



INDIAN SOCIETY OF LANDSCAPE ARCHITECTS

Delhi Chapter

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REPORT ON THE "LUTYENS BUNGALOW ZONE (LBZ) - BOUNDARY AND DEVELOPMENT GUIDELINES

DUAC (DELHI URBAN ARTS COMMISSION), JULY 2015)

OBJECTIONS AND SUGGESTIONS

BY INDIAN SOCIETY OF LANDSCAPE ARCHITECTS (ISOLA) DELHI CHAPTER

The Indian Society of Landscape Architects (ISOLA) Delhi Chapter has reviewed the Report on **Lutyens Bungalow Zone-Boundary and Development Guidelines**", submitted to the Ministry of Urban Development (Delhi Division), and issued for inviting objections/suggestions on 28th August, 2015.

We, ISOLA Delhi Chapter, submit the following observations and objections to the report, prepared by DUAC for due consideration, through a landscape heritage perspective.

As per the new Guidelines the character of the LBZ would change dramatically (to its detriment), with significant impact on the environment and character of Central Delhi.

We would like to highlight the lack of consideration in the report to the Landscape Heritage of New Delhi. This includes the planned 'Garden City' planning as designed in 1930 as well as the landscape resource this area is today.

LBZ needs to be conserved for the future, not only for its historic planning, but significantly its model landscape planning design; strategic planting; mature, verdant and diverse canopy (which took nearly a century to be established); and, the critical biodiversity it supports.

Depriving the people of Delhi of the green lung that LBZ is today, will lead to further deterioration of the poor air quality that is plaguing our capital city.

We as ISOLA Delhi Chapter strongly object to the LBZ Boundary and Development Guidelines Report by DUAC.

IN SUMMARY

Equitable use of open space will not be afforded the general public through these measures. These are private initiatives that will not only compromise the integrity of the landscape heritage, but will also change the character of Central Delhi.

1. Definition of 'Lutyens Bungalow Zone'

The Lutyens' Bungalow Zone is a part of the city's heritage- architectural, urban design, landscape. The LBZ therefore does not represent built heritage alone. Protection of this resource needs to be a holistic effort with pivoted upon its spatial planning, landscape and architectural heritage. It is a significant resource for not just the city and country, but the world.

2. Environment

Changing the LBZ boundaries, will slowly erode the edges, the buffers and transitional green bands, sharpening the distinction between the proposed LBZ and newer developments around. The maturity of the landscape and the longevity of its planning needs to be assessed, documented and reviewed carefully prior to ad hoc development laxity. No change can be advocated without recognising and shaping a comprehensive vision for the future of the LBZ.

3. Landscape Heritage

Landscape heritage of hierarchical open space networks through axial streets, corridor plantation, street development and design, setbacks and architectural controls and city planning has not been evaluated. The outstanding values must to be preserved, and the quality of open space maintained.

4. Quantify Landscape Value: Ecosystem Analysis

There have been changes, additions and alterations to both the design, layout and planning of the LBZ that have led to the space as it exists today. Detailed studies need to be undertaken to determine at what point in its chronological evolution the spatial and ecological pattern should be conserved and the ecological benefits it provides quantified.



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5. Historic City Precincts: Precedents

It is significant to study and understand how Western culture, after having lost much of its heritage to industrialisation, has learnt to preserve its historic city centres recognising and addressing the significance of how edges and buffer areas are significant in protection of the core. No piecemeal development or change should precede the development of a comprehensive vision for the entire LBZ and Central Delhi.

6. Land Use and City Planning: Garden City

The areas recommended to be excluded from the LBZ comprise the transition area developments along the ridge and the heritage precincts of Lodhi, Aurangzeb and Prithviraj roads. A change in land use will adversely impact these important street networks and axes, with multi-use developments (as per MPD) increasing traffic volumes, thereby putting pressure on and compromising the street design and interface.

7. Landscape Resources: Open Space Networks & Biodiversity

It will be a loss of great magnitude to let go of this landscape heritage of city design, open space character, historic patterns of plantation and unique tree cover. The loss would adversely impact the vast species of fauna that of some hundreds of species of birds that are dependent on this habitat. The guidelines fail to address this as a model for open space development that offers equitable access to citizens of Delhi as part of a larger, well-conceived, cohesive open space network.

8. Traffic and Services

At present, the roads excluded from the LBZ, cannot carry more traffic nor accommodate the parking requirements of potential future development, as emphasised in the DUAC report. With densification of the area, already critical levels of pollution will increase as a direct fallout of construction, commerce and traffic. Pressure on other resources including land, storm water, sewer, rainwater recharge, electricity and communications too have not been thought through.

9. For the People: Greater Public Good

Public access to LBZ, its precincts and landscape heritage is of greater value to the 'larger public good' than extension of residential bungalows. The area may be put to better public use, without compromising the green and open character of the place, which inherently defines the city, and leaves a lasting impression on visitors.

10. Way Forward

ISOLA suggests:

- i. Detailed mapping of landscape resources in the Lutyens Bungalow Zone
- ii. Quantification of Landscape Heritage –tangible and intangible
- iii. Discussion and review of the value of this Landscape Heritage and conservation value
- iv. Definition of conservation and development norms and restrictions for the landscape heritage.
- v. Recognising and shaping a comprehensive vision for the LBZ for the future
- vi. A thorough and detailed inventory and design study to be conducted over 6-8 months for the entire 'Lutyens Delhi' landscape to document, analyse and create a comprehensive vision for the LBZ landscape heritage and open space networks.



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Our brief observation and comments are summarised below.

1. DEFINITION OF 'LUTYENS BUNGALOW ZONE'

*'Conservation of **Built** Heritage. Under section 10.3 in this chapter, 6 Heritage Zones have been identified and LBZ is one of them. According to this, a Heritage Zone is defined as "an area which has significant concentration, linkage or continuity of buildings, structures, groups or complexes united historically or aesthetically by plan or physical development "(Master Plan for Delhi 2021).*

*2.1 The area called the Lutyens Bungalow Zone (LBZ) is the 'Imperial City' of New Delhi designed on **Garden City** principles, with a central avenue comprising the President's House and surrounded by government buildings and residential '**bungalows**'.*

*2.2 This plan was fashioned on the Garden City principles of Ebenezer Howard, **with wide tree lined avenues, large plots and bungalows set in them**. The main axis was an east-west axis, starting from the Rashtrapati Bhawan atop the Raisina Hill going down to a climax at the India Gate 'C' hexagon. The city was laid out in a grand manner and is an excellent example of a fine blend of classical and modern town planning. This plan was essentially for the national Government; offices and residences and took into account the hot and dry climate of the Delhi summers. **The masterly composition of the Rashtrapati Bhawan, North Block and South Block, large bungalow plots and other government buildings, knit together carefully by a web of wide shady avenues, lends to the city a grand order, symmetry and unique aesthetic character with few parallels in the world.***

2.3 LBZ embodied the thinking of the largest empire in recorded history and the greatest collection of wealth known to mankind. LBZ was part of an expression of urban art based on the best practices of its time. No other development in the world comes close to the scale and value of this area.

(Report On The "Lutyens Bungalow Zone (LBZ) - Boundary And Development Guidelines, DUAC, July 2015)

The residential Garden City was integral to the overall planning and design of New Delhi and its construction proceeded in parallel with the principal buildings—the Viceroy's House, Secretariat Blocks, Council House, Princely Estates, etc.—during the 1920s. The low residential density and generous tree planting was a characteristic of the Garden City movement.

The unique status of New Delhi lies in the fact that it is the ultimate expression of the concept of the Garden City in that Lutyens devoted as much attention to the city's tree planting as he did to its planning and architecture. In no other Garden City until then had the tree planning component been as fundamentally integrated into the city plan as it would be in New Delhi.

(Delhi Heritage Management Secretariat, (n.d.). Inventory of Avenue Trees - New Delhi. New Delhi: Department of Tourism, GNCTD.)

The Lutyens' Bungalow Zone is a part of the city's heritage- architectural, urban design, landscape. Its limited definition in the report is its architectural heritage-that of bungalows. Today, the character of LBZ is defined more by the tree-lined avenues and streetscape, along with its bungalows, at the end of the line of vision, set back and buffered from view.

The LBZ therefore does not represent built heritage alone. It is an invaluable ecological resource, a green lung for carbon sequestration, for rainwater recharge and a distinct micro-climate which needs protection especially in the context of Delhi's polluted atmosphere.

