



CITY LEVEL PROJECTS

Public Space Initiatives

Ten Public Spaces Identified by New Delhi Municipal Council (NDMC)





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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 likely to affect the skyline or the aesthetic quality of the surroundings or any public amenity provided therein”.



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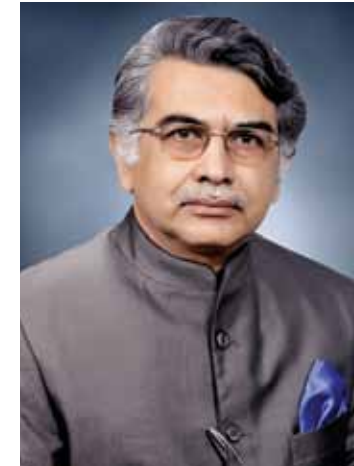
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Preface



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.

January, 2018

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

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Summary

The study was taken up on a request from New Delhi Municipal Council (NDMC) as a part of their landscape initiatives for 10 public spaces in Delhi identified as areas having potential for development. These spaces are:

1. Area above Palika Bazar and Palika Parking in Connaught Place: This area is a significant green space existing as two terraces, one each above the underground Palika shopping complex and the Parking, with a road in between. With time, fragmented development in terms of built, hardscape and softscape in the area, has led to creation of many unusable pockets. Also, in the absence of a legible and efficient circulation system the usage of space is further discouraged leading to a number of "dead" areas that become deserted. The landscape strategy is aimed at making the space active and more accessible through visible entrances, connecting pathways, introduction of play areas and seating spaces with screening of services.

2. Triangular Plot on Baba Kharak Singh Marg adjacent to Bangla Sahib Gurudwara: The 5 acres of triangular plot is the only considerable green patch lying between the Bangla Sahib Gurudwara and the Government Quarters which is accessed from Baba Kharak Singh Marg. The site development has not taken place as per the Master Plan provisions where it is designated to be developed into a children park, and is currently being utilised for a wide variety of other uses. It houses a Traffic Training Park, 2 NDMC Nurseries, Traffic Police Office, Rain Basera under Delhi Urban Shelter Improvement Board (DUSIB) and a Heritage Structure with Water Tank. The aim of the redesign has been to reclaim the public park and return it to the city for public use. This has been achieved through rezoning while retaining all the existing activities but restricting the encroachment.

3. Yashwant Place Park, Chanakyapuri: Yashwant Place was built in the 1960s to cater to the embassy employees, politicians and government employees residing or working in nearby areas. Over the years, the market has slowly assumed a new identity. The park of the complex has a softscaped area of almost 2325 sqm. The park has been poorly maintained and is visually inaccessible. The roundabout at the intersection and in the vicinity lies in a similar state. The aim is to make the spaces welcoming and hence the design has been conceptualized so as to integrate the 2 spaces – the park and the roundabout. This approach makes the design more pedestrian friendly, encourages walking to the commercial complex & park and thereby increases accessibility and connectivity.

4. Area around Mandi House: Mandi House Round-about and the surrounding area is historically significant and has been a cultural hub of the city. It has many important institutions and government offices with Mandi House metro station as a recent addition in recent past. People use the open spaces along the roads and most predominantly the central open green space of the Mandi House circle. One of the prime concerns here is that, for using this green space, they have to cross the busy vehicular road which stands a risk of the user. The key parameter is to ensure pedestrian safety and connectivity to the central space along with landscaping of the central green.

5. East Kidwai Nagar Park near South Kidwai Nagar Market: The area proposed for park development (500 M length approximately) has been generated by covering the nallah which forms a buffer between the East Kidwai Nagar (New development – under construction) and the dense development of South Extension I. Presently the park is not utilised at its full potential and is lying underused in such prime location. The upcoming residential development creates a wide scope of increase in users. The purpose of the study is to make the public space more interactive, sustainable and create a Design development module for such urban areas. The Design interventions are proposed with a view to enhance the potential of the site and revive the ecological aspect of the nallah.

6. Green Belt adjacent to Air Force station on Kamal Ataturk Marg: This green stretch adjacent to Delhi Race Club hosts some very important landmarks within its proximity - Prime Minister's Residence and Delhi Gymkhana Club being few of them. The site is an unattended green belt lying as a non-usable area randomly planted with a dense cover of trees and large shrubs. The stretch runs adjacent to the Defence land on one side and VIP areas like Prime Minister's Office on the other. The linear green stretch lacks features of interest for the passer-by. The design intervention is aimed at preserving the natural flora and fauna of the area while opening up the green edge for visual connection. This is achieved through designing biking trails and pedestrian pathways connecting important historic sites.

7. Shantipath Vista and Roundabouts: Shantipath is the main road in the Diplomatic Enclave of Chanakyapuri housing a number of foreign embassies. The study area under consideration is a 1.69 km. long stretch starting from the National Police Memorial at the Shantipath-Kautilya Marg round about upto the Shantipath-Satya Marg roundabout flanked by National Indo-African Friendship Rose Garden and BRICS Friendship Rose Garden. A lot of variation in plantation all along the vista fails to unify it. Thus the vision for the space is a landscape strategy to unify the vista, by an organized system of greens that compliments the formal nature of land use adjacent to Shantipath. Similar is the case with the 3 roundabouts on this vista that do not have any character in terms of planting and form. Design solutions are aimed at retaining all the existing trees while imparting a character to the roundabout with clarity in planting and its form.

8. Panchkuian Road Entry: The demarcated site is a linear green patch measuring 120 M X 13 M approximately, situated above the Blue Metro line and lying amidst the busy Panchkuian Road, in close proximity to the iconic Connaught Place. In spite of the site's strategic location, it remains un-noticed & un-appreciated. The development of this linear site will help in uplifting the image of the overall street stretch and the surrounding areas. The vision for the space is to create an iconic image acting as a Gateway to Connaught Place. This is achieved by opening up the space to the surroundings and bringing in life through introduction of public art/ sculpture.

9. T-Point at Kautilya Marg: The site is located at the intersection of Kautilya Marg with Niti Marg in an area which bestows buildings of great importance like Foreign embassies and State Guest Houses/ Bhavans. It therefore, holds a great potential to be developed as an independent landmark. The site, despite being strategically located, is used as a taxi stand and hosts a toilet block right at the intersection, thereby failing to offer a delightful view. The vision is to create a distinct identity for the space that would serve as a Landmark for the surrounding buildings. The proposal also intends to open up the site which could be viewed and appreciated by the users on all sides of the site.

1.1 Public Spaces in Delhi

A public space is any area within the public realm that helps promote social interaction and a sense of community. It is open and accessible to all. Active and vibrant public spaces are integral part of a city and are vital for the existence of a well-functioning city, as these humanize cities and enhance urban life. The experience of 'public' is the experience of a city. When properly designed, they bring communities together, provide meeting places and foster social ties of a kind that have been disappearing in many urban areas. Carr et al. (1992) defines public space as "open, publicly accessible places" that facilitate the popular activities necessary for community building. Carmona et al. (2008, p. 5) finds that "public space relates to all those parts of the built and natural environment where the public has free access. Although public access is common for many types of open spaces, open space does not automatically imply public access." UN-Habitat defines public spaces as, "all places publicly owned or of public use, accessible and enjoyable by all for free and without a profit motive." Urban public spaces are needed to sustain the productivity of cities, their social cohesion and inclusion, their civic identity, and their quality of life.

New Delhi was designed and developed after 1911 when the country's capital was shifted for the last time. Exploration of popular public spaces in this area started with the India Gate (open for public since 1931). Urban experts, planners and concerned citizens have voiced a common refrain - "There is no dearth of space in Delhi. We need to activate the space with careful planning so that maximum people can use it and enjoy the place." Open spaces in the form of parks, lawns and avenues are mostly overregulated or commercially exploited, denying people a friendly, safe and vibrant atmosphere. It is time to build our cities around its people, and a need to transform the urban space into public place that is safe for all its users.

Spatial forms of public spaces, with few significant examples in Delhi include:

- City plazas and town squares - India Gate, Dilli Haat, Sufi festival of Nizamuddin Basti
- Parks and playgrounds - Nehru Park, Lodhi Garden, Ramlila Maidan, Siri Fort Park, Children's Park near India Gate
- Streets, sidewalks and footpaths - Shantipath
- Marketplaces and high streets - Chandni Chowk, Connaught Place
- Historic precincts - Humayun's Tomb, Purana Qila, Tughlaqabad Fort, Feroz Shah Kotla, Mehrauli Archaeological Park, Lal Gumbad in Malviya Nagar
- Waterfront spaces - Naini Lake in Model Town, Sanjay Jheel
- Open spaces within public buildings or public spaces within private buildings
- Edge space between buildings or roadsides which are often important spaces for the urban poor, etc.

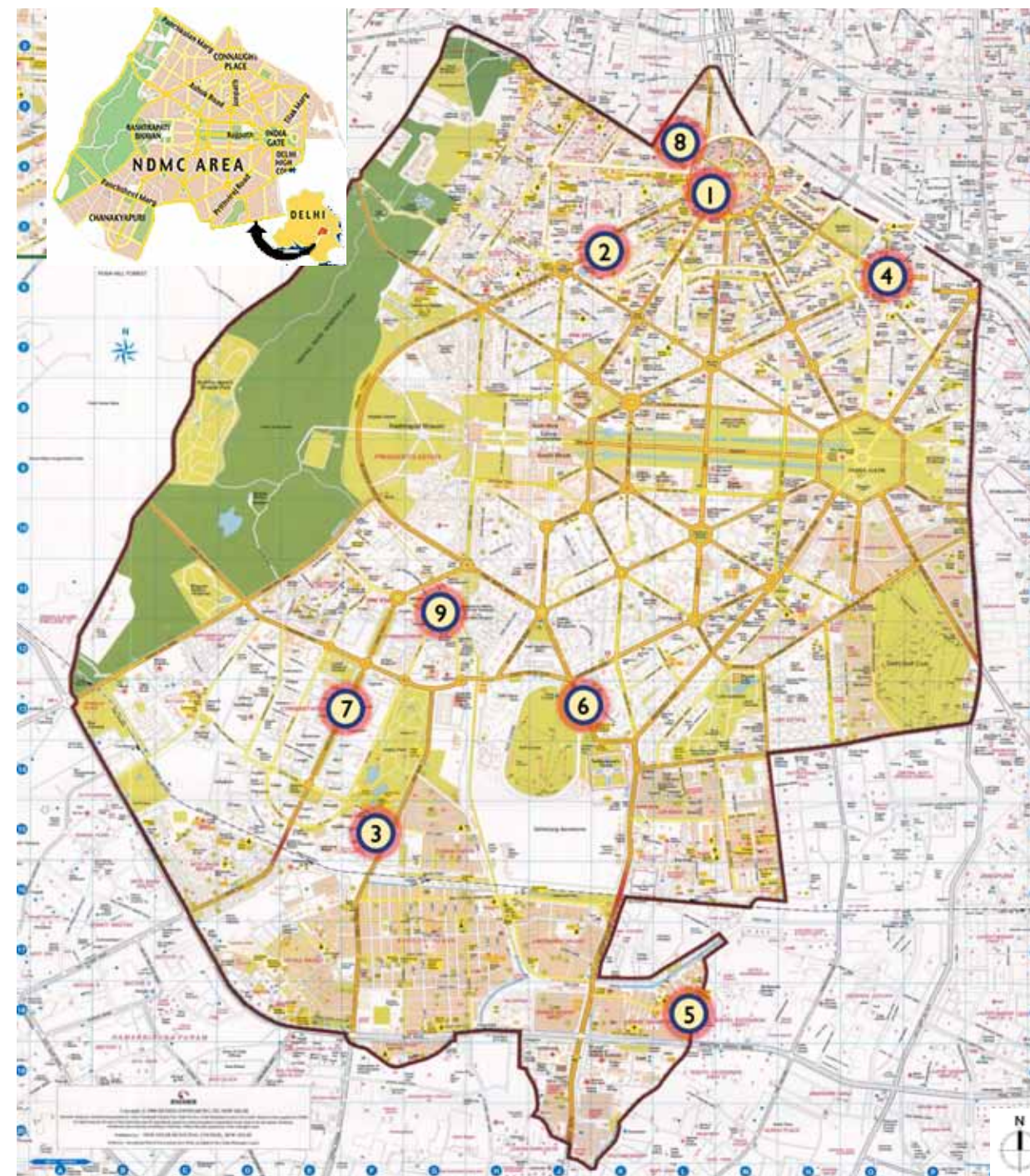
1.2 Project Background

New Delhi Municipal Council vide their letter D.O. No: 67/PS/SECY/D/2017 dated 25.04.2017 had requested the Delhi Urban Art Commission (DUAC) to undertake studies on "Landscape initiatives" for 10 public spaces in Delhi, to develop viable solutions for improving the quality and reclaiming the enjoyment of public spaces by various innovative design interventions.

These 10 public spaces identified by New Delhi Municipal Council are as follows:

1. Area above Palika Bazar and Palika Parking in Connaught Place (2 spaces)
2. Triangular Plot on Baba Khark Singh Marg adjacent to Bangla Sahib Gurudwara
3. Yashwant Place Park, Chanakyapuri
4. Area around Mandi House
5. East Kidwai Nagar Park near South Kidwai Nagar Market
6. Green Belt adjacent to Air Force station on Kamal Ataturk Marg
7. Shantipath Vista and Roundabouts
8. Panchkuian Road Entry
9. T-Point at Kautiliya Marg

The location of each one of these spaces in the NDMC area has been shown in the map overleaf.



Map showing Location of Public Spaces in NDMC Area under consideration

1.3 Study Approach

The public spaces, depending on their context and similarity of use, setting and nature, have been studied by categorising them under 3 basic heads - urban, parks/ greens and roads.

URBAN

1. Area above Palika Bazar and Palika Parking in Connaught Place (2 spaces)
2. Triangular Plot on Baba Khark Singh Marg adjacent to Bangla Sahib Gurudwara
3. Yashwant Place Park, Chanakyapuri
4. Area around Mandi House

PARKS

5. East Kidwai Nagar Park near South Kidwai Nagar Market
6. Green Belt adjacent to Air Force station on Kamal Ataturk Marg

ROADS

7. Shantipath Vista and Roundabouts
8. Panchkuian Road Entry
9. T-Point at Kautiliya Marg

CHAPTER 2
AREA ABOVE PALIKA BAZAR AND PALIKA PARKING, CONNAUGHT PLACE

2.1 Site Context

2.1.1 Location & Connectivity

The demarcated site is a significant green space in the much visited commercial area of Connaught Place in New Delhi. The site exists as two terraces, one each above the famous underground Palika shopping complex and the Palika Parking, with a road in between. It is bounded by the two radials, Radial Road no.1 and Radial Road no.2 and by the Inner and Outer Circle. The site is easily approachable from a number of metro stations like Rajiv Chowk Metro Station, Barakhamba Road and Shivaji Stadium Metro Stations. Owing to its location and footfall in the area, the site has a great potential of being developed as a green public space enjoyed by people all the year round.

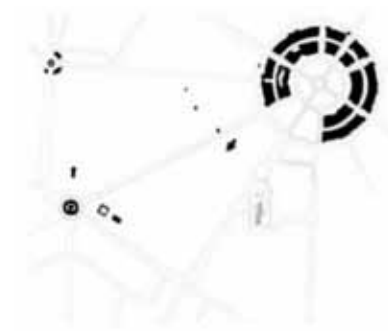


Map showing location and surroundings of the site



Map showing the site and surrounding land use

2.1.2 Evolution



1931



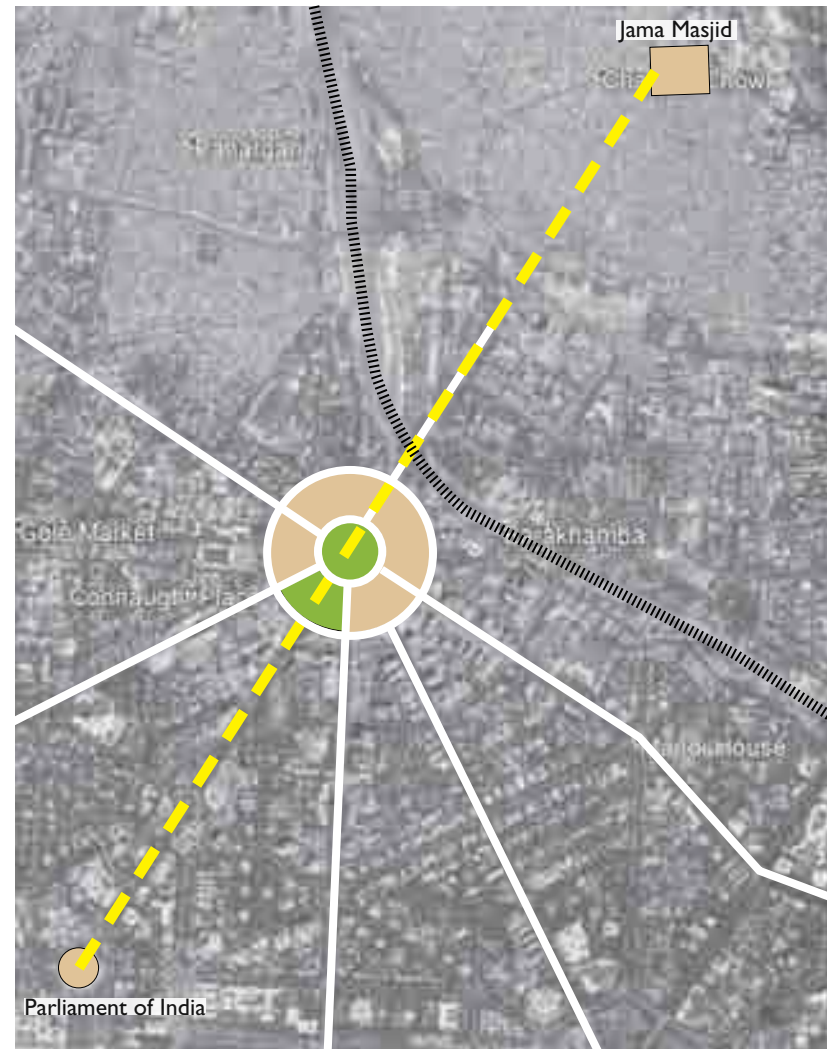
1950



1980



2016



Map showing the placement of Connaught Place along the historic axis

The area above Palika Bazar and Parking, which is conceived as the missing built block, corresponds to the built axis of the Parliament House at one end and to that of the Jama Masjid in Chandni Chowk on the other end. It has been a significant open space in the area since the evolution of Connaught Place in 1931. CP has undergone a lot of changes in terms of development of commercial centre in 1950s, for high end shopping for the elite class residing in nearby Lutyen's Bungalow Zone and the addition of high rise buildings around CP in 1980s. However, the initial concept of eliminating a built block and having an open space along the historical axis has been intact.



Panaromic view of Connaught Place showing area above Palika Bazar

Development over the last 20 years:

The area above Palika parking has not undergone considerable change in the last 20 years, other than the addition of a Charkha Museum in the year 2017, at the corner of the site flanked by Radial Road No.2 and Outer Circle. The area above Palika bazar has comparatively got transformed over the years in terms of access to the site from the surrounding roads and connectivity within the site (pathway layout connecting various structures providing entry to the underground shopping complex).

Other changes, like the recently developed front plaza, responding to the needs of pedestrians with installation of street furniture, food kiosks by NDMC and the space being declared as a no hawking zone, has considerably eliminated the chaos.



Time Line Year 2000: Provision of surface parking in front of underground Palika bazar. Missing pathways between various entry points on area above it.



Time Line Year 2002: Repair and maintenance work on the area above Palika Bazar



Time Line Year 2008: Opening of exit from Rajiv chowk metro station at the area in front of Palika Bazar: Surface parking lot is retained. Vendors concentrated on road between palika parking and bazar.



Time Line Year 2014: Linkage between various entry points in terms of pathways becomes conspicuous. Vendors also accumulate in the front plaza with the removal of surface parking.



Time Line Year 2017: Addition of Charkha museum on area above Palika parking. Pedestrian plaza created in front of Palika bazar and declared as a no hawking zone.

2.2 Existing Scenario

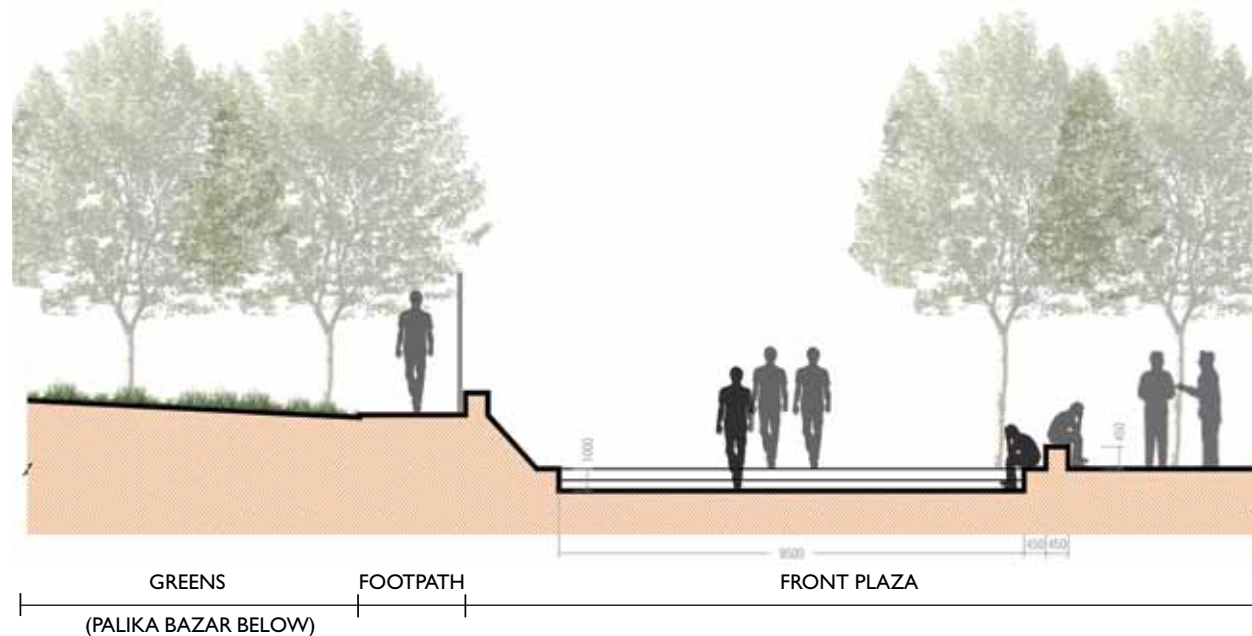
2.2.1 Levels on-site



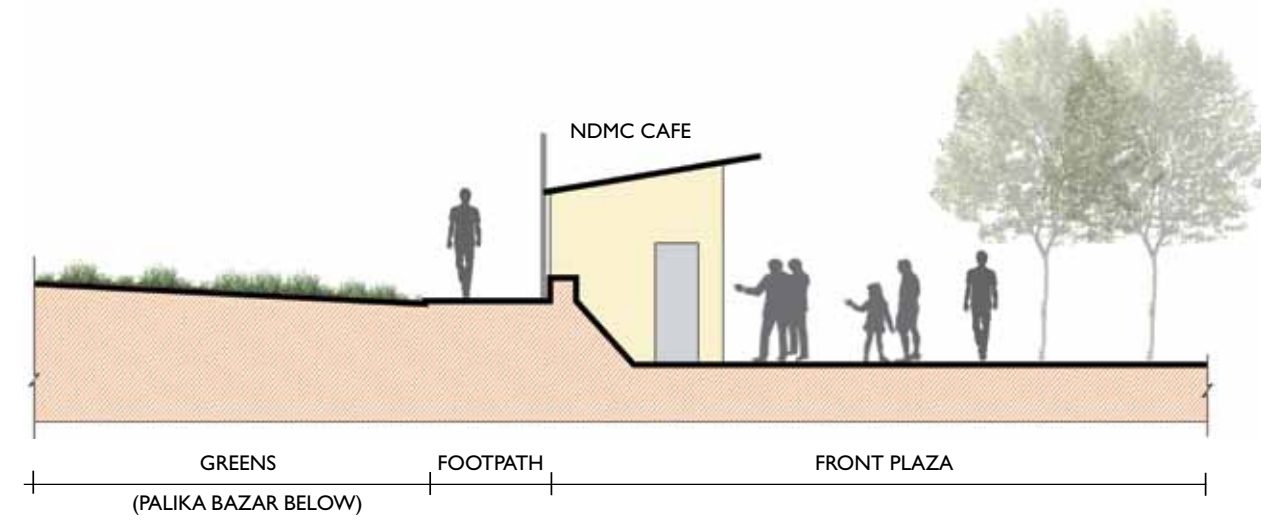
Map showing various levels at site

The built mass of Palika parking block is sliced into 3 non-uniform levels. The area above parking is a huge flat green terrace at +2.5 metres. The intermediate level corresponds to the road level. It is about 0.15 metres above the road level and forms the footpaths and plazas to access the terrace as well as the sunken level. The sunken level comprises of shops and small eateries on the 3 sides and the underground shops on the rear side of the parking complex. The built mass of Palika market block is fairly simpler with broadly 2 levels, the footpath level (0.15 metres high) and the terrace

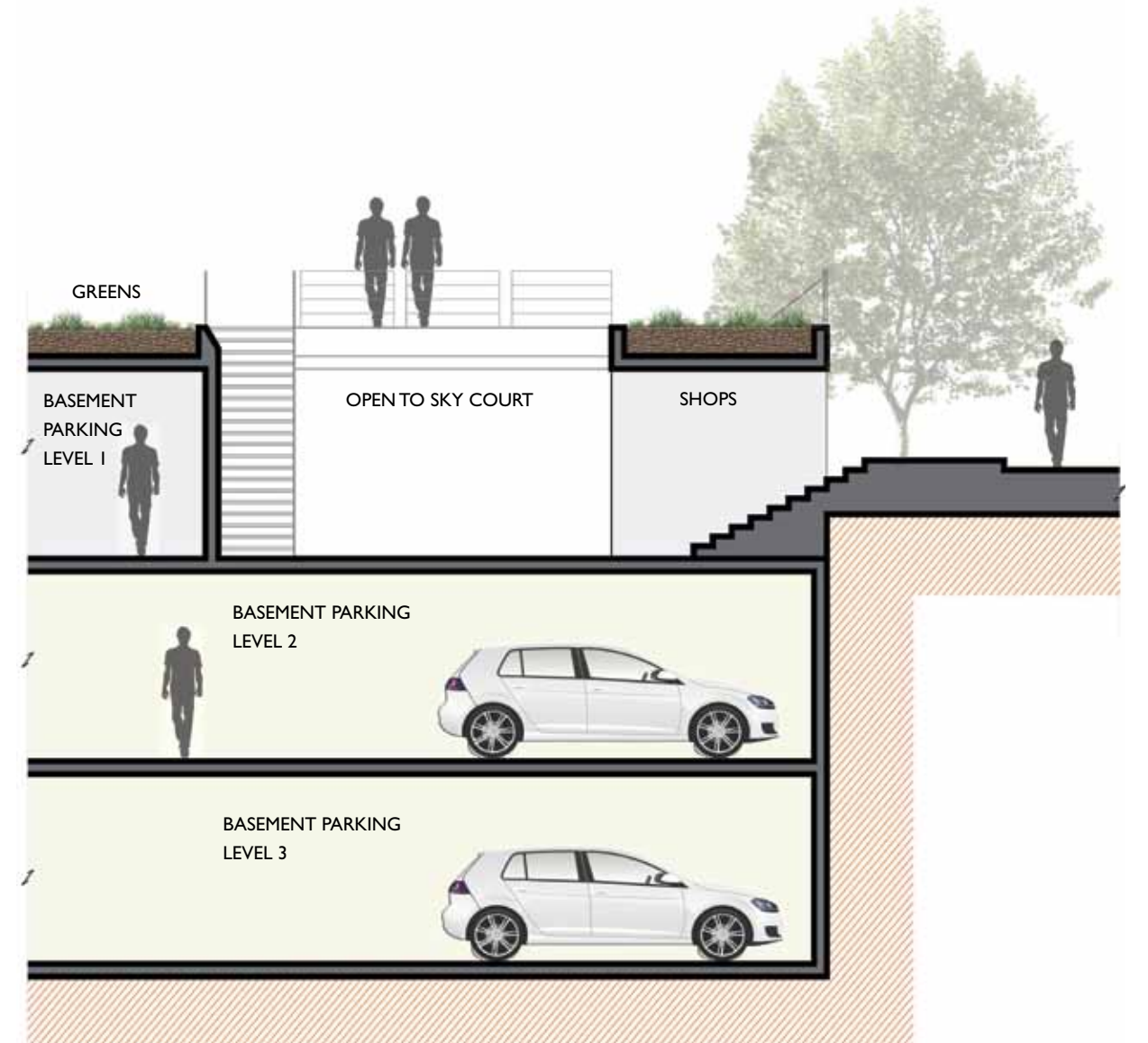
2.2.2 Sectional Details



Section (A-A') showing an active front plaza with interactive shaded seating spaces



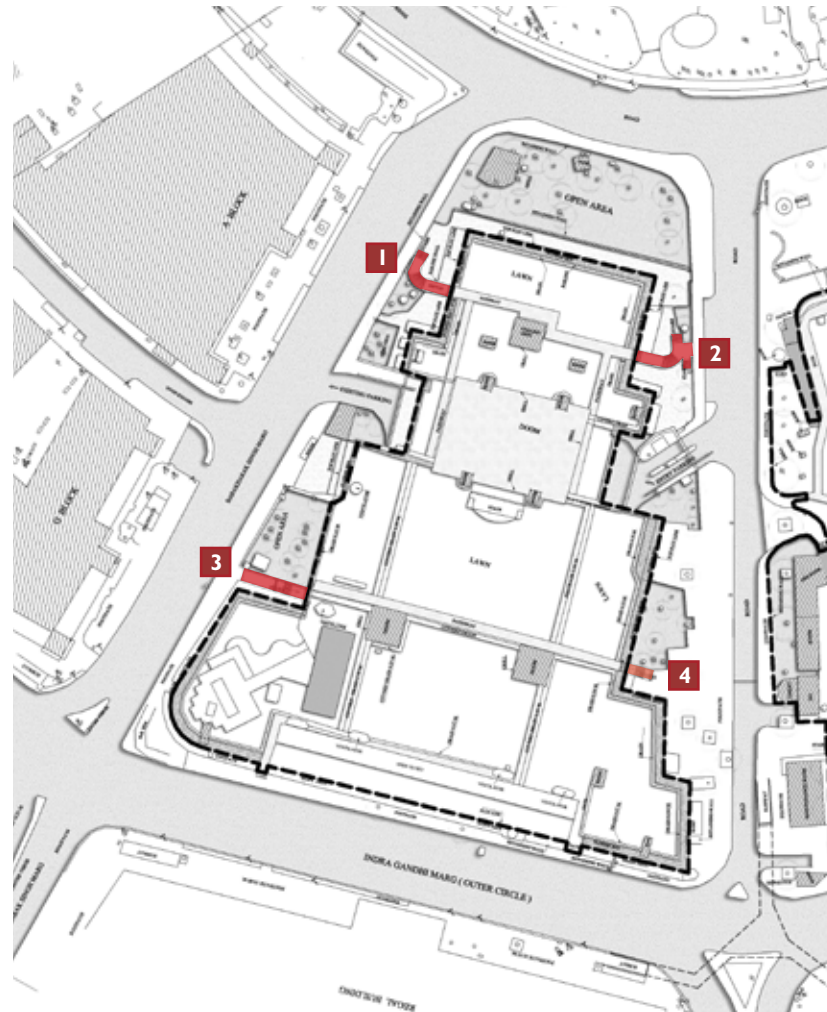
Section (B-B') showing an active front plaza of Palika Bazar. The plaza is removed of all the vending activity. The NDMC runs two food kiosks, water ATMs have been installed with space for seating in the plaza.



Section (C-C') showing the underground market and car parking in two levels

2.2.3 Existing access to area above Palika Parking

The area above Palika parking is open for public and can be accessed from three entry gates. However, no signage indicate the placement of these entries. These stepped entries are distributed, with one entry from Radial Road No. 2 and two entries from the road between Palika parking and the shopping complex. None of these entries are differently-abled friendly. Another gate from Radial Road No.2 has now been converted into a dedicated entrance to the recently built Charkha museum, the entry to which is manned and ticketed. All the entries are gated and have locking arrangement for the purpose of security, especially during night and to prevent vandalism. These are made accessible only during some events organised here. The terrace of Palika parking is fenced all around and recently lined with a vertical green wall.



Map showing existing access to the area above Palika Parking



Entrance to the area above Palika parking from Radial Road No.2 and near to the Inner circle



Entrance to the area above Palika parking from the road between Palika parking and the shopping complex and near to the Inner circle



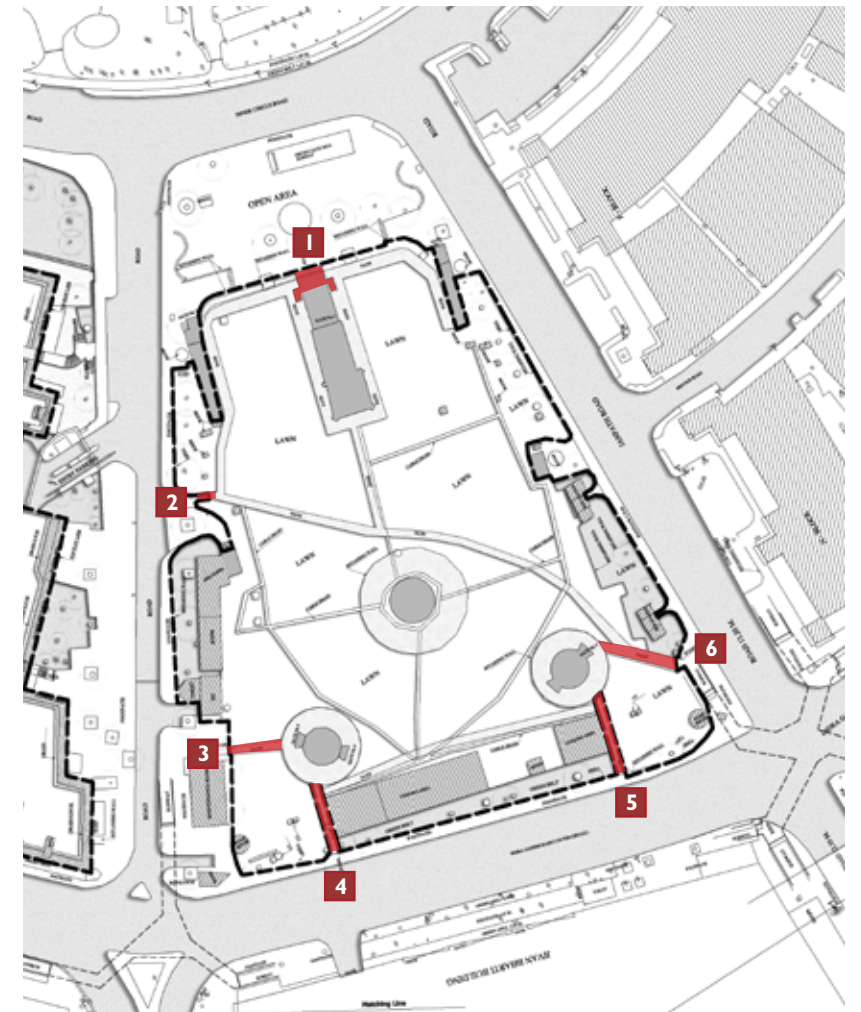
Entrance to the Charkha Museum from Radial Road No.2



Entrance to the area above Palika parking from the road between Palika parking and the shopping complex and near to the Outer circle

2.2.4 Existing access to area above Palika Bazar

The terrace to the underground Palika Bazar has six access points distributed on the surrounding roads. Entry points marked 1, 3, 4, 5 and 6 provide stepped access to both the underground market as well as the area above it, which is around 2 metres high from the footpath level. Entry point 2 gives access only to the terrace. It provides a diagonal pedestrian access across the area above Palika bazar. None of these access points are disabled friendly. Most of these entries are narrow passages and difficult to locate with the absence of any signage. The terrace is fenced and all the entries are gated with locking arrangement for the purpose of security, especially during night and to prevent vandalism. These remain open till the underground market is functional.



Map showing existing access to the area above Palika Bazar



Main entry to underground shopping complex from the Plaza Level with two side entries on either side to access the green area above



Entrance to the area above Palika bazar from the road between Palika parking and the shopping complex



Same entry to both the underground shopping complex and green area providing access from the Outer Circle



Same entry to both the underground shopping complex and green area providing access from the Radial Road No.1 and near to the Outer Circle

2.2.5 Existing Structures on area above Palika Parking

A heritage charkha museum is recently built and inaugurated on 21st May 2017. The space for it has been carved out from the existing area above Palika parking and now has been fenced off from the rest of it. The museum is open for public and is accessed from a separate entry from Radial Road No.2.



Weaver's enclosure and ticket counter; at footpath level



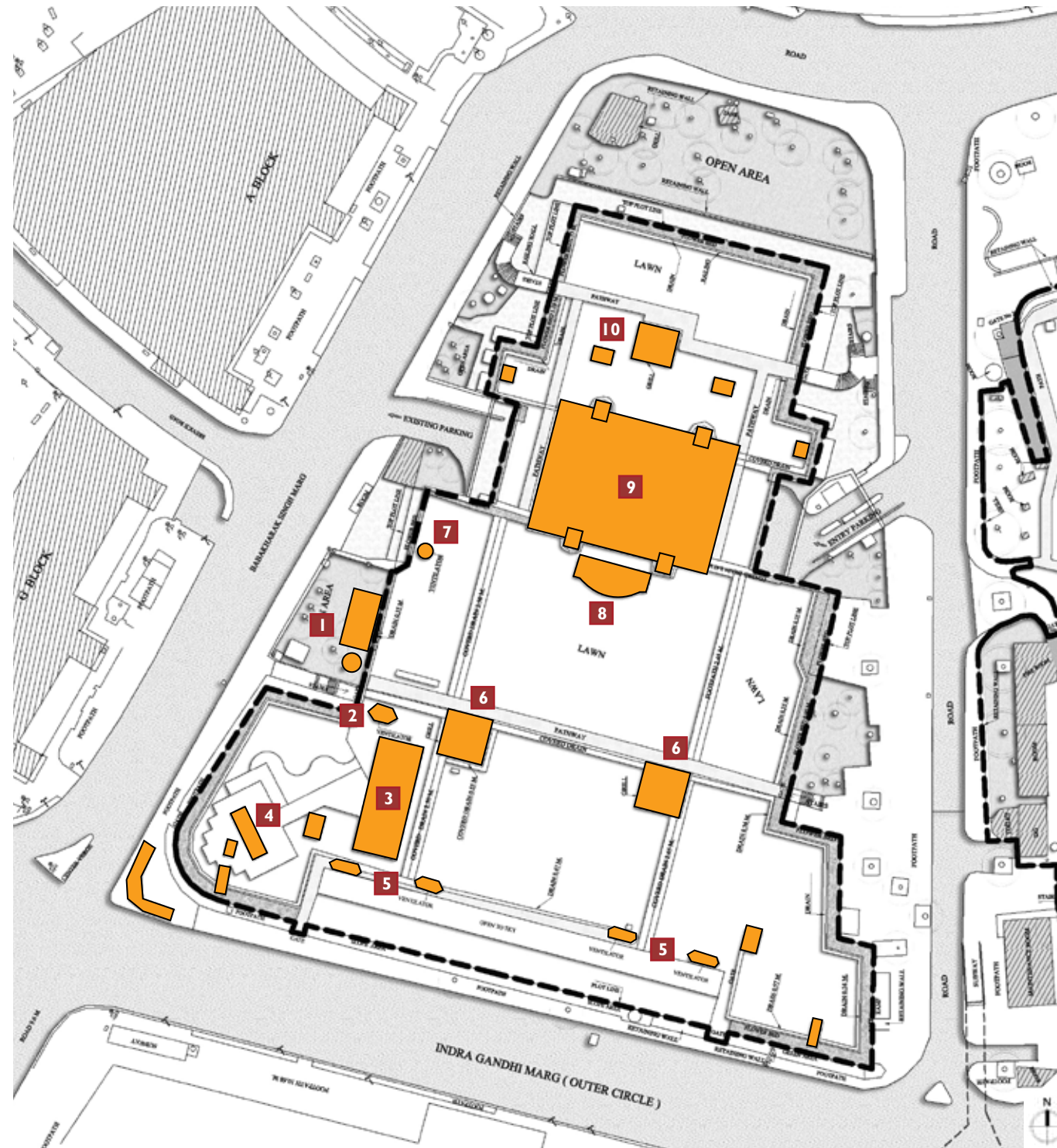
White marble statue of Mahatma Gandhi mounted over one of the ventilators of underground parking



Charkha Museum building that showcases several 50 to 100 year old charkhas



A 12-feet tall and 25-feet long steel Charkha is erected at the museum premises



Map showing existing structures on area above Palika Parking



Ventilators of underground parking exist as pop-up structures onto the area above it



Vertical green wall enclosing the skylights to the Palika parking

A number of structures, mostly for rendering services to the underground Palika parking are present on the area above and around it. Many of these structures need to be retained at their present locations for existing and continued functioning of the parking below.



Cooling tower



Skylights for underground parking



Raised platform with tensile structure roofing sits in a huge lawn designed for gatherings/ cultural events



Ventilators of underground parking used as platform for mounting sculpture

2.2.6 Existing Structures (Services) on area above Palika Bazar

A number of structures, mostly for rendering services (air-conditioning, fire fighting, electricity supply) to the underground Palika Bazar are present on the area above and around it. Many of these structures need to be retained at their present locations for existing and continued functioning of the shopping complex below.



Skylights to render diffused light to the market below



Fire Control Room, accessible from the footpath level, gated and fenced



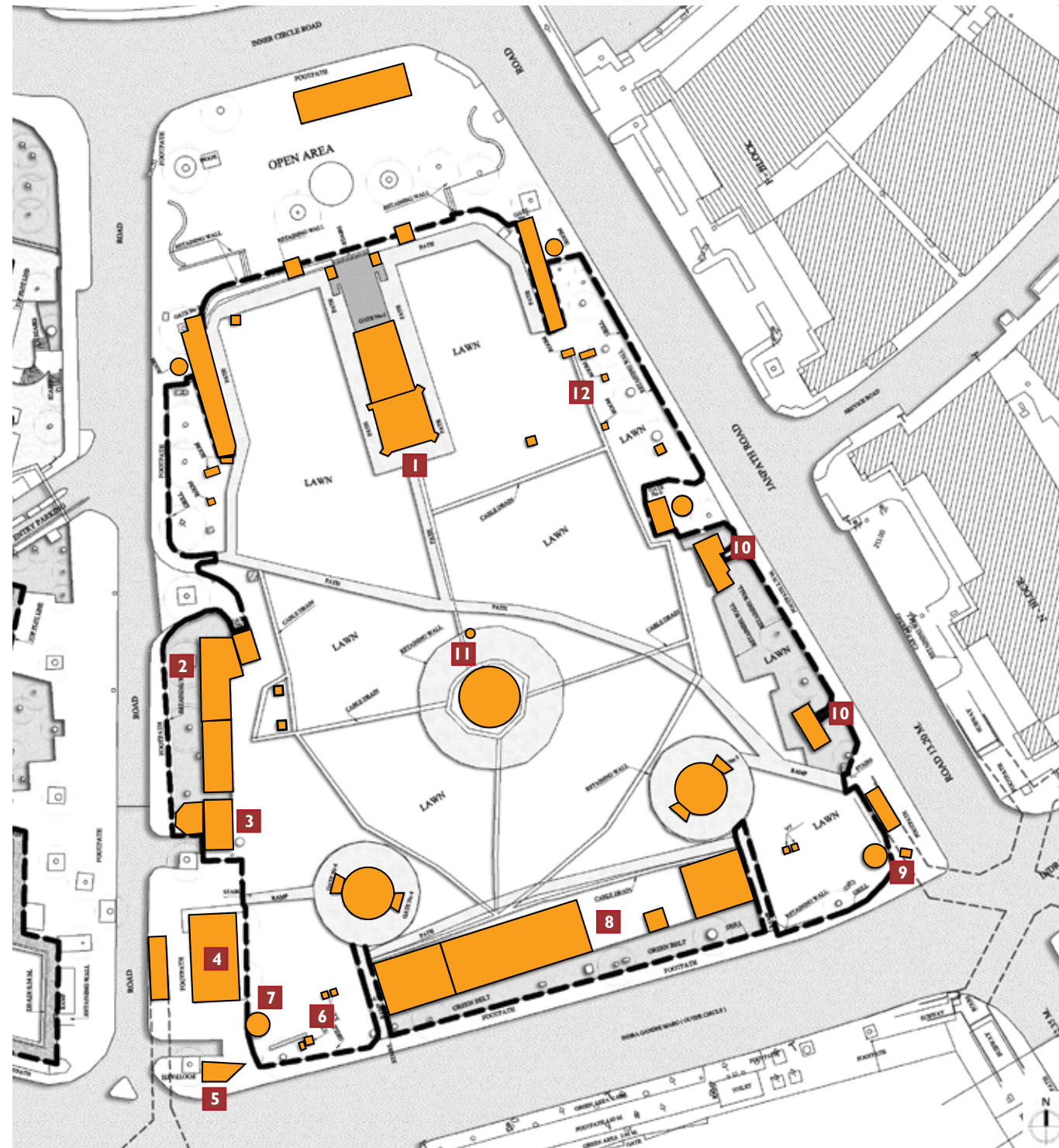
Transformer



D/G Room



NDMC Dhalao



Map showing existing structures on area above Palika Bazar



Toilets (below) ventilator



Regal Sump



Air Conditioning Plants and Cooling Water Tank



Toilets (below) ventilators



Fire Hydrant System



Dome-shaped structure with skylights to render diffused light to the market below



Electric Sub-Station



Janpath Sump

2.3 Issues



Fragmented development in terms of built, hardscape and softscape.

Unusable pockets created due to fragmented development.

Absence of a legible and efficient circulation system discourages use altogether and leads to a number of “dead” areas that become deserted

Discontinuous pedestrian circulation at Plaza level

Green terrace above Palika shopping complex lies unused and inactive for major part of the year, due to absence of seating, shading mechanism and lack of planned activities

Insignificant/ compromised entries that look hidden in terms of street picture

Insufficient width of pedestrian walkway

Insufficient width of pedestrian walkway

Dhalao conflicts with the streetscape

Insignificant/ compromised entries that look hidden in terms of street picture

Map showing existing issues at site

2.4 Proposal

2.4.1 Design Interventions



Limiting the green extent to provide a contiguous pedestrian plaza at Inner Circle

All services are to be retained (cooling water tank, AC plant, D/G Room, Transformer, Fire control room, Regal and Janpath Sumps, Toilet Ventilator openings, skylight domes)

Redesign of space above palika shopping complex – Landscape layout to include flower garden, shaded sitting spaces, active spaces (interactive sculpture court, childrens' play area)

The 2 stepped entries to Palika bazar Gate No. 5 to be demolished: Opening up the entry for enhanced physical and visual access

This makes the entrances and exits to become easy to locate from both inside and outside the site

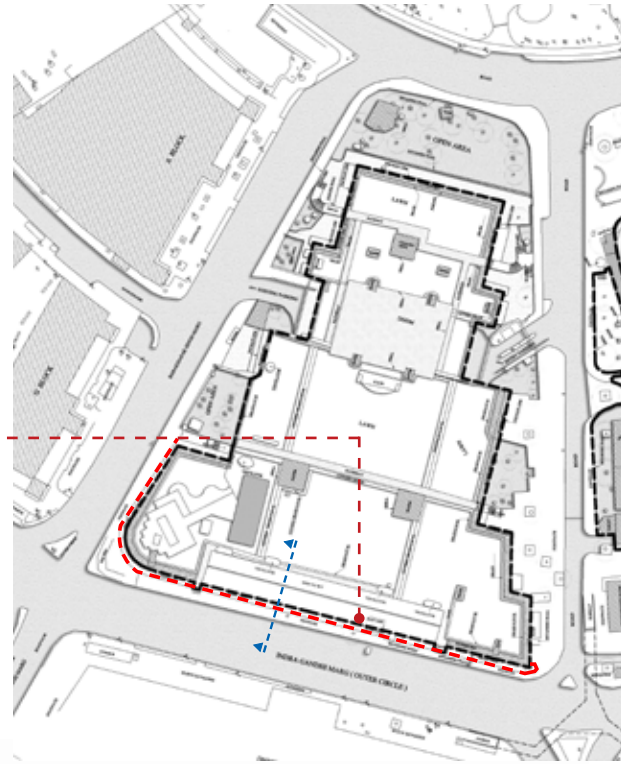
The 2 stepped entries to Palika bazar Gate No. 4 to be demolished:

- Opening up the entry for enhanced physical and visual access
- Universal access at this plaza

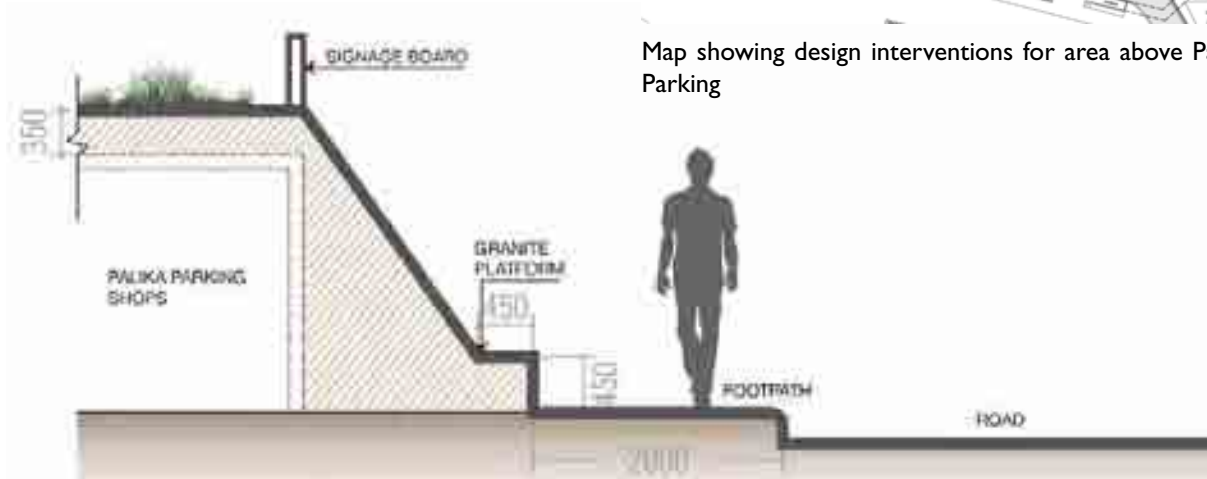
Dhalao porta cabin to be removed from site and shifted elsewhere - Area thus available to be made part of the pedestrian realm/ precinct

Map showing design interventions

The rear side wall with its inclined profile does not cater to any functional use, also it narrows down the space for pedestrian circulation. The proposed design suggests a vertical retaining wall and removal of the granite platform thereby widening the pedestrian pathway.



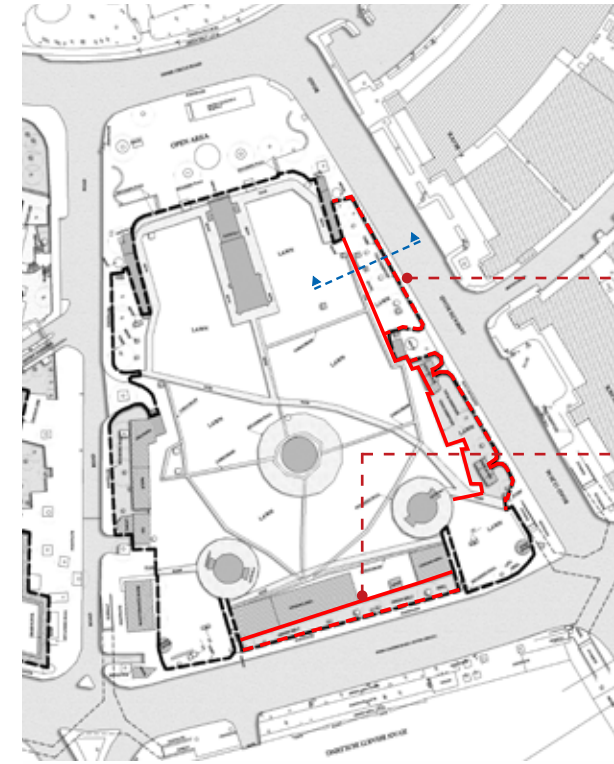
Map showing design interventions for area above Palika Parking



Section showing the existing inclined rear wall and hence narrow width of footpath for movement around



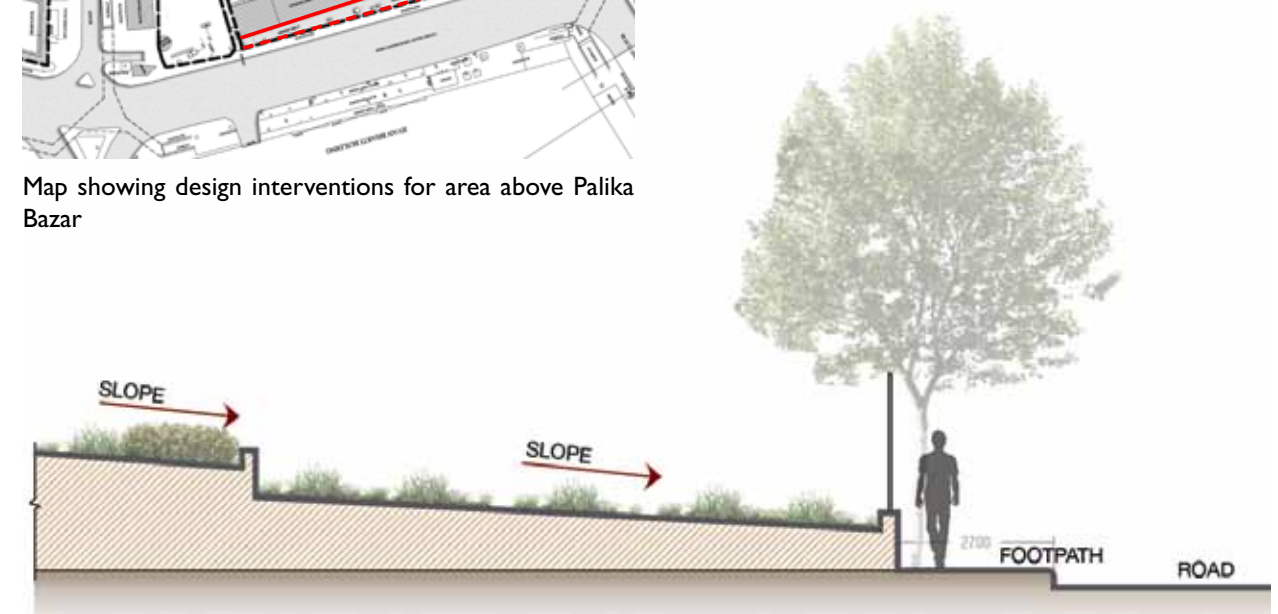
Section showing the proposed footpath widened by straightening the inclined rear wall, thereby creating wide walking space and areas to accommodate street furniture



Map showing design interventions for area above Palika Bazar

Existing boundary wall (toe wall with railing) to be demolished and shifted to the existing main retaining wall. The space hence available to be included in the public realm. **The increased pedestrian walkway can be used for accommodating food kiosks, seating etc.**

Existing fence line shifted to the back of services - replaced with chain link fence with climbers/ graffiti on wall to screen-off services



Section showing the existing spread of greens limited by toe wall with railing followed by a narrow footpath



Section showing the proposed pedestrian walkway extended to provide wide walking space and areas to accommodate food kiosks

2.4.2 Proposed Conceptual Site Plan



DESIGN STRATEGY:

The terraces are made more accessible.

Pathways are proposed in such a way that these connect with the entries/exits.

Entrances made highly visible to promote casual use by passersby. An active and visible edge will encourage use.

Introduction of play areas and seating spaces will make the underutilised huge spaces usable and active.

Treatment and screening of services will eliminate the negative spaces misused by drug addicts and beggars.

LEGEND:

- 1 Interactive Sculpture Garden
- 2 Children's Play Area
- 3 Lawn
- 4 Shaded Seating Structures
- 5 Existing Charkha Museum
- 6 Entry to Basement Parking
- 7 Exit from Basement Parking

Map showing the proposed conceptual site plan

2.4.3 Proposed Area Details

A) Stepped Entry with Lighting

The entries numbered 4 and 5 to the Palika market in the existing scenario are accessed by narrow passages which are not visible while driving around. The design proposes opening up of these passages into wide stepped plaza in order to make it more accessible - physically and visually, safe and to enhance the quality of space. The grandness of these entry plazas will minimise negative areas which are now used by drug addicts and beggars for shelter. The design also proposes to provide opportunity for night time illumination and hence formal surveillance.



Key Plan

Reference Images:



Source: <https://pinimg.com/236x/87/ba/b4/87bab41ab036ffa0163712648fc5298c--landscape-lighting-plaza.jpg>



Source: <http://www.vividlightdesign.com/image/44750383.jpg>



View of the stepped entry to the Palika Market

B) Shaded Seating Spaces

Presently the terraces lack shaded seating spaces due to which the space remains underutilised by the public during summer months. Pergolas with provision for seating would add to the aesthetic quality of the space. Also it would allow visitors to sit and appreciate the landscaped area.



Key Plan

Reference Images:



Source: <https://pinimg.com/originals/40/8a/8a/408a8a2ae7130b95a663bffe097ad4d.jpg>



Source: <http://www.schweppagne.com/wp-content/uploads/2017/03/products-terraform-pergola-nyc.jpg>

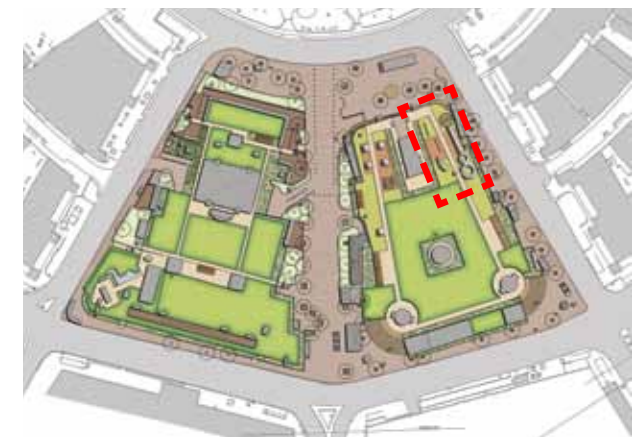
C) Children's Play Area

Connaught Place is visited by a lot of families with young children but there is no space dedicated for the children to play and move about freely. 'Children being seen and heard in shared public spaces is the hallmark of a vital community' (Free Play Network and PLAYLINK, 2006). Hence, a play space has been proposed for children upto 10 years of age at the entry of palika market terrace. It is easily accessible, physically and visually. The proposed play area comprises of rubberised play mounds and unconventional swings made of ropes, tyres and wooden logs. These would be easy to maintain, economical and can be replaced every 3 to 5 years. The play area is lined with benches for parents to watch over their kids and also enclosed by a hedge to ensure the safety and security of the kids.



Rubberised mounds in play area

Source: http://www.jjudi.net/upLoad/news/month_1507/201507131010437209.jpg



Key Plan

Reference Images:



Source: <https://pining.com/474x/e4f5c02/e45c02599a8bca4818e0942809e6b0ac--play-yards-recycled-tires.jpg>



Source: http://wargraveprimary.org.uk/files/play2_815533078.jpg

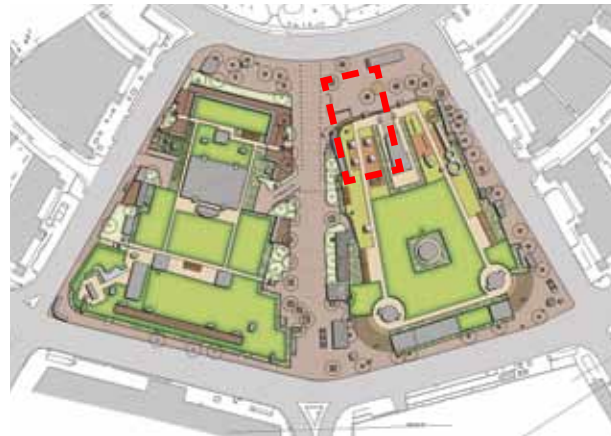


View of the Children's Play Area

D) Interactive Sculpture Garden

This sculpture garden would comprise of light weight, easy to install and low maintenance interactive sculptures wherein the young kids can explore the qualities of sound, feel and form of material etc. Such an space also addresses their fundamental need for exercise and social interaction, besides being visually interesting. Other than attracting the kids, the colorful sculpture-like play equipments would also enliven the space.

Both the children's play area and interactive sculpture garden are easily accessible with seating spaces so that the parents can watch over their kids.



Key Plan

Reference Images:



Innovative playground benches for children to sit and play

Source: <https://pining.com/736x/6c83/cb/6c83cb93f55b8a0649bfb7d7bb39f29--play-areas-labyrinth.jpg>



Interactive play sculpture for children to experience the joy of playing with sound effects in the public space

Source: http://www.oldwebbhdg.se/sites/default/files/media/Karl-Johan_Ekeroth_Invoxicated-2_p.jpg

Reference Images:



Source: <http://imgur.com/ljAZJto.jpg>



Source: http://1.bp.blogspot.com/-N4FQmbePHW0/ToEaM8LWBul/AAAAAAAAAt0/ZPdZ5Sdr6Fc/s1600/IMG_5548.JPG



View of the Interactive Sculpture Graden

E) Screening options for Service Structures

Currently lot of service structures like cooling towers, skylights, toilet shafts, sumps etc. pop up randomly at various locations on the bazar and parking terraces. These visually unappealing structures could be screened by murals/ graffiti or green walls to make them unaccessible by the general public both physically and visually, at the same time their maintenance and up-keep is unhindered..



Screens with graffiti/ murals

Source: <https://www.socialworkdegreeguide.com/wp-content/uploads/2014/05/9-Chicago-Public-Art-Group.jpg>



Chain link fence with climbers

Source: <http://www.plantanswers.com/chainlink1.jpg>

2.4.4 Design Proposal - 3D Views



Key Plan



View of the Radial road between Palika Parking and Palika Market from the Inner Circle



Key Plan



View of the Radial road between Palika Parking and Palika Market from the Outer Circle

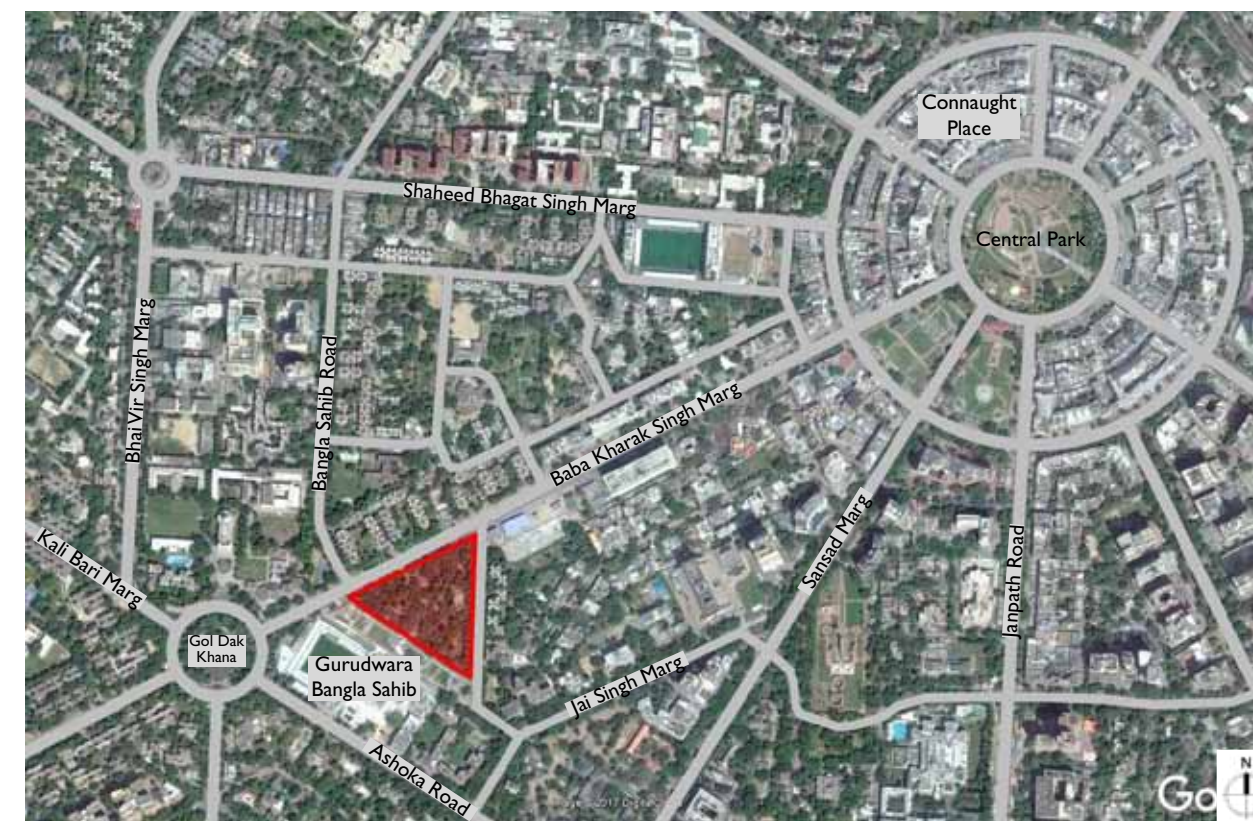
CHAPTER 3

TRIANGULAR PLOT ON BABA KHARAK SINGH MARG
ADJACENT TO BANGLA SAHIB GURUDWARA

3.1 Site Context

3.1.1 Location & Connectivity

The delineated site, which is a triangle-shaped plot adjacent to Bangla Sahib Gurudwara is located on Central Delhi's Baba Kharak Singh Marg, within a distance of 1 kilometer from the Connaught Place. It is also flanked by Bangla Sahib Lane on the eastern side. The site is easily approachable being located next to Shivaji Stadium Metro Station, also Rajiv Chowk Metro Station lies in close proximity.



Map showing location and surroundings of the site

The designated land use of the site is 'Children Park' (Recreational) as per the Zonal Development Plan - Zone D in Delhi Master Plan - 2021. However, the site development has not taken place as per the Master Plan provisions and is currently being utilised for a wide variety of other uses.



Map showing the site and surrounding land use

3.1.2 Built - Open Space Structure

The triangular plot is the only considerable green patch lying between the Bangla Sahib Gurudwara and the Government Quarters which is accessed from Baba Kharak Singh Marg. There is lack of public green space on the whole stretch.

The green space can serve the surrounding residential development as well as act as a recreational area for the people visiting the Gurudwara. Other green spaces lie mostly in the form of small pockets that are privately owned and enclosed within their boundaries.

Sacred Heart Cathedral is one of the oldest church buildings in Delhi. Together with St. Columba's School, and the Convent of Jesus and Mary school, it occupies a total area of 14 acres.



Source: <http://cdn.findmessages.com/images/2016/04/306-sacred-heart-cathedral-in-new-delhi-delhi-1.jpg>

State Emporia Complex: State Emporiums were set up by the Delhi Tourism Department in 1950s. It provides a one-stop tour of the diverse handicrafts from the various States of India.



Source: <http://m.huntlin/cg/Delhi/New-Delhi/City-Guide/sodelhi-baba-kharak-singh-marg-emporiums.jpg>

Hanuman Mandir: The ancient Hindu temple is claimed to be one of the five temples of Mahabharata days in Delhi. Devotees congregate here in large numbers on Tuesdays and Saturdays.



Source: https://upload.wikimedia.org/wikipedia/commons/1/12/Ancient_Hanuman_Mandir_-_Baba_Kharak_Singh_Marg_-_New_Delhi_2014-05-14_3546.JPG



Map showing built versus open along Baba Kharak Singh Marg



Gol Dak Khana: The General Post Office of the India Post which was built during British rule, is located in the roundabout.

Source: https://lh3.googleusercontent.com/_9wXTn7kVVHuWtET2hir58wQ53bWexLWzOYjs78mDjZX4Hlme6r_T-UU3EHn6ybvAGAwg=s113



Gurudwara Bangla Sahib is one of the most prominent Sikh place of worship in Delhi. Its existence dates back to 1783 and attracts tourists and pilgrimages in large numbers.

Source: <https://www.ourmcr.com/uploads/tourist/49/original/55d87308d7390.jpg>



Shivaji Stadium Metro Station: This Metro Station is located on the Delhi Airport Express Line of the Delhi Metro.

Source: http://farm7.static.flickr.com/6176/6185279324_f739b6200b_b.jpg



DLF Capitol Point: Covering 81,312 sq. ft. of premium office / retail space on ground and first floor; Capitol Point is India's biggest fully automated multi-level car parking system with 1408 car parks provided by NDMC.

Source: http://www.strealestate.com/member_thumb/1441096222_dif%20multi.jpg

3.2 Existing Scenario

3.2.1 Site Edges

The site is flanked by two roads - Baba Kharak Singh Marg (m. wide) and Bangla Sahib Lane (m. wide). A 12 m. wide pedestrian walkway runs along the site starting from Gurudwara and extending upto the Y-junction formed with the Bangla Sahib Lane. The walkway has paved and shaded footpath, sitting spaces and few vendors, located near the Gurudwara entrance. 6 m. wide walkway is provided on bangla sahib lane, running along the site boundary. The Gurudwara premises and site share a common boundary wall at the southern-west with a level difference of 1.2 m. between thw two. Here, the ventilators of underground car parking open onto the site.



12 m. wide walkway along Baba Kharak Singh Marg



Map showing the edges along the site



Barbed wire fence between the site and the Gurudwara



Ventilators of underground car park open onto the site



Bus stop located along Baba Kharak Singh Marg, near the entrance of Rain Basera



Public Toilet located along Baba Kharak Singh Marg



2.5 m. wide footpath followed by 3 m. of green belt along Bangla Sahib Lane



Government Quarters



Public Toilet located along Bangla Sahib Lane

3.2.2 Existing Site Zoning

The delineated site has an area of approximately 5 acres comprising of a Traffic Training Park, 2 NDMC Nurseries, Traffic Police Office, Rain Basera under Delhi Urban Shelter Improvement Board (DUSIB) and a Heritage Structure with Water Tank.



Map showing existing site zoning

ACTIVITY	AREA (Sq.m.)
Night Shelter (Rain Basera)	5226.04
Traffic Training Park	3434.00
Traffic Police Office	2315.16
NDMC Nursery 1	2258.21
NDMC Nursery 2 (including heritage structure)	7327.69
TOTAL AREA	20561.10 Sq.m (5.08 acres)

3.2.3 Activity Pattern

The site demarcated as Children's Play area is presently being utilised for variety of uses, most of them have encroached upon this huge public green, initially as temporary setup and over the years these have developed as walled campuses within the park, slicing it into fractions of land.

Existing activities on site:

1. Night Shelter (Rain Basera) under Delhi Urban Shelter Improvement Board (DUSIB) is a temporary accommodation for the homeless with toilets and drinking water facilities. It has occupied a huge chunk of land and is placed overlooking the Baba Kharak Singh Marg and is accessed from the same. It has been causing safety concerns to the passersby and the residents of the area.



Heritage Structure



Map showing existing activities on site



Water tank with Bangla Sahib Gurudwara in backdrop.



Nursery 1



Nursery 2



The thoroughfare connects Baba Kharak Singh Marg with Bangla Sahib Lane

2. & 3. An old unnamed structure with a water feature around and a water tank lies on the axis of the Gurudwara. The relevance of both is unknown. Water tanks have run dry and the structure lies in a dilapidated state. It is currently occupied by the traffic police.

4. & 7. The two nurseries on site are green chunks of land with a lot of old trees, housing plants for the upkeep of the area and surroundings. These are leftover spaces being maintained by the NDMC and are located at the two extreme corners of the site.

5. The thoroughfare cuts across the site and is being used by pedestrians and cyclists.

8. The Traffic Training Park is one of the five Traffic Training Parks established in Delhi in 1964 to provide road safety training to students and other road users. The layout replicates the city road with the traffic signal and signages, road markings and crossings.



Source: https://farm8.staticflickr.com/7536/15801949002_d6ca8a8bda_b.jpg



6. The Traffic Police Office is a temporary setup with 5 to 6 single storey portable cabins and a space to park the towed vehicles. It is a walled campus with entry from Bangla Sahib Lane



3.3 Proposal

3.3.1 Design Concept



Map showing conceptual site zoning

The aim of the redesign is to reclaim the 5 acre public park and return it to the city for public use as this is the only green space available for public on the whole stretch of Baba Kharak Singh marg.

- The site has been proposed to be rezoned, retaining all the existing activities but rearranging and restricting the encroachment.
- The pedestrian movement spine across the site to be strengthened while pushing the night shelter towards the rear corner of the site.
- The traffic police office to be made double storey, limiting its area and placing it adjacent to the Rain basera to keep surveillance on the same. Both these activities have been cordoned off by a high wall & separate entry from the rest of the site.
- The traffic training park to be retained but removing its internal boundary walls so as to gain a consolidated green.

Traffic Training Park retained at its present location and made contiguous with the Public greens

Opening up the potential green area for public

Existing thoroughfare is strengthened

Retaining the historic structure while strengthening the lost visual axis from the gurudwara

Traffic Police Office relocated within the site such that it limits the possible extension of Rain Basera in future
Building orientation towards the Rain basera

Rain basera relocated to the extreme corner of the site and redesigned for a population of 100

- The old structure & water features to be replenished.
- The pedestrian linkages in the site to be established and activity spaces for all age groups to be introduced so that the public space gets utilised to its full potential and no area is under neglect.

3.3.2 Design Strategy



Strengthening and establishing the axis and access in and around the site



Cordoning off the built area and consolidating the fragmented green space within the site.



Retaining and rejuvenating the old structure & the water features, establishing circulation and introducing activity in the green space so that the space is enjoyed and appreciated by the users.

3.3.3 Proposed Conceptual Site Plan

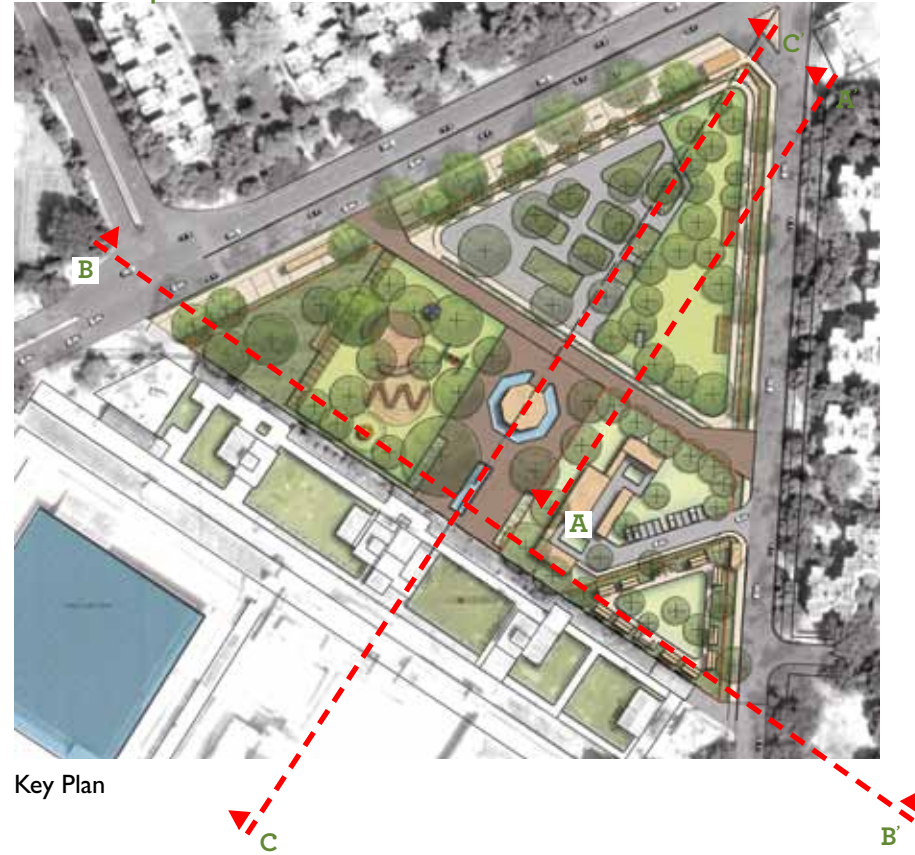


LEGEND:

1	Front Plaza
2	Central Plaza
3	Nursery
4	Tot - Lot
5	Heritage Structure
6	Traffic Police Office
7	Rain Basera
8	Free Play Area
9	Traffic Training Park
10	Gurudwara Plinth

Map showing proposed conceptual site plan

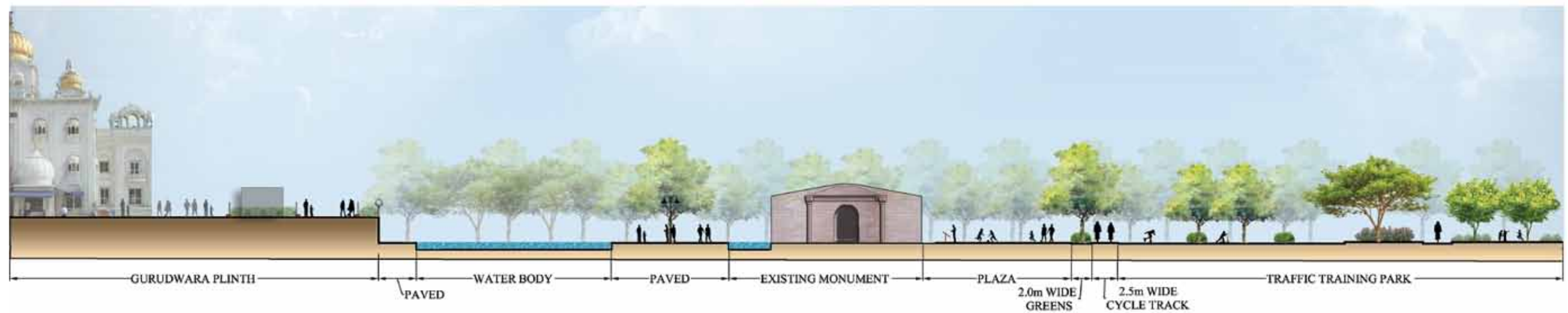
3.3.4 Proposed Sections



Section AA' showing the free play area aside the pathway and cycle track



Section BB' showing the proposed activities on either side of the existing monument



Section CC' showing distribution of activities with existing Gurudwara building as context

3.3.5 Proposed Area Details

A) Tot - Lot

The area is a dedicated play space for kids of 2-6 yrs of age. It is a tree enclosed space with play equipment, sand pit and seating spaces for the kids to play in supervision of parents/guardians. This space is segregated from the active free play area for the older kids.



Stepping stones are set into the lawn to access the Tot-Lot as well as the Nursery area

Source: <http://i7.alamy.com/zooms/fac7f49396f34a0d93c4209a485147bd/man-walking-on-stepping-stone-path-on-grass-lawn-sutro-heights-park-b8b894.jpg>



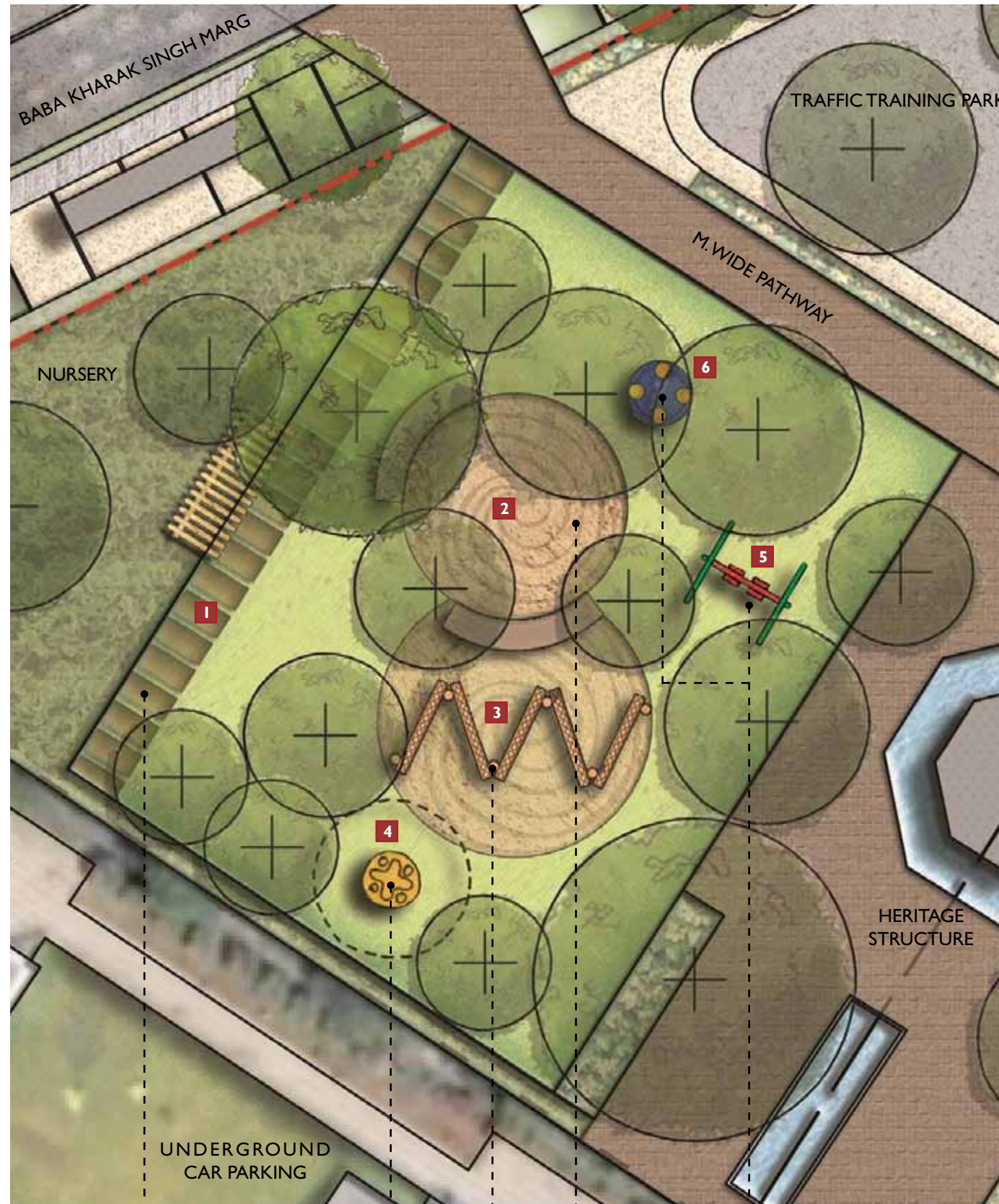
Sand-pit offers one of the most popular and developmentally appropriate play medium for young children. It offers opportunities for creative and construction play and for fine-tuning their physical movements.

Source:



Balancing Bridge as one of the play equipments

Source: https://cms.esi.info/Media/productImages/78519_1410447404548_Pf.jpg



STEPPING STONES

MERRY GO ROUND

BALANCING BRIDGE

SAND PIT

SWINGS

Map showing layout of Tot-Lot



Key Plan



Source: http://www.parkpusula.com/watermark.aspx?image=images/6_b.jpg



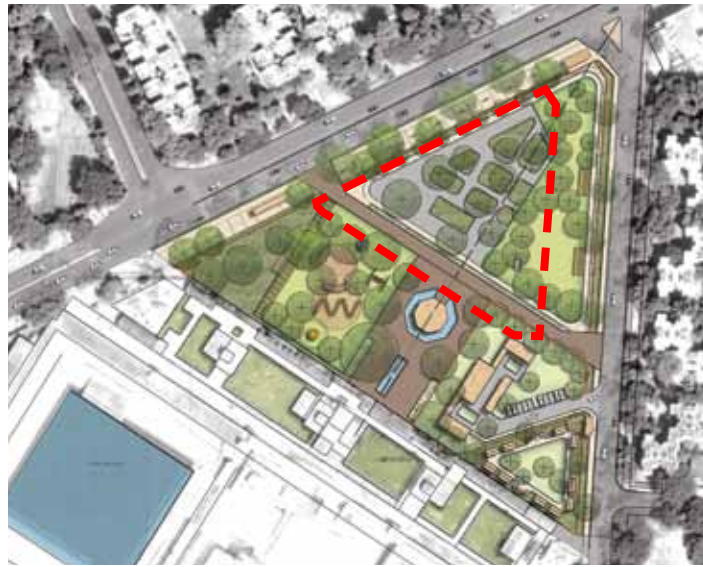
Source: <https://a.travel-assets.com/findyours-php/viewfinder/images/res60/68000/68382-Nicco-Park.jpg>



Source: <http://zzesus.com/wp-content/uploads/2017/07/m4.jpg>

Various options for play equipments

B) Traffic Training Park and Free Play Area



Key Plan



CYCLETRACK: 2.5m. wide cycle track runs on the perimeter/ periphery of Traffic Training Park and Free Play Area.

Source: http://www.suwalki24.pl/_uploads/_2016/08/sierpien/baiderparkpiekar/8.jpg

PERGOLA: Structures offering shade and sitting spaces are provided.



Source: http://dinamikpark.com/upload/lg_2016082612351380-260415196776eee015fe4c0bcc966dee198ed780775.png



Source: http://eagleagents3.amazonaws.com/uploads/1494436406-3-3311/13524-sheperdsbushparkingsley_lg.jpg

TRAFFIC TRAINING PARK: The park is to be retained as it is. It is actively used by children to learn traffic rules and to attain 2-wheeler licence. It has dummy roads with road markings, traffic lights and signals.

This zone can offer space for multi-use activities like skating ring or non-motorised scooter ride for some hours.

The park currently has a recessed entry which is not visible from the road. Proper signages are required to mark its presence and entry into the park.



Map showing layout of Traffic Training Park and Free Play Area



Source: http://farm4.static.flickr.com/3361/3449334994_be97d8beab.jpg?v=0



Source: http://cdn.funcheap.com/wp-content/uploads/2016/01/Three-man_cup_defense_in_ultimate_l.jpeg



Source: <http://i12.picdn.net/shutterstock/videos/7344910/thumb/4.jpg>

FREE PLAY AREA: This zone can be used as a space for ball games, frisbee etc. by children of age group 7 and above, for exercising and yoga by elders.



Source: <http://www.cincinnatiaparks.com/wp-content/uploads/2017/06/Yoga-e1497453104319-576x450.jpg>

3.3.6 Design Proposal - 3D Views



Existing Public Toilet

Existing Traffic Training Park

Proposed entry from
Baba Khark Singh Marg

Existing Heritage Structure

Proposed Tot-Lot

Existing Bus stop

Proposed Nursery

Existing Gurudwara Premises

View focusing on the proposed entry from Baba Khark Singh Marg and the activities it leads to



Proposed Traffic Police Office

Proposed Heritage Structure Proposed Tot-Lot

Proposed Pathway

Proposed entry from Bangla Sahib Lane

Proposed Cycle Track

Proposed Free Play Area

View focusing on the pedestrian walkway which acts as a connection between the Baba Kharak Singh Marg and Bangla Sahib Lane, with activities distributed on both the sides



Pergola/ Shaded structure

Proposed Cycle Track

Existing Traffic Training Park

Proposed Free Play Area

View focusing on the Free Play Area encircled by the cycle track with Traffic Training Park in the backdrop



Existing Public Toilet on Bangla Sahib Lane

Proposed Entry 2

Existing Public Toilet on Baba Kharak Singh Marg

Proposed Entry 1

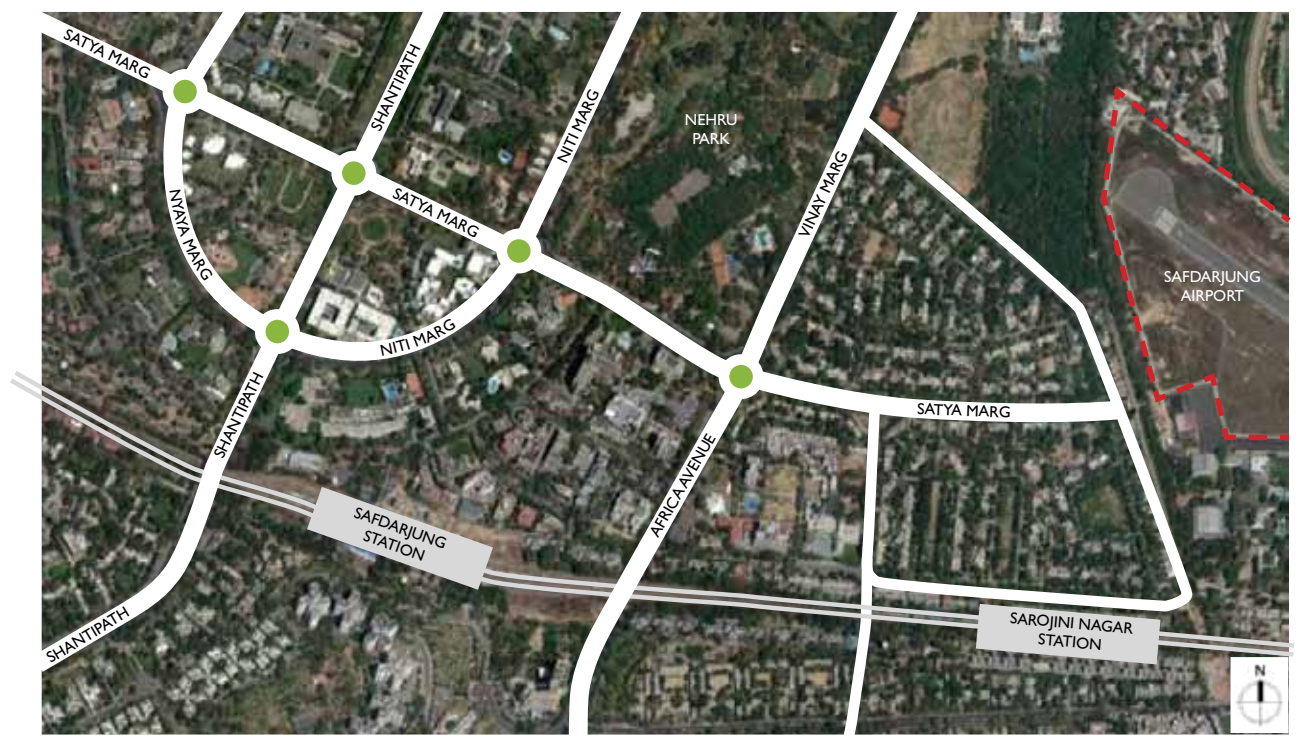
Aerial View of the site with proposed activities

CHAPTER 4
YASHWANT PLACE PARK, CHANAKYAPURI

Yashwant Place Commercial Complex was one of the first commercial centres in the first major extension beyond Lutyen's Delhi, known as ChanakyaPuri. Yashwant Place was built in the 1960s to cater to the embassy employees, politicians and government employees residing or working in nearby areas. Over the years, the market slowly assumed a new identity, referred to as Yashka not only by Russian visitors but also tourists from countries of the former Soviet Union, symbolizing the status it has acquired as a largely Russian (-speaking) place of trade. (N. Suryanarayan)

4.1 Site Context

The Commercial Complex is bound by Satya Marg in the North, Africa Avenue in the East, Akbar Bhawan in the West and Tamil Nadu House in the South. Nehru Park towards the north of the site serves as the major lung space for the embassies and the DI/DII residential blocks lie East of the site. The nearest rail link is Safdarjung railway station to the South of the site. Presently, the nearest metro station is at INA (3.1 km away). However, a new metro line (Pink Line) along the Ring Road is being constructed with a station at Sarojini Nagar Market. This would measure 1.6 kms from the site. (Detailed plan overleaf)



Map showing connectivity and accessibility around Yashwant Place Commercial Complex

LEGEND:

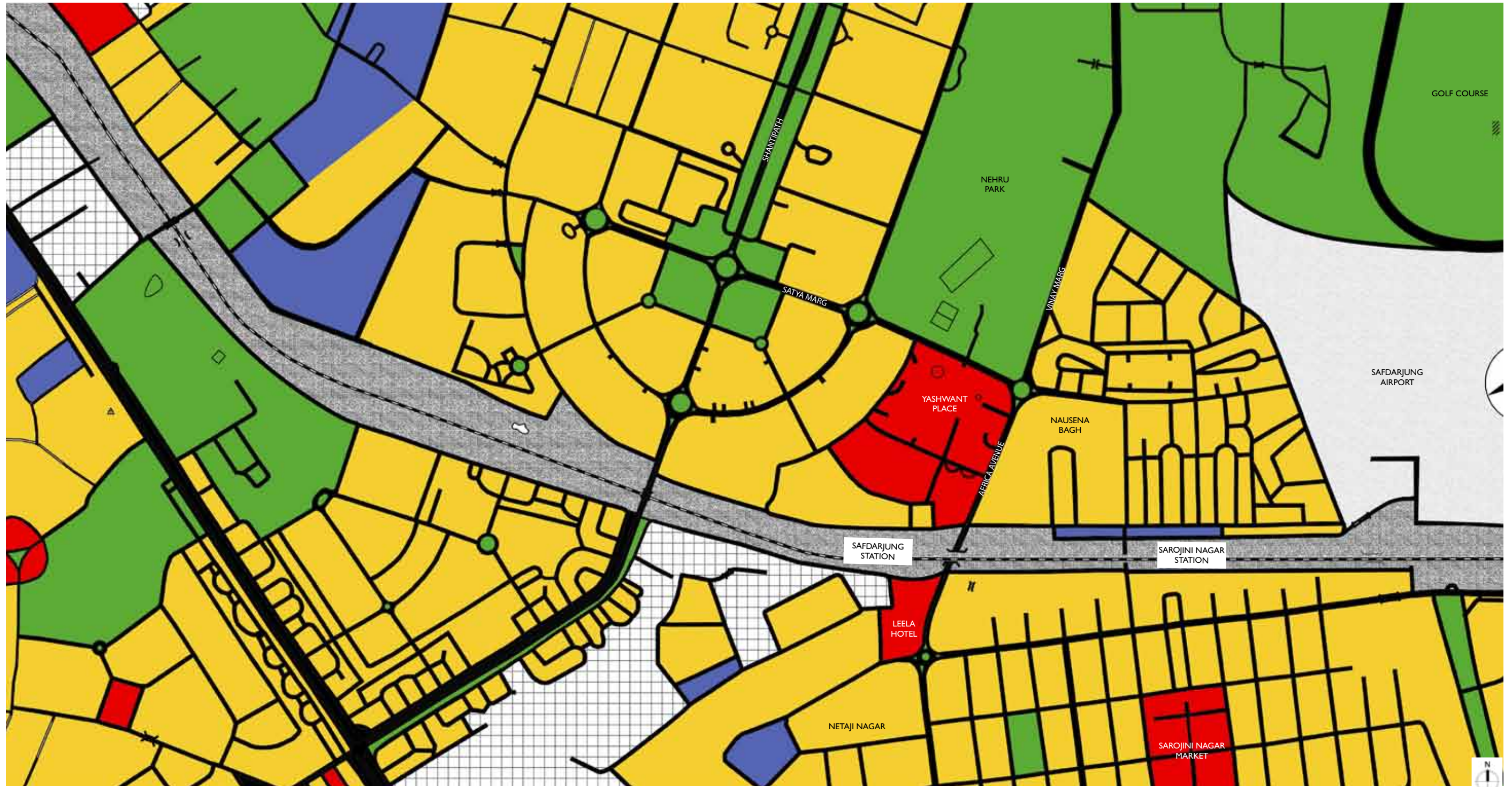
- PROJECT SITE
- RING RAILWAY LINE
- AIRPORT BOUNDARY
- PRIMARY ROADS
- RAILWAY STATION
- ROUNDABOUT



Africa Avenue Entry (East)



Satya Marg Entry (North)



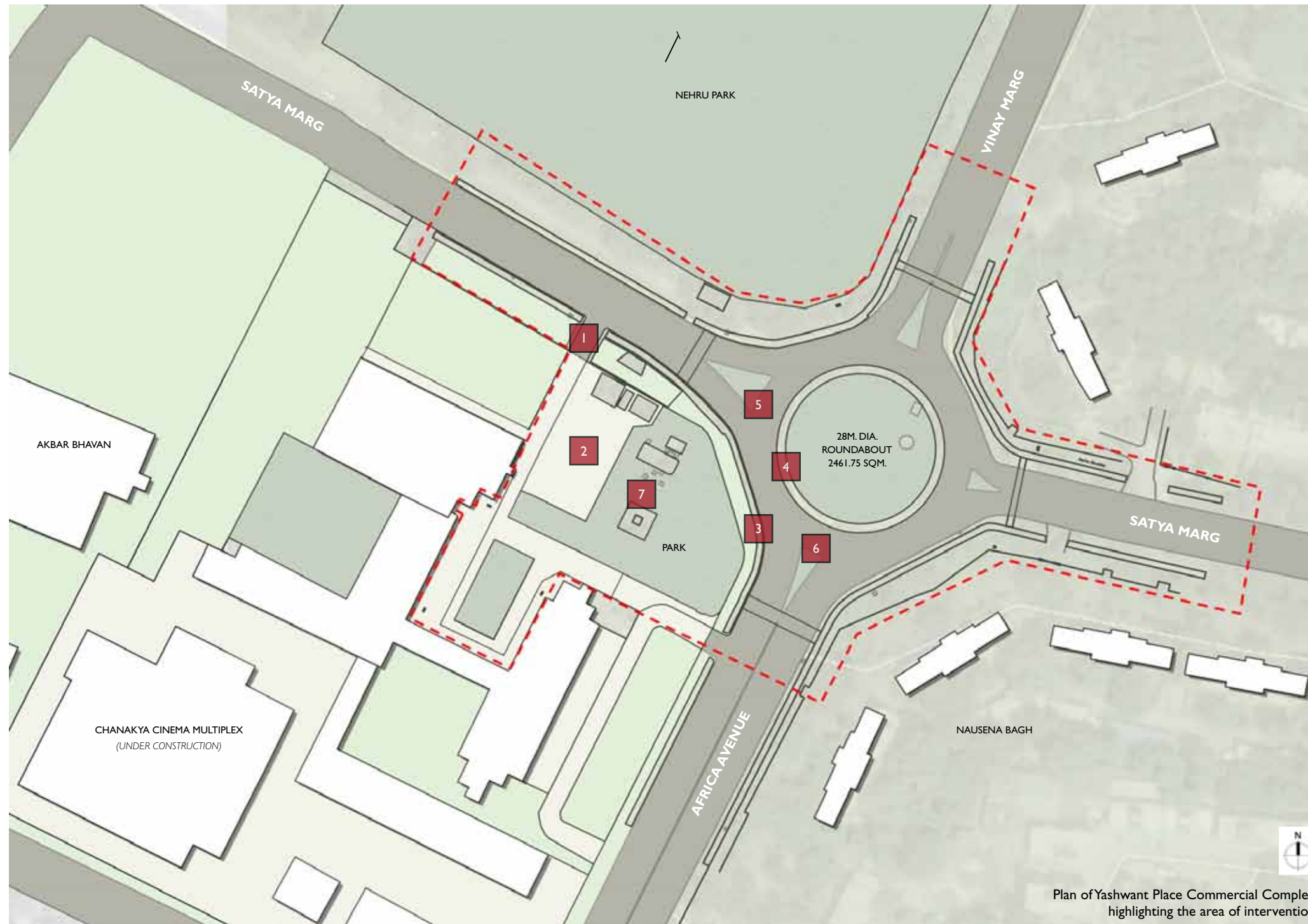
Landuse Map showing areas surrounding Yashwant Place

The landuse plan shows that the Commercial complex is primarily surrounded by residential areas. Most of the residential areas to the north and west of the complex are embassy areas marked as RF (Foreign Mission) in the Master Plan of Delhi 2021.

LEGEND

- RESIDENTIAL
- COMMERCIAL
- RECREATIONAL
- PUBLIC & SEMI-PUBLIC
- GOVERNMENT LAND
- RAILWAYS LAND
- AIRPORT AREA

4.2 Existing Scenario



Plan of Yashwant Place Commercial Complex highlighting the area of intervention



View of the roundabout from Yashwant Place Park



View of traffic island on Satya Marg from Yashwant Place Park



View of traffic island on Africa Avenue



Approach path for internal parking from Satya Marg



Existing Parking adjacent Yashwant Place Park



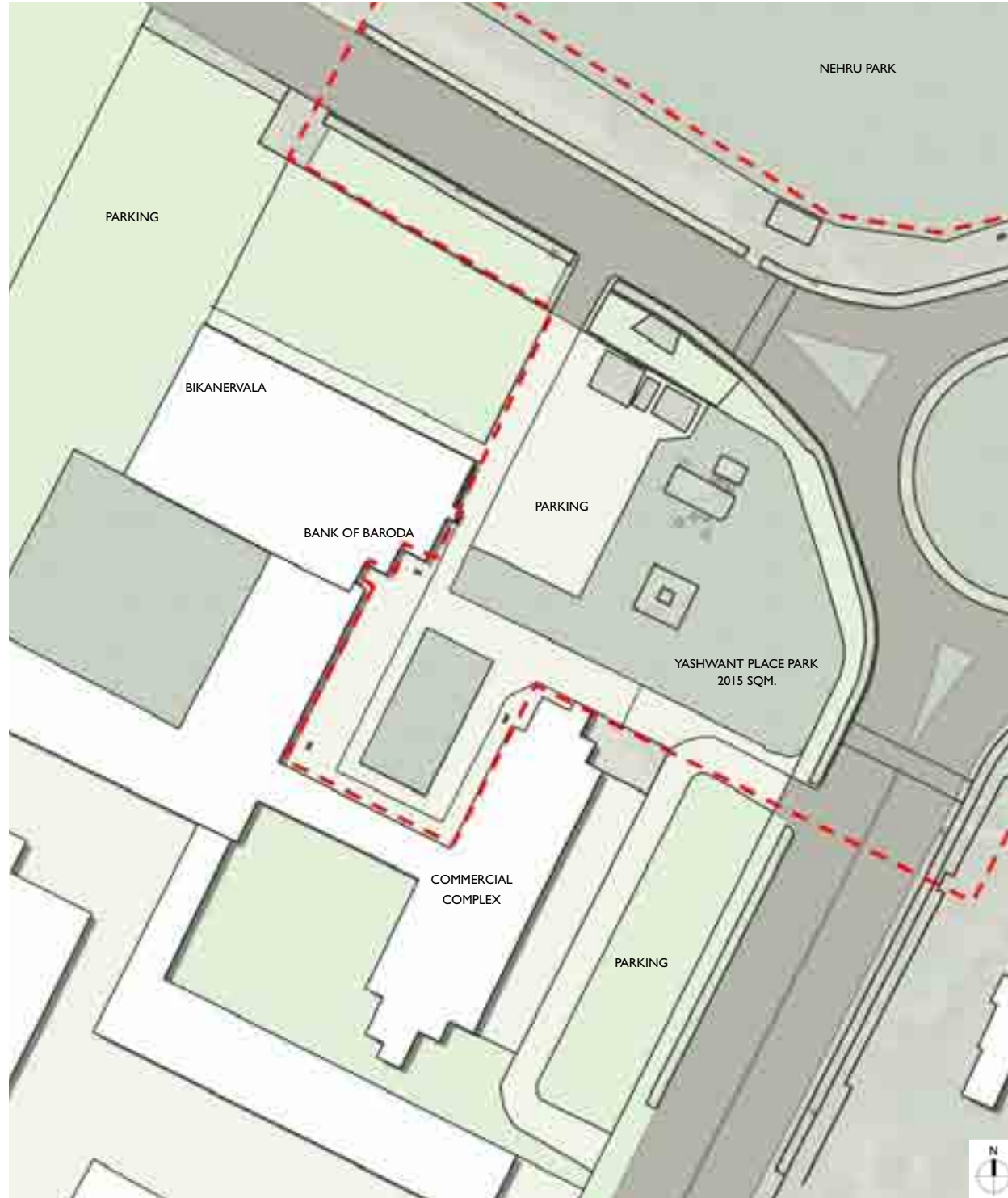
View of Yashwant Place Park from Africa Avenue



Yashwant Place Park

4.3 Issues

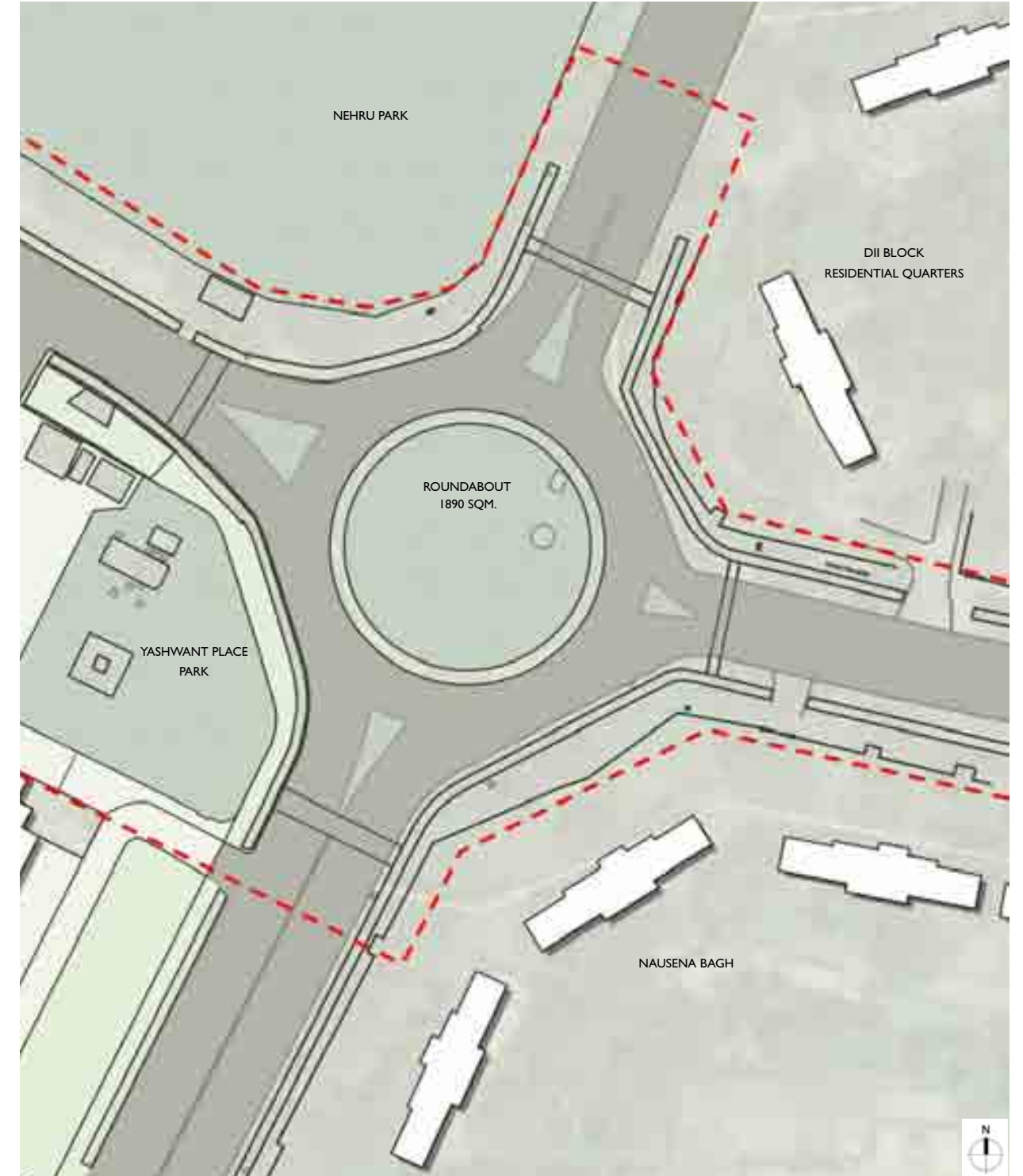
4.3.1 Yashwant Place Park



The Yashwant Place park has the following features:

- The softscape covers an area of 2015 sqm with an additional rectangular park to the South-West of the main park, with an area of 310 sqm.
- Underground water tanks and water boosting pump.
- 3-storey high structure which was erected as the main signage for Yashwant Place. However, the the signage is in dilapidated condition, devoid of any lighting as well.
- The softscape inside the park and outside on the periphery of the park have been poorly maintained. Underused and broken trash receptacles make matters worse.
- There are full grown trees inside but have not been maintained well for proper aesthetic appeal.
- The park is presently underlit, trespassed by stray dogs and used mainly by customers of the liquor shop in the complex.

4.3.2 Roundabout



The roundabout and the park inside has the following features:

- The softscape covers an area of 1890 sqm.
- It is surrounded by a 1.5 m footpath which is hardly used. Moreover, it will cause hindrance to the drivers if it attracts significant pedestrians.
- The roundabout is fenced and consists of a single entry/exit point.
- Besides the fence, the roundabout is also lined with palm trees on the periphery.
- The area is densely planted with shrubs and other forms of softscape but scores low on accessibility.
- Like the Yashwant Place Park, the roundabout too lacks lighting which makes it unsafe past sunset and encourages unwanted activities.
- Both parks lack park furniture. If at all any, they have been positioned randomly without proper planning and design.

4.4 Proposal



Alternate Proposal with sculpture and softscape in the centre



Alternate Proposal with waterbody and softscape in the centre

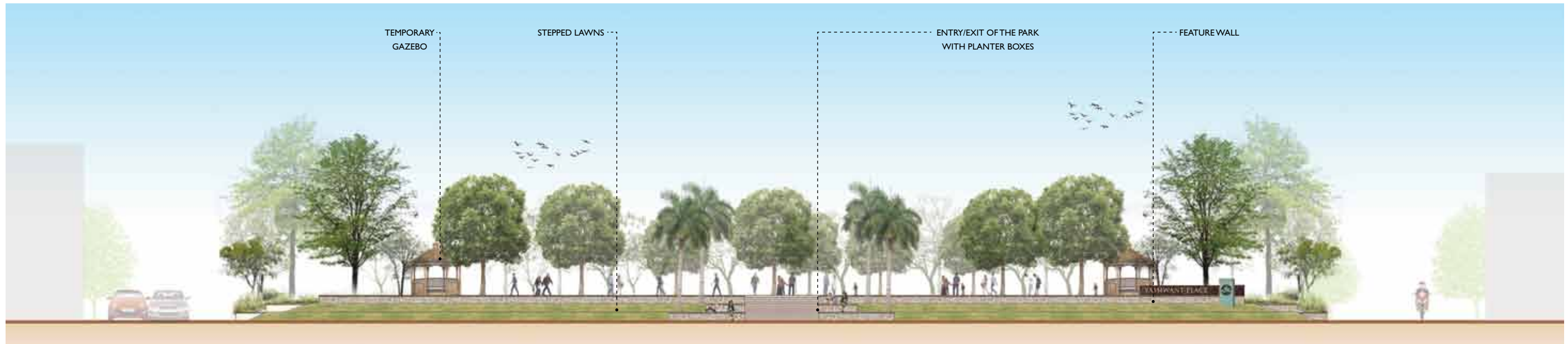
Plan showing proposed landscape design for both the Yashwant Place Park and the roundabout

LEGEND

- | | | |
|---|---------------------------------|----------------------------|
| 1 SATYA MARG ENTRY | 9 PLANTER BOX | 17 LIGHTING POLES/FIXTURES |
| 2 PARKING | 10 AFRICA AVENUE EXIT | 18 PARK TITLE SIGNAGE |
| 3 SAND PIT | 11 MOUND WITH PALM TREES | 19 PARK (FUTURE EXPANSION) |
| 4 PAVED AREA (near & above water tanks) | 12 CENTRAL PLAZA | 20 PARKING & FOOTPATH |
| 5 MOUND | 13 WATERBODY WITH WATER SPROUTS | |
| 6 GRASS LAWN | 14 TRAFFIC ISLAND | |
| 7 FLOWER BEDS | 15 FOOTPATH (min. 1.5m wide) | |
| 8 STEPPED PLANTING | 16 PUBLIC CONVENIENCE | |

Presently both these spaces are visually inaccessible. This leads to lesser people using the open space and hence lesser maintenance. The planning and design aspects proposed above, tackle this issue and try to make the spaces welcoming. The design has been conceptualized so as to integrate the 2 spaces. The Park and the Roundabout have similar design elements and have been connected by a paved area on the vehicular road. The roundabout has also been linked to the pedestrian footpath on the diagonally opposite side of Yashwant Place. This approach makes the design more pedestrian friendly, encourages walking to the commercial complex & park and thereby increases accessibility and connectivity.

4.4.1 Yashwant Place Park Design



Elevation of the Yashwant Place Park from the Roundabout



Entry of Park from Roundabout

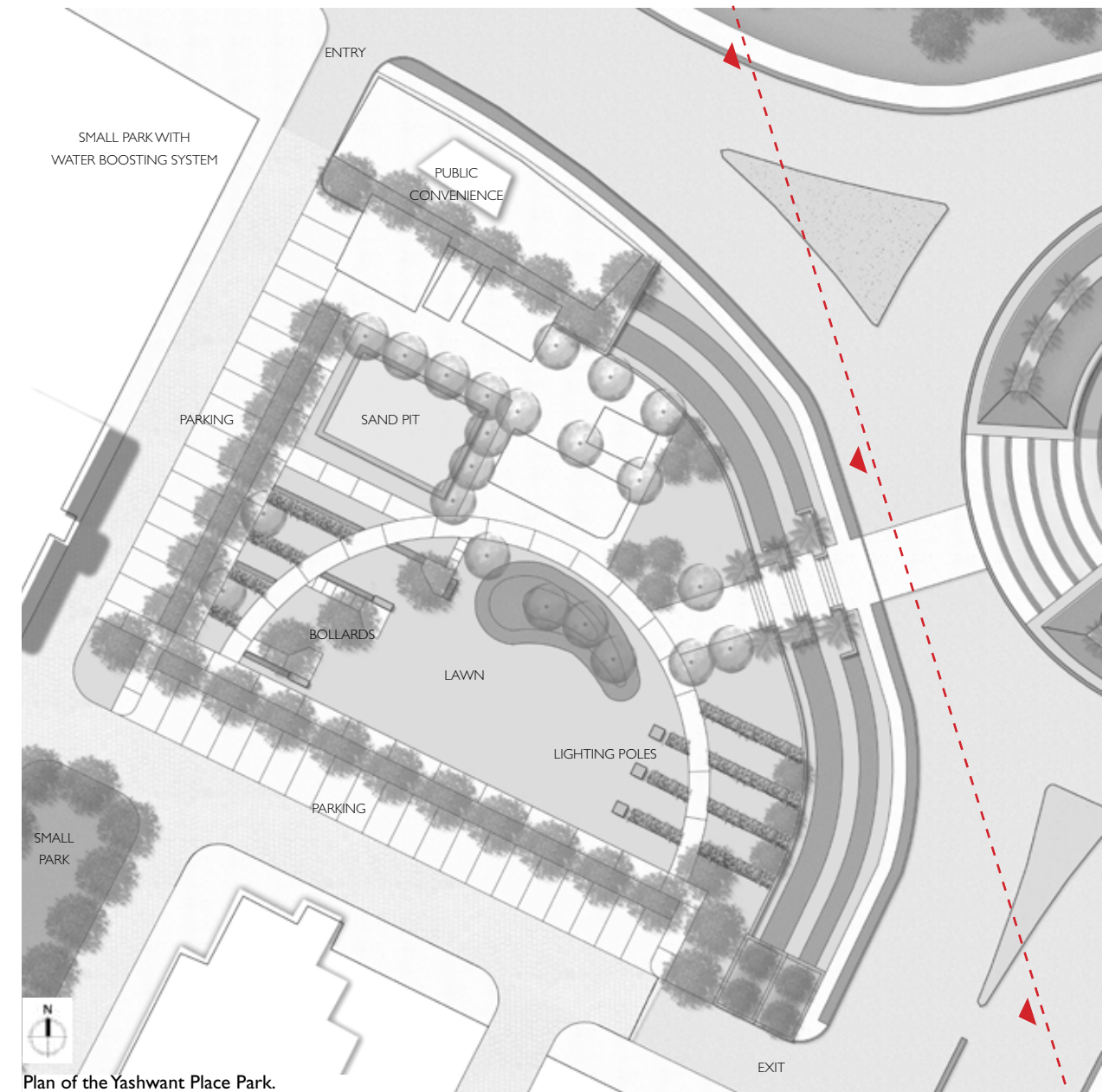
The main entry/exit of the park has been designed for from the footpath and the roundabout. The level difference between the road and the park provide the opportunity to accentuate the front elevation of the park. The pedestrian entry/exit coupled with planter boxes and stepped planting on either side shall enhance both, the park's appeal and the visitors' experience



Alternate proposal for roundabout

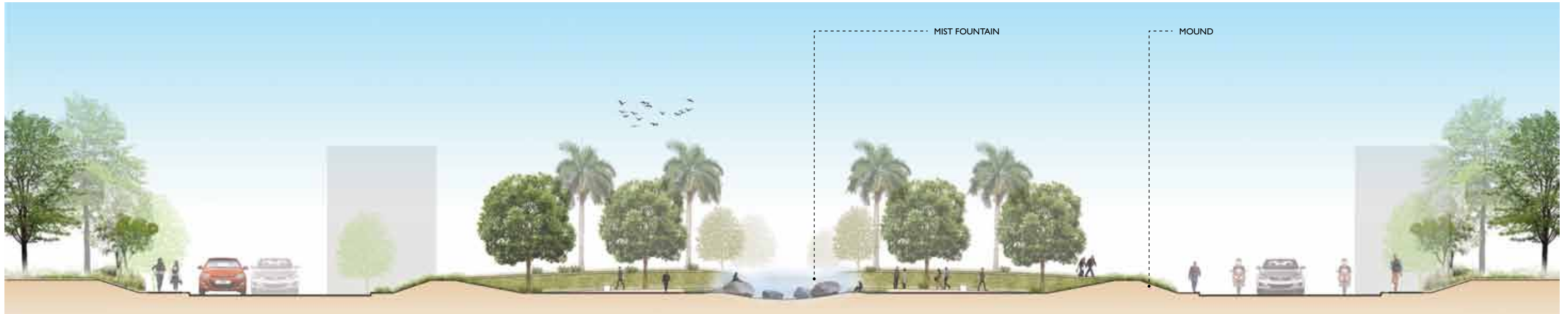
Presently, the only signage in the park is a 2-storey high structure with a vandalized board on top featuring name of the park and its authority. The feature wall design acts as an aesthetic element as well as a signage for the park. Its strategic positioning with a gazebo behind it, adds to the aesthetic appeal of the park. The wall shall have uplighters installed at its foot to glorify its effect in the evenings.

Lighting poles and bollards have been proposed along the parking lines as well as in the lawn area near flower beds. This shall increase the visibility of the park and make it more accessible to the people coming to the adjacent commercial complex, shops and cinema hall. A smaller park to the south of the main park, presently, has some benches and trees. It is hardly used but can be later converted for main park expansion or parking expansion. The main vehicular entry shall be from the north gate and exit through the South-East gate. A sand pit has also been proposed adjacent to the lawn area for children and toddlers. This shall expand the user base of the park.

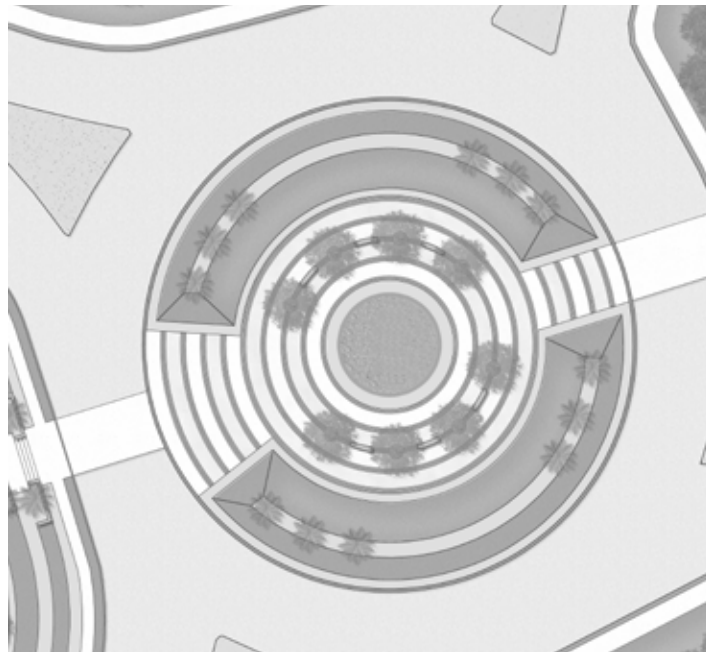


Plan of the Yashwant Place Park.

4.4.2 Roundabout Design



Section of the Proposed Roundabout 01



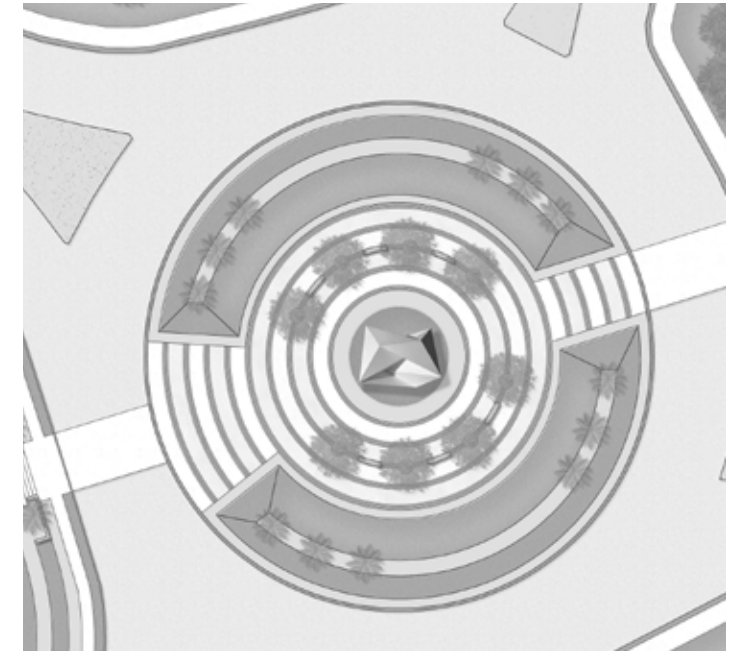
Plan of the Proposed Roundabout 01

Roundabout: Proposal 01

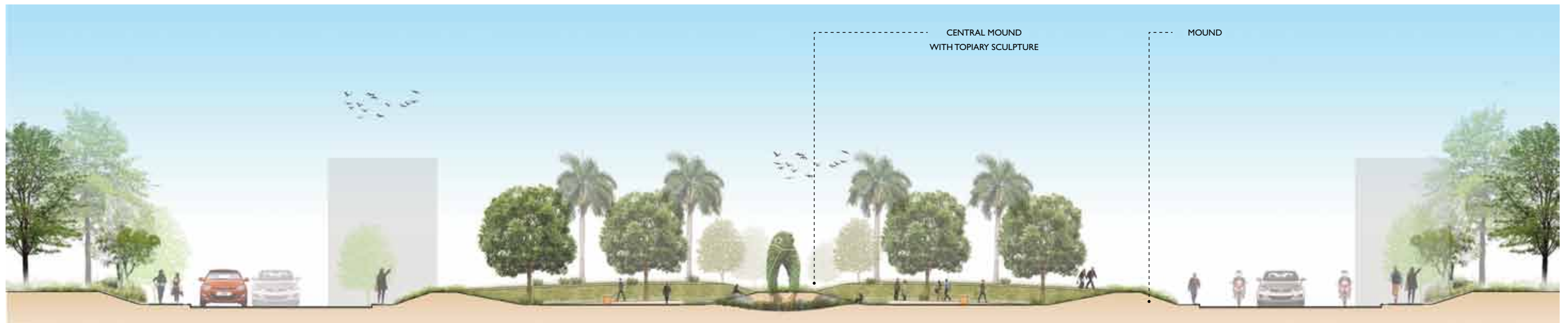
The design for the central feature takes inspiration from the Tanner Fountain in Harvard University, USA. It shall act as a relaxed oasis in the midst of the Delhi buzz and traffic. Mist fountains are easier to maintain when compared to normal fountains. The 20M diameter circle of around 50 stones, shall be placed in a loosely concentric fashion, emerging from the ground, with water generated at the center by nozzles. The resulting shallow, ground-level pool with its hovering mist shall become a gathering place, a playground or a Zen-like respite from the everyday mundane routine.

Roundabout: Proposal 02

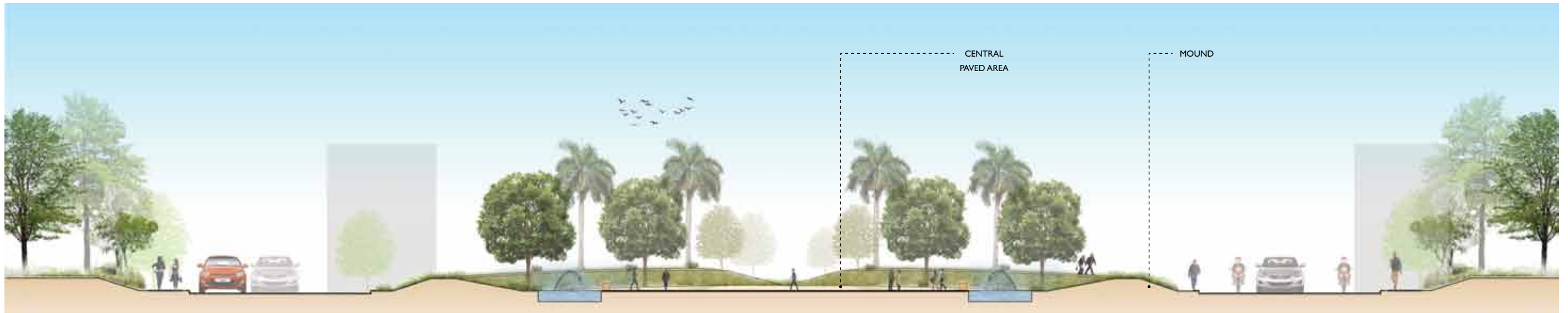
Following the same concept from the previous option of the open roundabout, this proposal deviates only in terms the cntral feature. Instead of the mist fountain, it can have a mound topped with a sculpture or topiary art, symbolizing Yashwant Place and the embassy area around it.



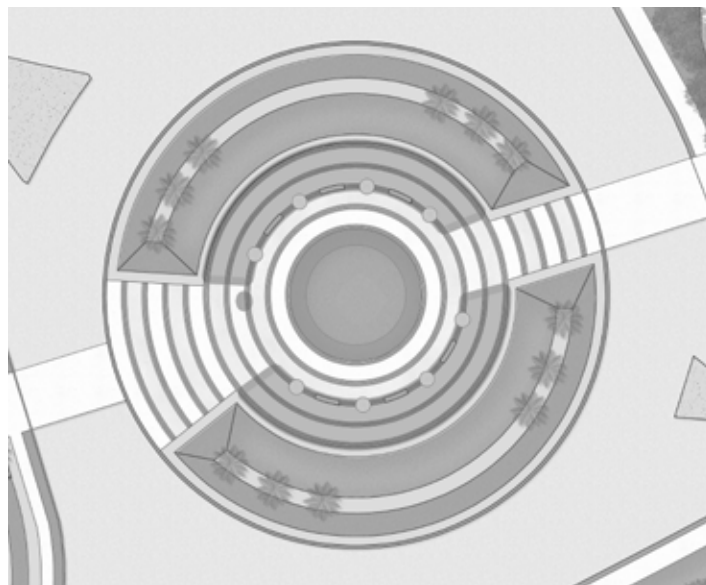
Plan of the Proposed Roundabout 02



Section of the Proposed Roundabout 02



Section of the Proposed Roundabout 03 with the water body, mounds and paved area



Roundabout: Proposal 03

The design takes inspiration from the Columbus Circle in New York, USA (facing page). Columbus Circle is encircled by buildings around its periphery except for one segment where it is lined by the Central Park boundary. Similarly, the Yashwant Place roundabout is covered by buildings and the Nehru Park. The open roundabout concept makes it not just a roundabout, but a public plaza as well. Besides encouraging walkability, the open design also ensure a sense of security and safety. These unique features and planning ideas will establish an identity and belongingness for the area apart from setting an example for other roundabouts in the city.

Plan of the Proposed Roundabout 03

Reference Images for roundabout design:



View of Columbus Circle and adjacent Central Park and New York skyline

Source: <https://loving-newyork.com/wp-content/uploads/2016/02/Columbus-Circle-From-Above-160919164928001.jpeg>



Elements of the Columbus Circle shown in detail

Source: <https://mplsparksfoundation.org/wp-content/uploads/2012/02/laurie-olin-image.jpg>



View of the Proposed Roundabout 03 from the North-East end



View of the Proposed Roundabout 03 from the East end



Parking

Sand Pit

Paved Area

Grass Lawn

Central Plaza

Waterbody

Flower Beds

Stepped Planting

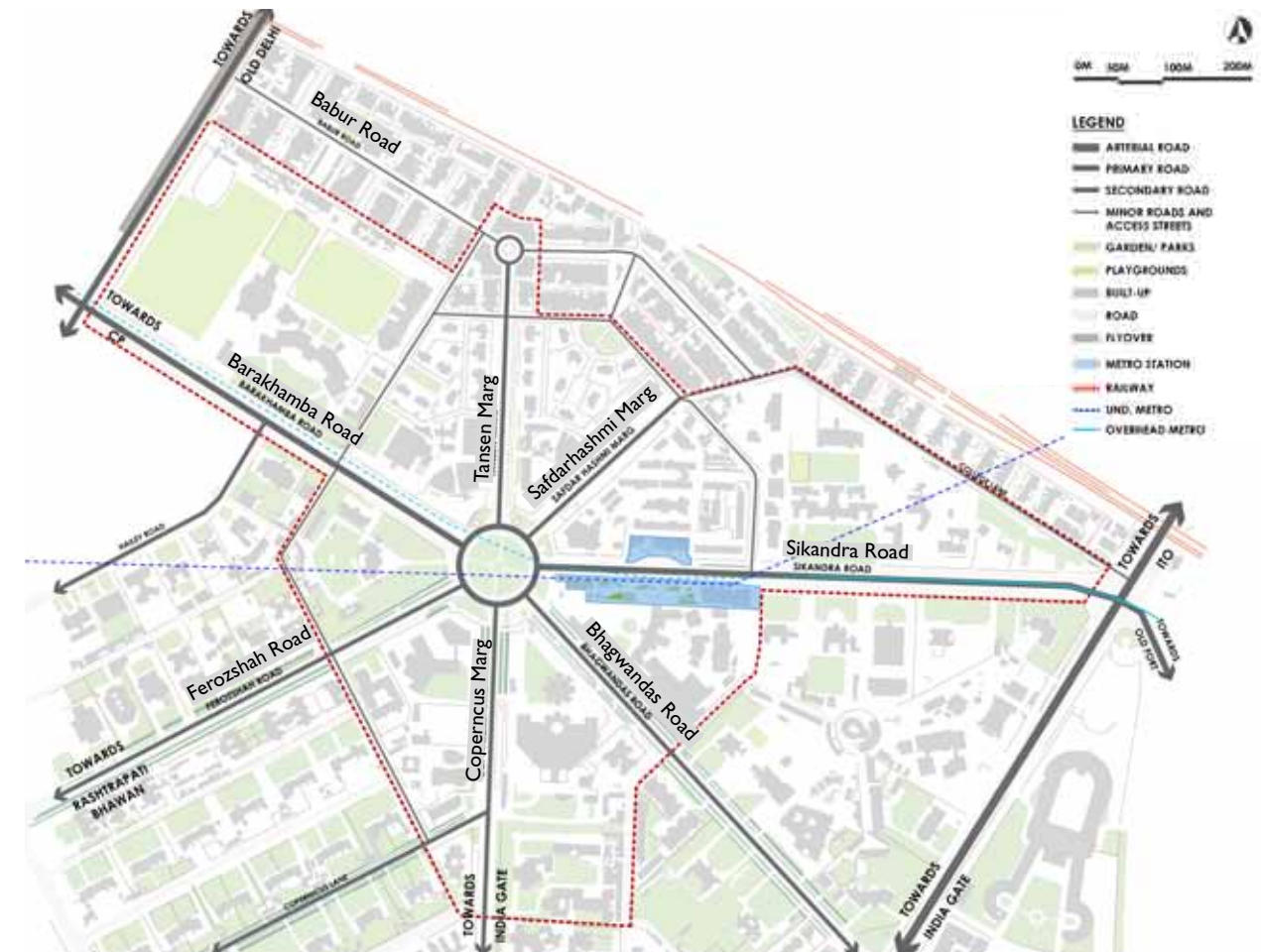
Mound with Palm trees

View of Yashwant Place Park from the South-West end

CHAPTER 5 AREA AROUND MANDI HOUSE

5.1 Site Context

5.1.1 Location & Connectivity



Map showing location and surroundings of the site

The site falls under the Lutyens Bungalow Zone which has a historic significance with respect to the making of New Delhi. Major components include the transit node of Mandi House Metro station and cultural institutions around Mandi House Circle. The area is unique in its low density character in the heart of the city. The area is flanked by government institutions, government housing, educational institutions and is the cultural hub of the city with many renowned art and literary institutes of the country. The area is rich with its heritage and has also accorded with the newer development like the Mass Rapid Transit System (MRTS) which has improved the connectivity to the rest of the city.



Map showing the site and surrounding land use

5.1.2 Development around the site



Little Theatre Group, