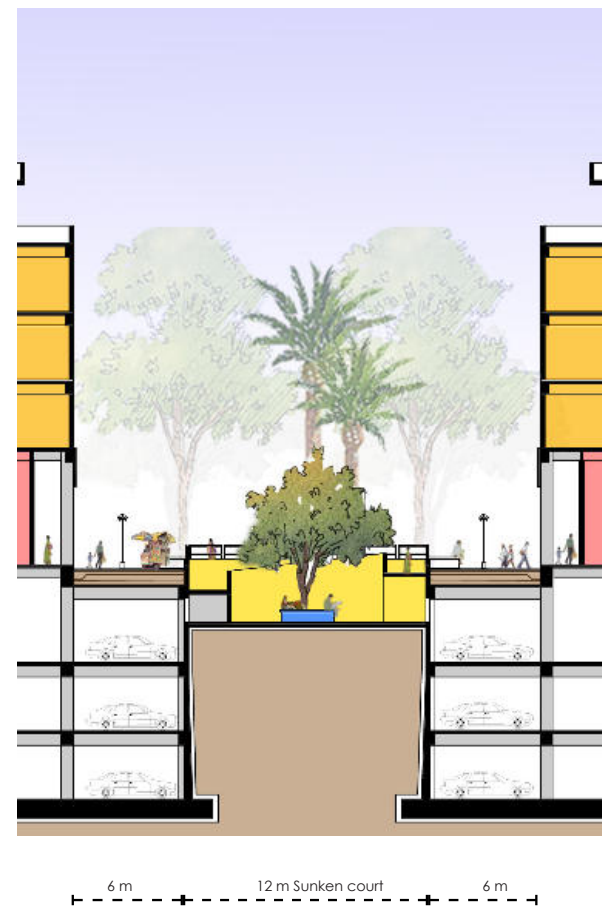
Key Plan



View A2: Public Plaza and Pavilion within Mixed-use Development



Section O-O': Illustrating Pavilion



Section N-N': Illustrating Sunken Court



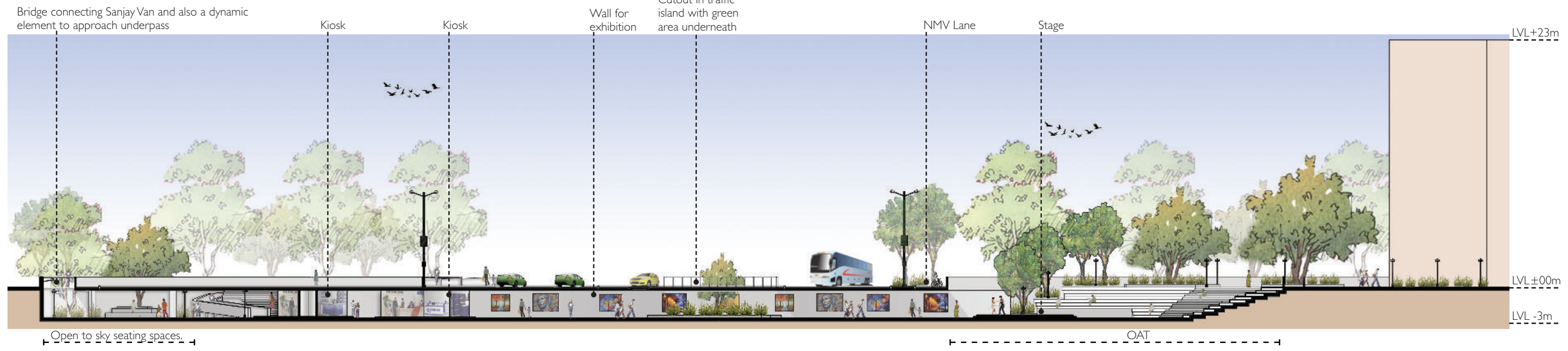
View A3: Public Plaza and Sunken Court within Mixed-use Development.



To connect Lado Sarai with the Qutub Complex and adjoining areas, through a sunken court underpass with exhibition spaces and OAT extending the proposed cultural centre.

Sunken court underpass = 7025 sq m

Detail I: Sunken Court Underpass with Exhibition Spaces

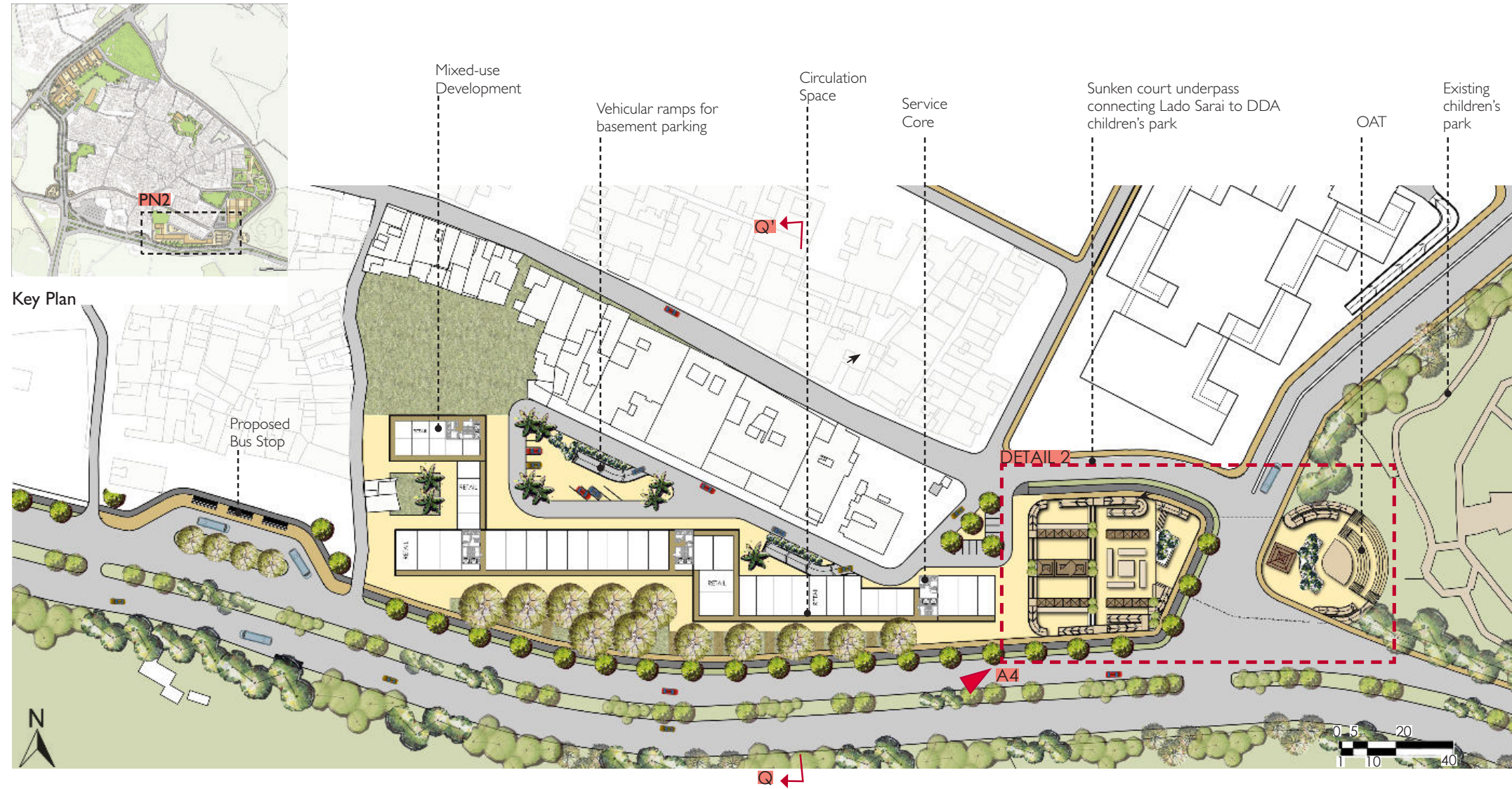


Section P-P': Illustrating the Sunken Court Underpass with Exhibition Spaces



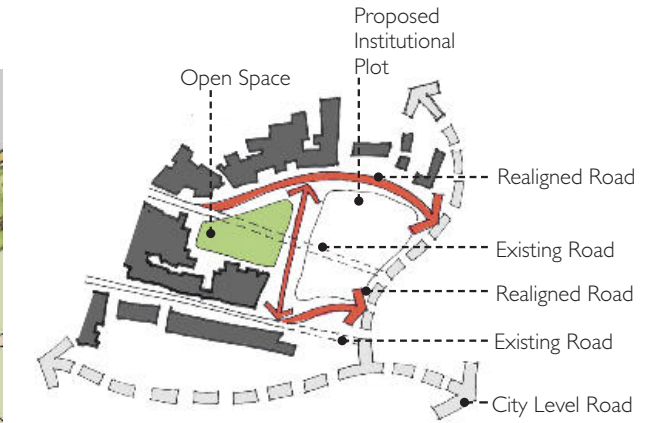
Key Plan

4.5 MB Road Planning Neighbourhood (PN2)

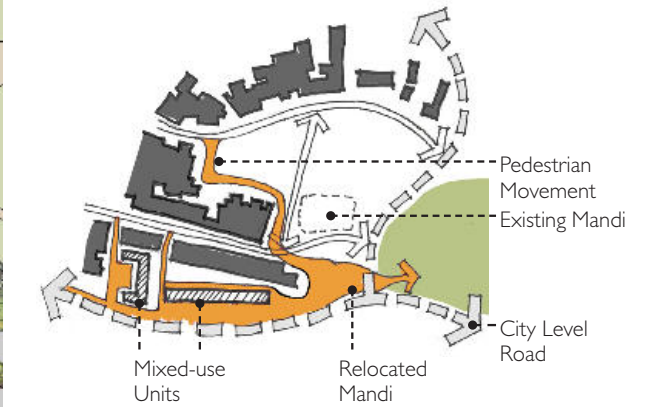


Total site Area = 20410 sq m
 Mixed-use Development = 15470 sq m
 Ground Coverage = 32.87%
 FAR = 1.98