At a time when it would be of great value to Delhi, and other emerging cities to emphasize the heritage value of central equitable public spaces in city centres, and their connectivity with the wider city expanse through open space networks and greens, a narrow definition of 'Bungalows' as the only significant aspect of the Lutyens Bungalow Zone, is a disservice to it.



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Lutyens Delhi was included in the 'LBZ' as defined in 1988, 50 years after its construction, when the constraints, threats and opportunities of such an inclusion were clear and not limited to areas constructed or designed as per the original scheme. Its expanded boundary must be seen as a success of its planning, not in the relevance of 'bungalow' architecture alone, but in the landscape planning of the street layouts, axial planning, pedestrian infrastructure, buffers, setbacks and plantation. Protection of this resource needs to be a holistic effort with pivoted upon its spatial planning, landscape and architectural heritage.

2. ENVIRONMENT

2.8 LBZ area is perhaps the only area in the city of Delhi which has huge green cover which is a key environmental asset and an essential lung space for the city

2.18 The LBZ area is a major environmental resource and natural ecosystem, with a large number of huge trees, a diverse species of plant material and is an important lung space for the city.

(DUAC, July 2015)

At present 20.20% of Delhi is green, a significant percentage of this consolidated green cover in the LBZ area (Indian State of Forest Report, 2009). Yet over a 10 year period the per capita open space in Delhi decreased from 25 sq.m/ person to 15 sq.m/ person (Report, JLL 2011).

A significant section of this green cover is part of the LBZ, a mere 1.7% of the city area, yet its verdant green cover defines its extent. Changing the LBZ boundaries, will slowly erode the edges, the buffers and transitional green bands, sharpening the distinction between the proposed LBZ and newer developments around. The redevelopment of these areas will adversely affect Delhi's green lung.

The landscape value of these buffer/ transition areas has been overlooked and needs to be studied in detail. They do not find a mention in the report, even though it states the need to save the 'environment'. The maturity of the landscape and the longevity of its planning needs to be assessed, documented and reviewed carefully prior to ad hoc development laxity.

3. LANDSCAPE HERITAGE

Landscape heritage of hierarchical open space networks through axial streets, corridor plantation, street development and design, setbacks and architectural controls and city planning has not been evaluated.

It is therefore imperative to first map the existing Landscape Resources in the LBZ zone and quantify the landscape heritage and its value to the city, both tangible and intangible. The outstanding values must to be preserved, and the quality of open space maintained.

6 key points to consider in this mapping that have not been addressed in the report are:

- i. Environmental Impact of Densification
- ii. Landscape Heritage
- iii. Visual Character
- iv. Street Design and Character
- v. Open Space Networks
- vi. Traffic and Services

Each of these points need to be quantified and clarified, as our intangible heritage, to assess the character each imparts and the value it provides to the city and all its residents. It also needs to be explored how open space networks can interconnect the surrounding city fabric, not through building development norms only, but also through a sensitive landscape planning approach.



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4. QUANTIFY LANDSCAPE VALUE: ECOSYSTEM ANALYSIS

There have been changes, additions and alterations to both the design, layout and planning of the LBZ that have led to the space as it exists today. Detailed studies need to be undertaken to determine at what point in its chronological evolution the spatial and ecological pattern should be conserved.

To do so, it is important to understand environmental economics and ecosystem services.

Environmental economics can be defined as that “part of economics which deals with interrelationship between environment and economic development and studies the ways and means by which the former is not impaired nor the latter impeded.” (*Textbook of Environmental Economics, Sankar, 2011*) It is a branch of economics which discusses about the impacts of interaction between men and nature and finds human solutions to maintain harmony between men and nature.

Ecosystem services are the benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services, such as nutrient cycling, that maintain the conditions for life on Earth (*Ecosystems and Human Well-being*).

Due to the critical landscape it encompasses and the biodiversity it supports, prior to any redefinition it would be pertinent to understand basic issues prior to any redefinition exercise. Some of these concerns are:

What is the diversity of flora and fauna in the zone?

Quantity of water recharge that is facilitated in this area)

The role of this zone in air pollution control

The contribution towards Carbon sequestration

These are a few concerns amongst a host of others that need to be evaluated and assessed for informed realignment, to avoid compromising the living heritage.

5. HISTORIC CITY PRECINCTS: PRECEDENTS

It is significant here to study and understand how Western culture, after having lost much of its heritage to industrialisation, has learnt to preserve its historic city centres recognising and addressing the significance of how edges and buffer areas are significant in protection of the core.

Certain areas outside but contiguous with the LBZ boundary are also significant since they have a direct bearing on the redevelopment within the LBZ area. These are: the area north of Ashoka Road and Feroz Shah Road up to and including Connaught Place, the area east of Mathura Road up to the river Yamuna and including the Purana Qila. Pragati Maidan and the Zoological Park; and the area south of Lodi Road, including the newly-developed institutional area as well as Lodi Colony.

The land characteristics analysis helps to define certain sub-zones within the LBZ which have similar developmental characteristics. The definition is founded on the proposition that the ordering principles of Lutyens' plan should be retained in their essence and form the basis for any redevelopment strategy. The core of Lutyens's layout is the Central Vista along Rajpath, with the Presidents Estate on one end and at the other end the public garden framed by the great hexagon of road, with the National Stadium and the Purana Qila forming the termination of the ceremonial axis. This forms a most imposing and attractive public space which makes New Delhi unique among the capital cities of the world.

Extending from the Central Vista is the hexagonal road pattern, which spreads north and south of Rajpath distributing traffic on shady avenues lined with regular plantation of indigenous trees. The Lutyens plan for north of Rajpath originally extended up to the walled city (Asaf Ali Road), but redevelopment exercises of the last two decades have completely changed the



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character of this area, and now the LBZ boundary has receded to Ashoka Road and Feroz Shah Road, while also including the Bengali Market area bounded by Tolstoy Marg, Barakhamba Road, Sikandra Road and the railway line.

The area south of Rajpath is, in substantial part, a good representation of Lutyens' architectural vision. The majority of the bungalows in use as official residences are located here, with Akbar Road serving as the principal axis of this part of the LBZ. It should however be noted that the bungalows of Lutyens' layout extend south only up to Prithviraj Road and Safdarjang Road South of Prithviraj Road and on the south-eastern side adjoining the erstwhile princely states' houses there are also government residences, but these were designed and built after 1947.

An important feature which this analysis highlights is the presence of major public green open areas on three sides of the LBZ. These are the Delhi Ridge on the west adjoining the Presidents Estate; the connected green of Nehru Park, the Race Course and the Delhi Gymkhana Club, Safdarjang airport, Safdarjang Tomb, and the almost contiguous Lodi Garden on the south; the Delhi Golf Club on the south-east, and on the eastern side across the LBZ boundary along Mathura Road is the large green expanse of the Zoological Garden, with the Purana Qila at one end and Humayun Tomb at the other. This resource of green areas is the most valuable asset, not only of the LBZ but of the entire city of Delhi, because of the fresh air and natural beauty that the green areas represented.

(Ganju, MN Ashish. "Lutyens Bungalow Zone." Architecture + Design, an Indian Journal of Architecture, no. 6, Nov-Dec (1999): 34)

6. LAND USE AND CITY PLANNING: GARDEN CITY

4.6 Therefore, the Commission kept the following key considerations in mind while rationalising the LBZ boundary:

a) keeping the new boundary close to the original boundary envisaged by Sir Edwin Lutyens ; b) removing the transformed/ commercialised areas/modern colonies which do not bear any semblance to the Lutyens Bungalow character; and c) including certain adjoining green areas which have a strong bearing on environment and provide security buffer .

(DUAC, July 2015)

In the DUAC report, the area of cultural value shown is only the Rajpath corridor, and none of the rest of LBZ. However, the 'Garden City' planning covered a wider footprint both in its plantation and in its axial street design and open space networks.

The areas recommended to be excluded from the LBZ comprise the transition area developments between the historic Lutyens Delhi and the MPD areas administered by MCD as well the Central Ridge. These green corridors along the ridge and Chanakya Puri as well as heritage precincts of Lodhi Road, Aurangzeb and Prithviraj roads are key alignments from historic times that predate Lutyens Delhi, which were included in the LBZ, as defined in 1998. Their inclusion in the LBZ allowed architectural as well as historic street alignment, plantation and street design to define these important axes, within street, and edge controls.

Significantly, the plan of having one variety of trees on each arterial road was conceptualized by Edwin Lutyens in his vision to turn Delhi into a 'Garden City'. Arterial roads including Lodhi Road, Sardar Patel Marg, Panchsheel Marg were also designed to this vision which further informed the street design structure.

A change in land use will adversely impact these important street networks and axes, with multi-use developments (as per MPD) increasing traffic volumes, thereby putting pressure on and compromising the street design and interface.

Equitable use of open space will not be afforded the general public through these measures. These are private initiatives that will not only compromise the integrity of the landscape heritage, but will also change the character of Central Delhi.

The opportunity to democratize the bungalow precincts, create public spaces of significance and equity is lost in this initiative. It is important to treat the streets of Delhi, the roundabouts and buffer spaces as critical and significant landscape heritage for the public that cannot be compromised.



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Additionally while continued protection of the Ridge is a positive initiative as per the Guidelines, the misplaced reasoning for this and other areas, merely addressing security concerns for the President and Prime Minister's residence, and not its inherent landscape value is questionable.

7. LANDSCAPE RESOURCES: OPEN SPACE NETWORKS & BIODIVERSITY

Open space networks are of benefit for not only physical, but psychological and mental health as well.

The LBZ is one of 3 invaluable landscape resources of Delhi; the other two being the Ridge and the River.

Delhi's extensive LBZ green cover took over a 100 years to develop. The fragmentation of this consolidated forest cover compromises the landscape value and heritage of the city at a time when connecting and creating equitable open spaces for play and recreation for all sections of society is required as being recognised and addressed in developing cultures of the East and West.

It will be a loss of great magnitude to let go of this landscape heritage of city design, open space character, historic patterns of plantation and unique tree cover. The loss would adversely impact the vast species of fauna that of some hundreds of species of birds that are dependent on this habitat.

In overlooking the biodiversity value of this area in relation to both flora and fauna suggests a complete ignorance of their tangible and intangible value.

The critical concern of depletion in groundwater recharge as a consequence of added basements, and hard paving has similarly not been addressed.

In its current form, the guidelines fail to address this as a model for open space development that offers equitable access to citizens of Delhi as part of a larger, well-conceived, cohesive open space network.

With challenges of global warming in mind a 'Summer Month Heat Generation Mapping study' of LBZ area and environs is a must to assess environmental value of 100 years old plantation wealth before any densification effort is initiated.

8. TRAFFIC AND SERVICES

3.5 On the other hand, with the overall urbanization in the city of Delhi, the LBZ area has been under pressure in terms of vehicular traffic. Some of the roads are witness to traffic jams. Despite the fact that seven Metro stations have been provided in the existing LBZ, traffic continues to be an issue here.

(DUAC, July 2015)

At present, the roads excluded from the LBZ, cannot carry more traffic nor accommodate the parking requirements of potential future development, as emphasised in the DUAC report. Parking norms cannot be increased as per ECS requirements. Development will have to be clustered around transit hubs, as the current roads cannot accommodate additional parking. This basic planning requirement has not been addressed in the document.

Added pressure on services- water, sanitation, power and drainage, has not been accounted for in the case of projected development.

In the last 12 years, while the development restrictions in LBZ have been in force, the anomalies inherent in the urban framework of the LBZ area have become more pronounced. The density of habitation and intensity of building in all areas surrounding the Lutyens Bungalow Zone has increased substantially, thus highlighting the iniquitous nature of the very low density of habitation in the LBZ. The severe restrictions on redevelopment have contributed to isolating the LBZ area from the mainstream of the dynamics of urban growth, thus marginalising the process of maintenance of the physical fabric; which includes the trees planted 70 to 80 years ago, the underground sewerage and drainage system, other services infrastructure like water supply, electricity distribution and telecommunications network, as well as the bungalows built 60 to 70 years ago.



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Lack of urban maintenance has led to the proliferation of slums in locations not visible, from the main roads. III-considered additions and alterations to the bungalows as well as the public buildings have contributed to the degeneration of the carefully designed physical fabric of the LBZ area. Several inappropriate multi-storied buildings have also come up in this area in spite of the restrictions imposed on such construction.

It is clear that we need a fresh set of planning norms and development controls if the physical environment of the LBZ area is not to degenerate further. In the public debate on the topic of redevelopment norms for LBZ, there are 3 distinct lobbies which have taken up positions. The first is the builders lobby, for which all land is potential for real estate speculation. The second is the conservation lobby which seeks to preserve all buildings designed by the erstwhile imperial architects. The third is the environmental lobby, which sees the LBZ area as a green lung to benefit the entire metropolis of Delhi. There is, however, a fourth point of view which derives from the architectural merit inherent in the design of Imperial Delhi, as in the case of Jaipur and Chandigarh. New Delhi is informed by a singular and powerful architectural vision which confers on its built environment a quality and character, arousing strong feelings in its citizens. As the various lobbies emphasise their own, often conflicting points of view it is clear that the mediating view can best be architectural merit, thus ensuring continuity of the inspirational quality of the design.

A major strategic initiative is required for rationalizing the vehicular traffic through the Lutyens Bungalow Zone. The heaviest traffic load in this area is generated by the commuters to the Central Secretariat and other government offices along Rajpath. This commuter traffic is carried largely by diesel-engine buses of the Delhi Transport Corporation supplemented by a very large number of private contract buses and private vehicles. This traffic now poses an environmental hazard and needs to be rationalised to reduce its adverse impact. The existing pattern of bus routes and the location of the major bus terminals are not in consonance with the spatial logic of the Lutyens plan. It is possible to modify the bus routes so that the Central Vista is relieved of major bus commuter traffic, and the heavy commuter traffic coming in from south of the Central Secretariat does not pass through the heart of the government bungalows on Tughlak Road, Krishna Menon Marg, Akbar Road and Janpath. The major bus terminals can be relocated and distributed on four sides of the government office complex stretching from Raisina Hill to Janpath, which includes the North and South Blocks and the ministry buildings like Shastri Bhawan, Nirman Bhawan etc. Two new terminals need to be located on Janpath, north and south of Rajpath, which could also become interchange points with the proposed mass rapid transit system for Delhi, now under implementation. The new terminals could be a modal shift to a more environment-friendly vehicle type, using solar or electric power.

(Ganju, MN Ashish. "Lutyens Bungalow Zone." Architecture + Design, an Indian Journal of Architecture, no. 6, Nov-Dec (1999): 34.)

With densification of the area, already critical levels of pollution will increase as a direct fallout of construction, commerce and traffic.

Roundabouts with their unique landscape typology and elaborate plantation cannot take re-densification; and will be permanently lost as a consequence of increased traffic volumes.

Pressure on other resources including land, stormwater, sewer, rainwater recharge, electricity and communications too have not been thought through.

9. FOR THE PEOPLE: GREATER PUBLIC GOOD

Therefore, the challenge today is to create a synergy between conservation and development, without leading to aesthetic or environmental degradation, bearing in mind the principle of the "larger public good" as against the narrow private interest.

(DUAC, July 2015)

The restructuring of the LBZ, as currently indicated, does not aim to contribute towards a larger public good addressing the needs of a handful of private and/or government stakeholders. 1/3rd of the area surveyed is private property, the rest is government owned. As we are aware that areas such as Kidwai Nagar being redeveloped to accommodate the growing



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housing needs for citizens, and at Moti Bagh and others for MPs and bureaucrats, then the wants of a few cannot override the needs of the majority in keeping this zone as green as it is at present.

Public access to LBZ, its precincts and landscape heritage is of greater value to the 'larger public good' than extension of residential bungalows. The area may be put to better public use, without compromising the green and open character of the place, which inherently defines the city, and leaves a lasting impression on visitors.. Redefining the LBZ is an opportunity of exploring its potential to reduce street impact, increase safety and accessibility of pedestrians, rainwater harvesting strategies, land pooling amongst many such possibilities.

10. WAY FORWARD

ISOLA reemphasises the 6 points stated earlier; the importance of this zone as a green lung, the value of its landscape heritage, the need to define this heritage, its significant visual character, impact of traffic and services, streetscape design and the need for equity in public open space.

ISOLA suggests:

- i. Detailed mapping of landscape resources in the Lutyens Bungalow Zone
- ii. Quantification of Landscape Heritage –tangible and intangible
- iii. Discussion and review of the value of this Landscape Heritage and conservation value
- iv. Definition of conservation and development norms and restrictions for the landscape heritage.
- v. Recognising and shaping a comprehensive vision for the LBZ for the future
- vi. A thorough and detailed inventory and design study to be conducted over 6-8 months for the entire 'Lutyens Delhi' landscape to document, analyse and create a comprehensive vision for the LBZ landscape heritage and open space networks.