



# U.P. ARCHITECTS ASSOCIATION<sup>®</sup>

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To,  
Hon'ble Chief Minister,  
Government of Uttar Pradesh,  
Lok Bhawan,  
Lucknow – 226001 (U.P.)

**Subject: Request for Applicability of 18-Meter Road Width Criteria for Mixed Use Development in Meerut under Point no 8.1.2 of the Model Building Construction and Development Bye-laws and Model Zoning Regulations for Development Authorities of Uttar Pradesh, 2025**

Respected Sir,

We are writing to formally bring to your kind attention an important concern regarding the interpretation and applicability of Point no 8.1.2 related to **Mixed Use Development** provisions in the *Model Building Construction and Development Bye-laws and Model Zoning Regulations for Development Authorities of Uttar Pradesh, 2025*.

As per Point no. 8.1.2,

- Cities with a **population above 10 lakh** are permitted Mixed Land Use **only on roads having a minimum width of 24 meters** and above, whereas
- Cities with a **population below 10 lakh** may allow Mixed Land Use on **18-meter- and above wide roads** as well.

In this regard, we wish to submit the following for consideration:

### 1. Meerut's Urban Form & Population Context

Meerut's population is approximately **30 lakh**, placing it in the category

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of larger cities. However, the historic evolution, organic road network pattern, and existing right-of-way constraints have resulted in the majority of the city's major corridors being **18 meters wide** (or marginally varying around this width). The city's natural urban morphology has evolved over centuries and cannot be retrofitted to achieve a uniform 24-meter road width without large-scale demolition, displacement, excessive financial burden, and disruption of existing urban functioning.

## **2. Practical Impossibility of Achieving 24-Meter ROW in Core and Developed Areas**

In almost all fully developed stretches of Meerut—including high-density residential, mixed residential, and commercial corridors—achieving a 24-meter right-of-way is practically unfeasible due to:

- Continuous built-up frontage
- Heritage corridors
- Dense settlements
- Narrow plot depths
- Large number of affected stakeholders

This makes strict enforcement of the 24-meter criterion counter productive and impractical for Meerut.

## **3. Need for a Context-Specific Approach Rather Than a Population-Based Restriction**

The intent behind determining road width for **Mixed Use Development** is to ensure traffic capacity, safety, and urban functionality, not merely to classify cities by population.

Meerut, despite having a high population, functionally aligns with cities having a predominant 18-meter road hierarchy, and thus applying the 24-meter condition will unjustly restrict legitimate mixed-use potential in the city.

## **4. Economic, Planning, and Governance Benefits of Applying the 18-Meter Criterion**

Allowing Mixed Use on **18-meter or wider roads** in Meerut will:

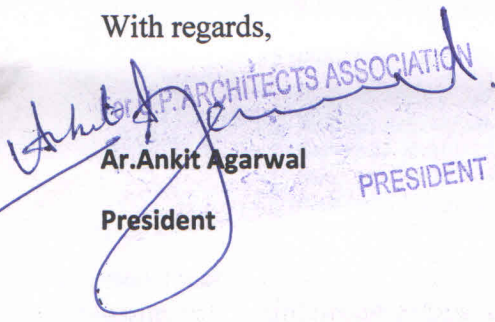
- Promote balanced economic growth
- Support orderly redevelopment
- Reduce unauthorized commercial activities triggered by overly restrictive norms
- Make the bye-laws implementation-friendly for the authority
- Align with natural ground realities, ensuring public convenience and smoother governance

Therefore, it is humbly requested that, given the unique urban morphology of Meerut, the provision applicable to cities under 10 lakh population (Mixed Use Development permissible on 18-meter roads) may kindly be allowed for Meerut as well—in place of the **24-meter requirement**—or an explicit relaxation/exception may please be notified for Meerut Development Authority.

This modification will make the regulations more practical, equitable, and implementable, while still maintaining safety, mobility, and planning standards.

We request your kind consideration and necessary action in this regard.

With regards,

  
Ar. Ankit Agarwal  
President

Ar. Ankit Agarwal  
President

PRESIDENT

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