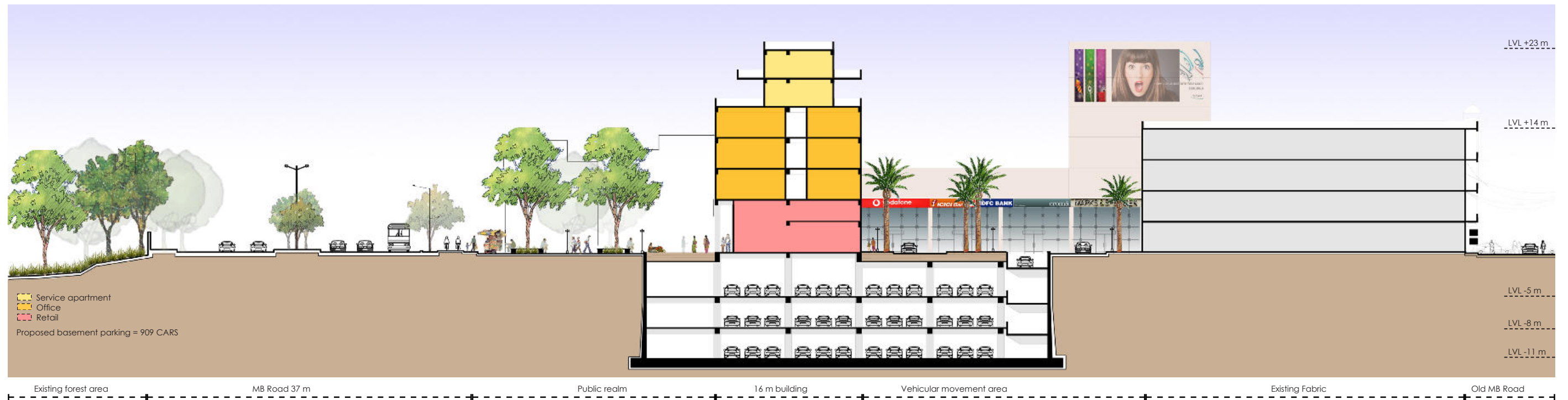
Movement Diagrams



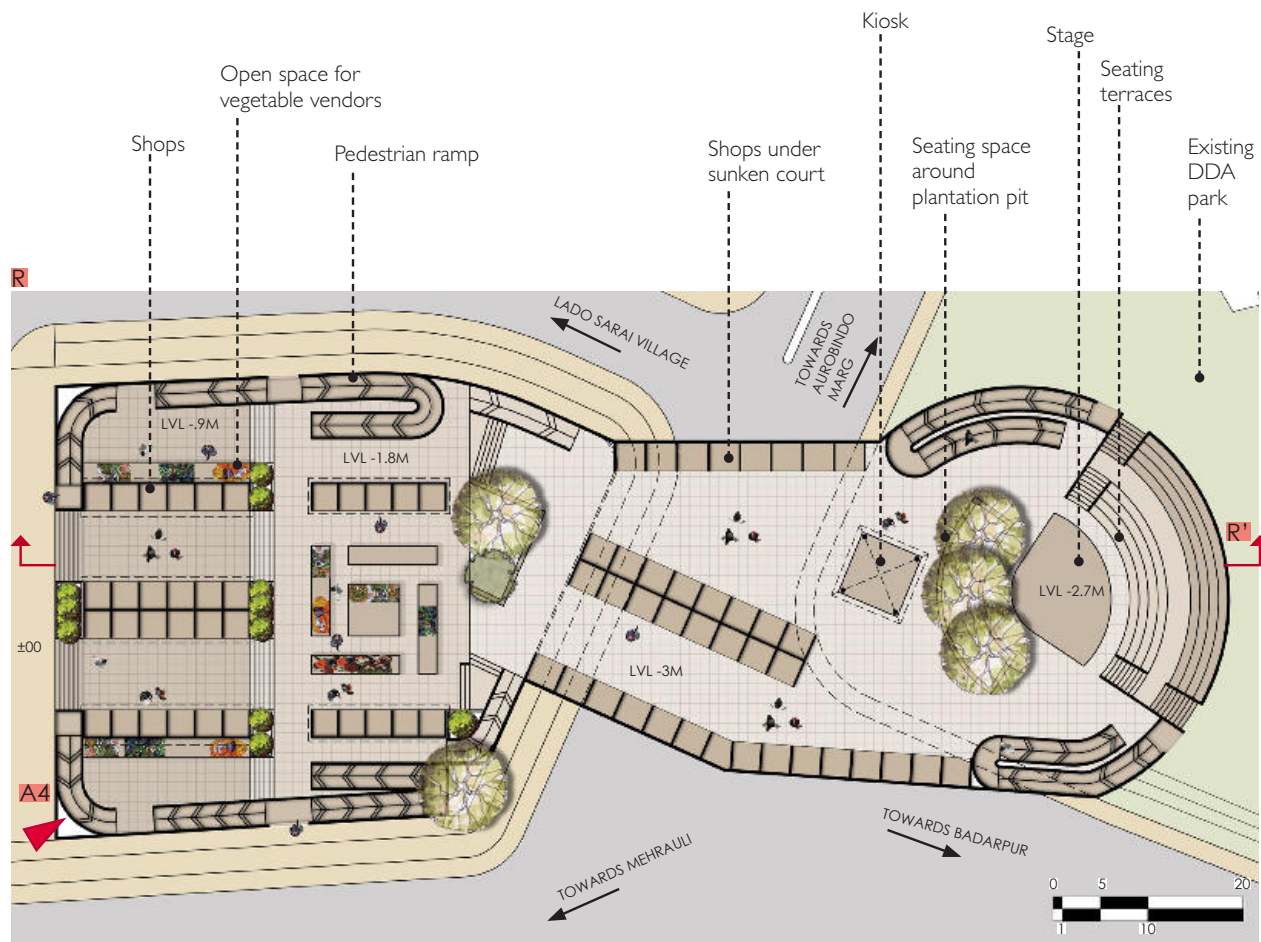
Vehicular Realignment



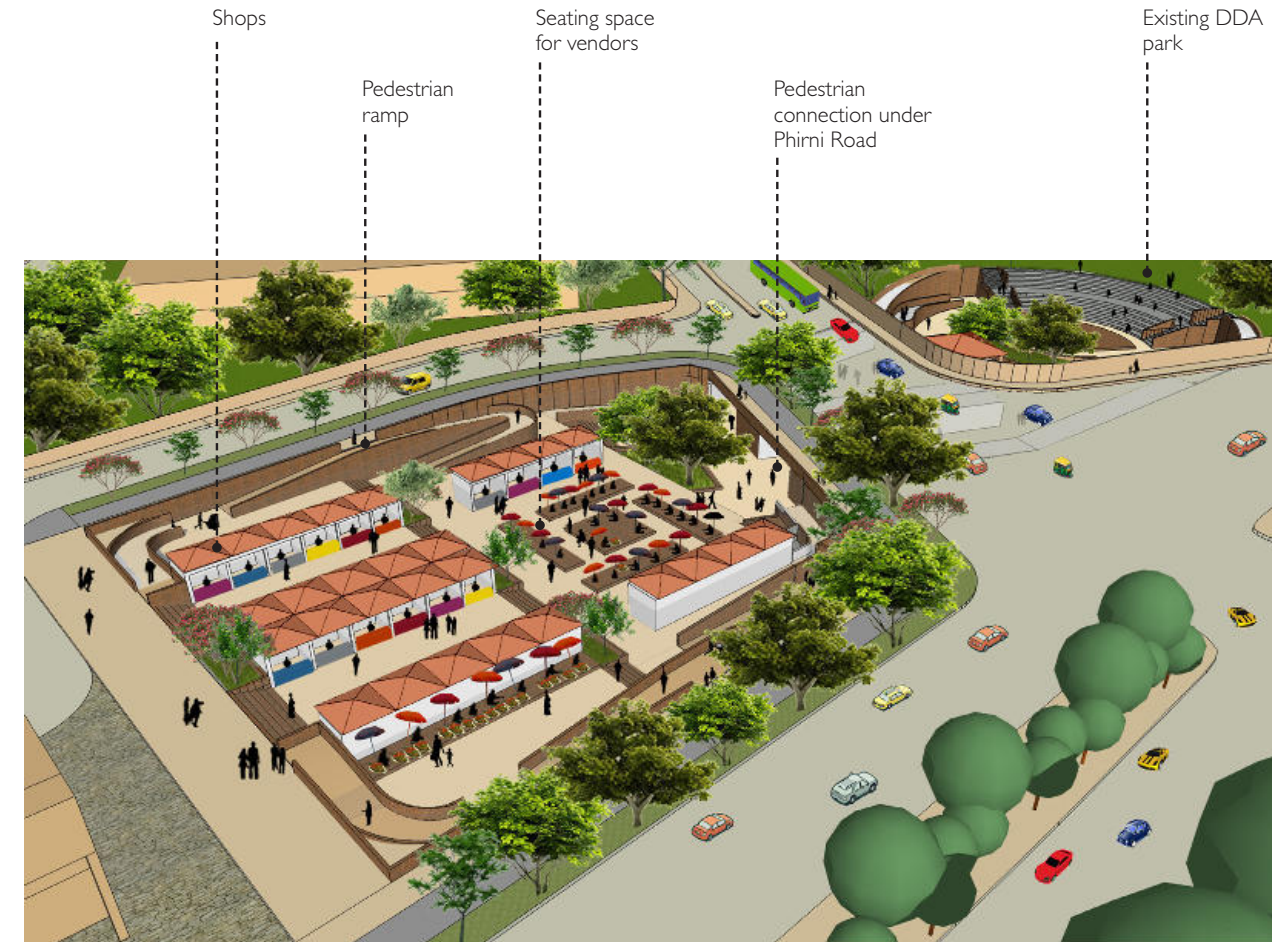
Pedestrian Movement



Section Q-Q' : Illustrating the Public Realm Adjoining MB Road



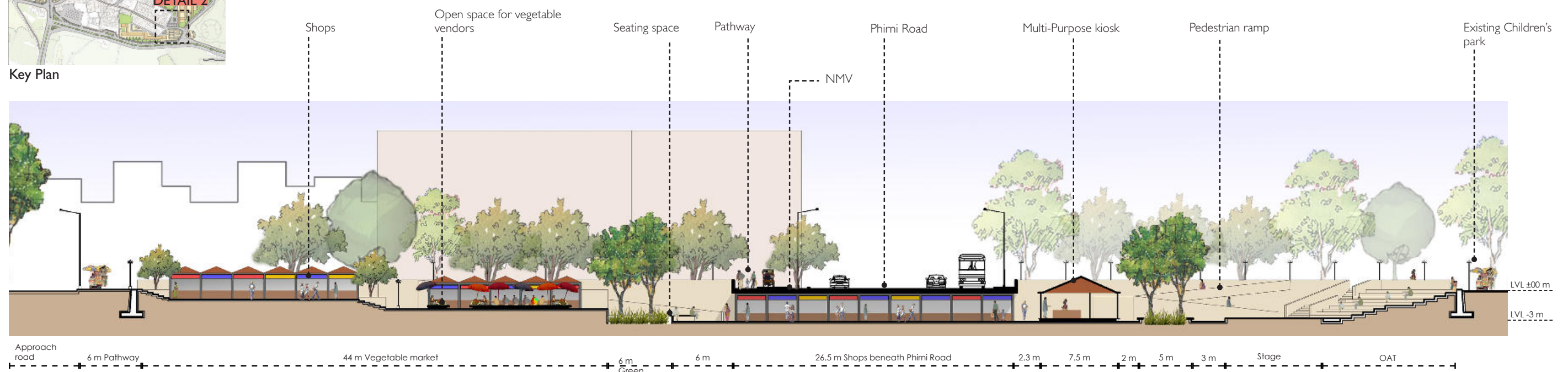
Detail 2: Underpass Connecting Children's Park along with Vegetable Market



View A4 - Underpass with Vegetable Market

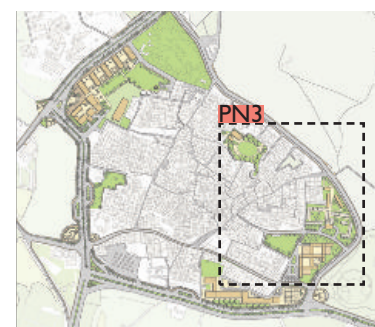


Key Plan



Section R-R': Illustrating the Connection between Lado Sarai and DDA Children's Park with the Relocated Mandi.

4.6 Phirni Road Planning Neighbourhood (PN3)



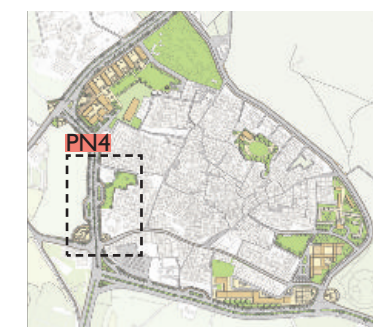
Key Plan

Total Site Area = 40100 sq m
Proposed Parking = 532 Cars

School = 14400 sq m
Ground Coverage = 24.61%
FAR = .71

Museum = 12800 sq m
Ground Coverage = 33.47%
FAR = 1.22

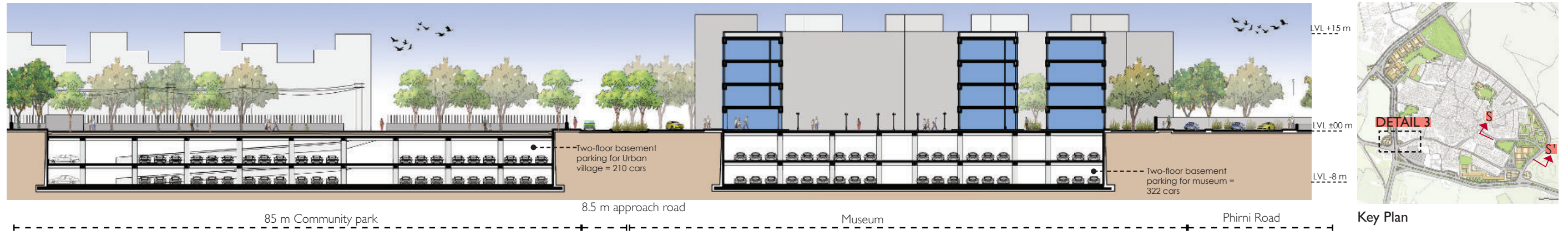
4.7 Mehrauli Planning Neighbourhood (PN4)



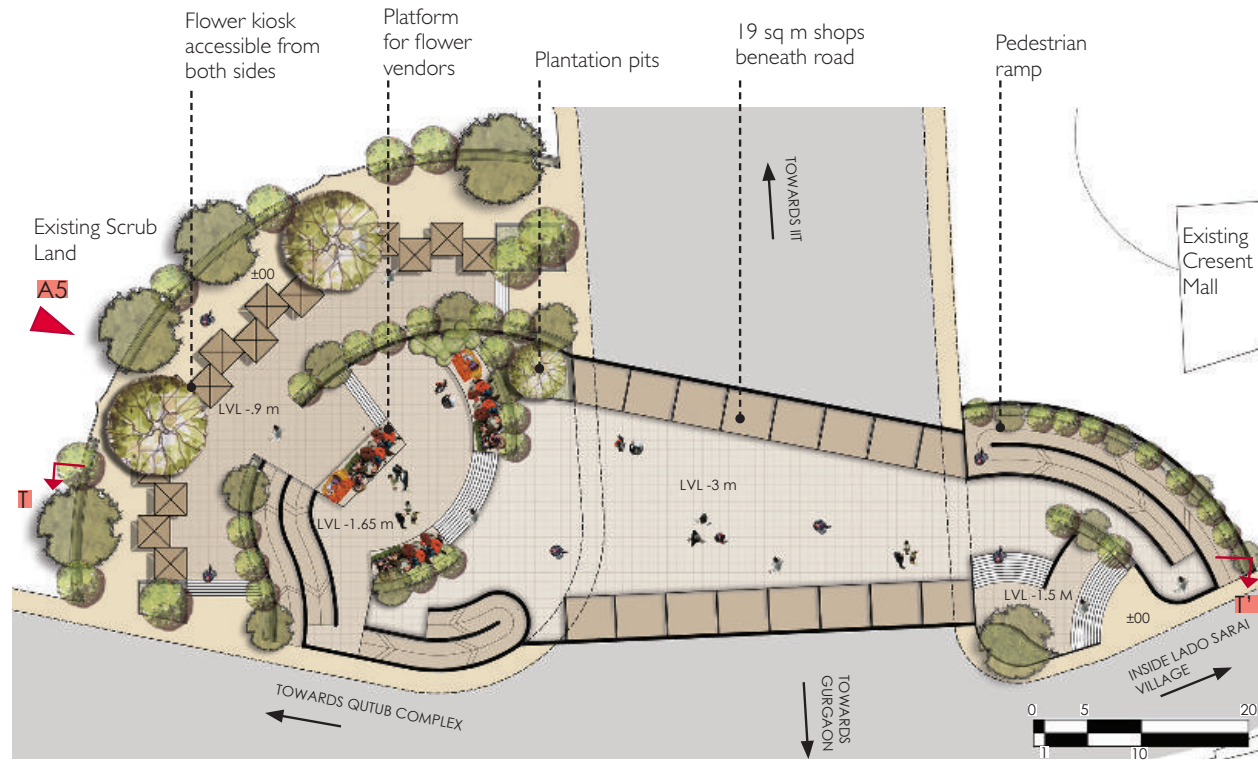
Key Plan

Total site area = 10625 sq m
Underpass = 3115 sq m
Bus stop = 2740 sq m
Community park = 4770
Basement parking = 228 cars

4.8 Details of Phirni Road and Mehrauli



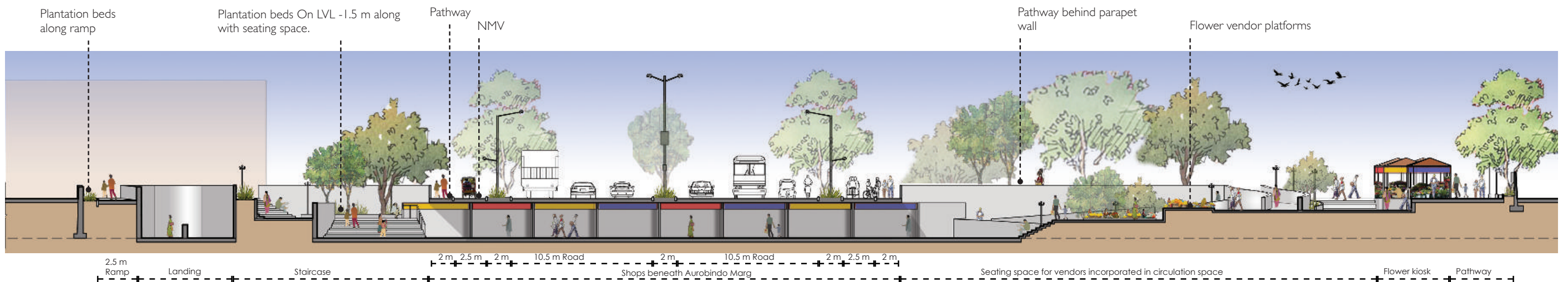
Section S-S': Illustrating Phirni Road Planning



Detail 3: Underpass Connecting Lado Sarai with Mehrauli by Sunken Court through Flower Market



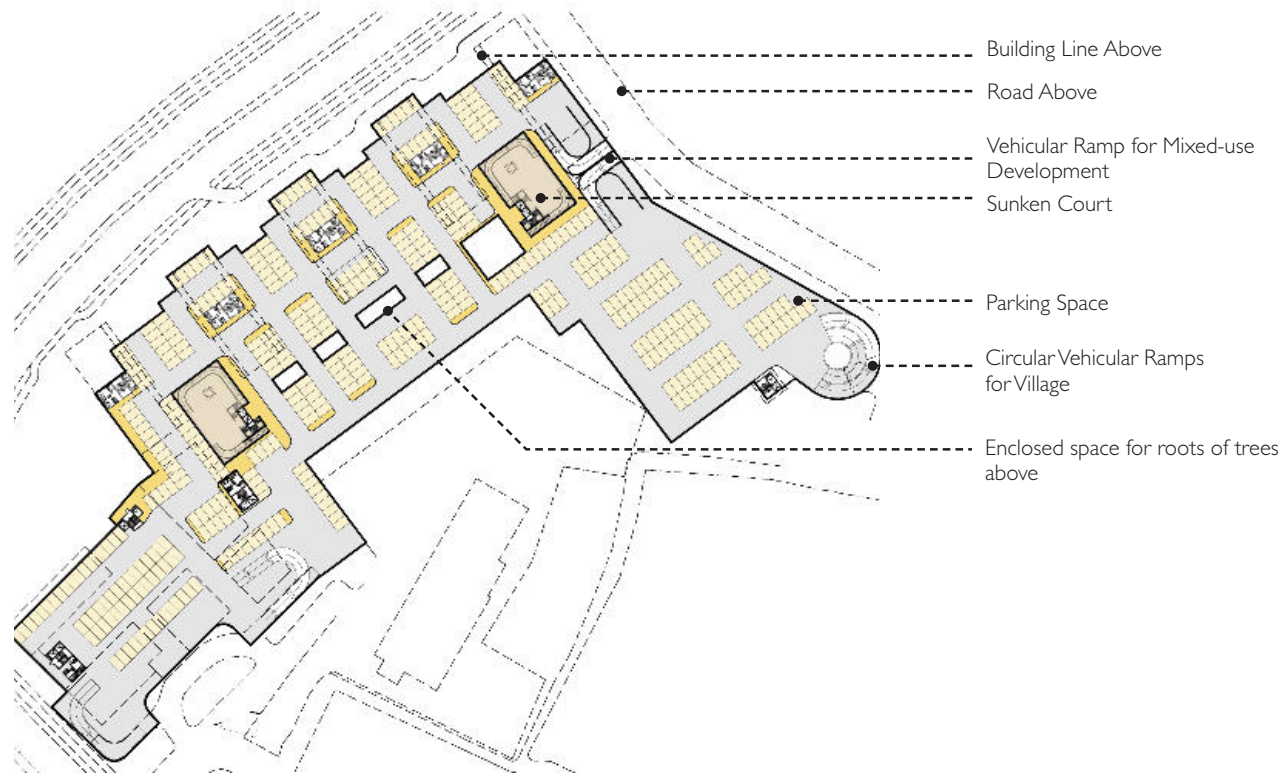
View A5: Phirni Road Planning Neighbourhood



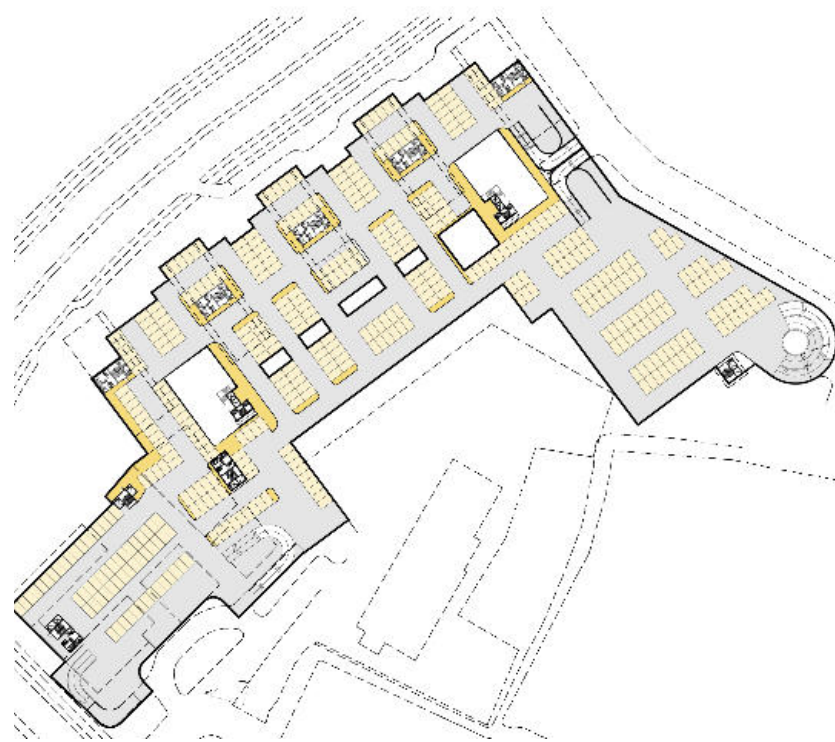
Section T-T': Illustrating Sunken Court Underpass Connecting Lado Sarai with Mehrauli

4.9 Parking Proposals

Aurobindo Marg Planning Neighbourhood Parking (P1)



First Basement Level



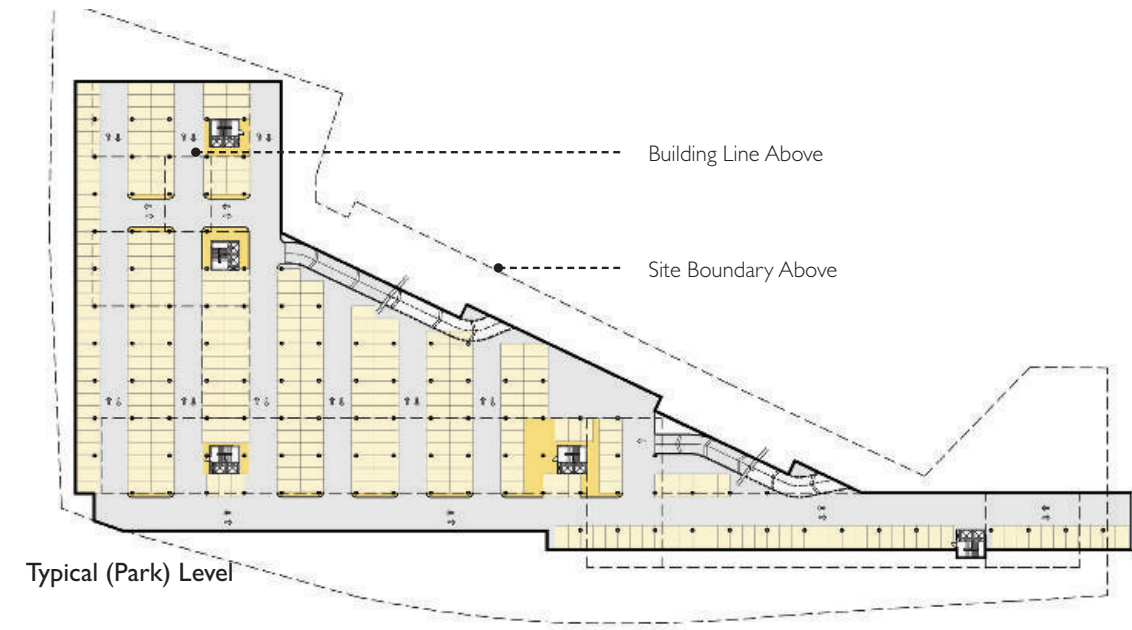
Second and Third Basement Level

Total site area = 26600 sq m
 Total Built up = 5450 sq m
 Parking Requirement
 (3ECS/100 sq m for commercial,
 2ECS/100 sq m for cultural centre)*
 = **832 cars**
 * Permissible equivalent car space per (ECS) 100 sq m
 of floor area for commercial spaces according to MPD
 2021
 Area of Basement Proposed
 (each level) = 20700 sq m
 Parking Proposed (each level)
 = **430 cars**
 total parking proposed
 (3 basement levels) = **1290 cars**
 * Permissible area per ECS according to MPD 2021

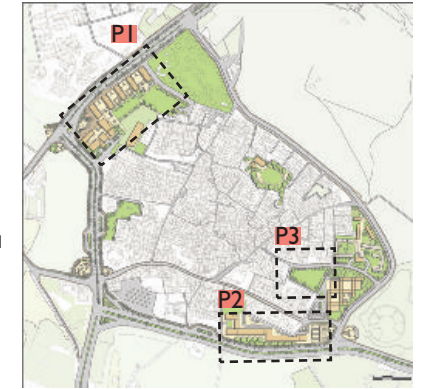
MB Road Planning Neighbourhood Parking (P2)

Total Plot Area = 15700 sq m
 Total built up area on plot = 28650 sq m
 Parking Requirement (3ECS/100 sq m)* = **860 cars**
 * Permissible equivalent car space per (ECS) 100 sq m of floor area for commercial spaces according to MPD 2021
 Area of Basement Proposed (each level) = 9750 sq m
 Area in sq m per ECS (basement parking) * = 32 sq m
 Parking Proposed (each level) = **304 cars**

Total Parking Proposed (3 basement levels) = 912 cars
 * Permissible area per ECS according to MPD 2021



Typical (Park) Level



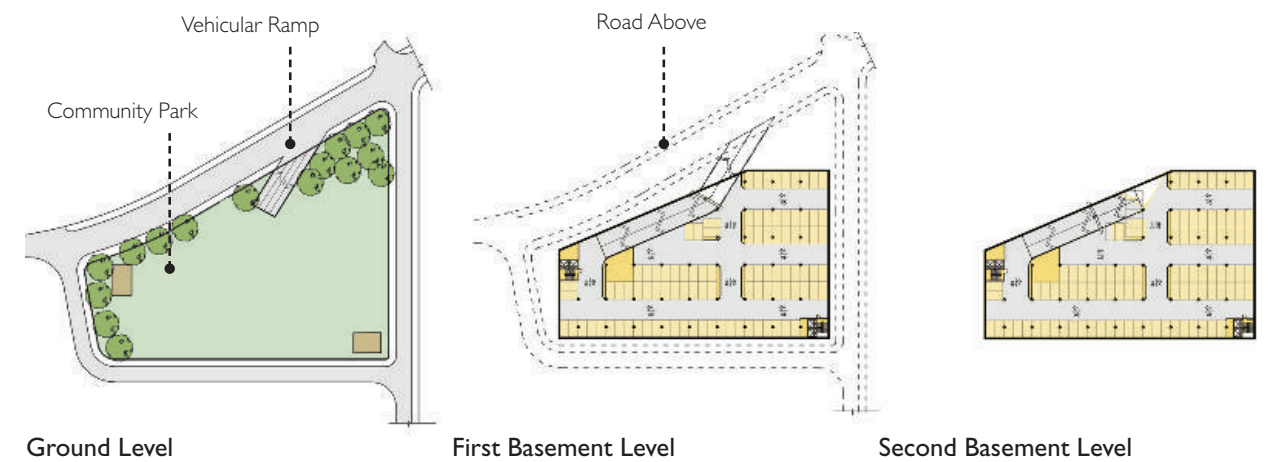
Key Plan

Phirni Road Planning Neighbourhood Parking (P3)

Community Park with Basement Parking

Area of Basement Proposed (each level) = 3165 sq m
 Area in sq m per ECS (basement parking) * = 32 sq m
 Parking Proposed (each level) = **105 cars**

Total Parking Proposed (2 basement levels) = 210 cars
 * Permissible area per ECS according to MPD 2021



Ground Level

First Basement Level

Second Basement Level

4.10 Area Statement

S. No.	Project	Usage	Existing Ownership	New Ownership	Area Taken	Project Area
	Total Lado Sarai Area					
	Total built area					
	Built open ratio					
	Population					
	Net Density					
	Gross Density					
1	Aurobindo Marg Planning					
		Mixed-use development	DDA			10000
		Public Park	DDA			9300
		Cultural Centre	DDA			5300
		Banquet Hall	DDA			2000
		Nursery				25000
		Total				51600
	Lado Sarai Underpass		Sanjay Van north of Lado Sarai Road		810	
		Public Place	Sanjay Van south of Lado Sarai Road		825	7025
			Parking Area Under Road		2690	
					2700	
2	MB Road Planning					15700
		Main Block				
		Small Block				
	Total					
	DDA Children's Park Underpass	Public place	DDA Children's Park		1400	
			Under Road		1070	4950
			DDA Land		2470	
3	Phirmi Road Planning					
		MCD School Extention	MCD			14400
		Museum	DDA			12800
		Community park with basement parking	DDA			4850
		Community Centre with park	DDA			8050
4	Mehrauli Planning					
	Crescent Underpass		Sanjay Van west side of road		1820	
		Public Place	Crescent east side of road		470	3115
			Under road		825	
	Crescent bus stop west side	Public Place	Sanjay Van Road		850	1370
					520	
	Crescent bus stop east side	Public Place	Existing parking area Road		850	1370
					520	
	Crescent park with basement parking	Community park	Existing park		1250	
			Parking area		3000	4770
			Open land		520	
	Total Project Area					

Total Site Area (sq m)	Unit Area (sq m)	No. Of Units	Built Up Area on GF	Ground Coverage (%)	No. of Floors	Built Up Area On All Floors	FAR Achieved	Parking Requirement (3 ECS/100 sq m for Commercial, 2 ECS/100 sq m for Residential)	Parking Proposed
500,000 sq m/ 50hectare/ 123.5 acre									
198,900									
39.78									
30,000									
1500									
600									
58,625	640	5	3200	32.00	7	22400	2.24	672	
								186	
			1250	23.58	4	5000	0.94	100	
			1000	50.00	2	2000	1.00	60	
			5450	9.30		29400	0.50	1018	1290
20,650			3990		7	27930			
			240		3	720			
			4230	26.94		28650	1.82	859.5	912
40,100			3400	23.61	3	10200	0.71	204	
			3900	30.47	4	15600	1.22	312	322
									210
			615	7.64	3	1845	0.23		
10,625									
									228
130,375			27,275	20.92				2447.5	2962



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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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Delhi Urban Art Commission

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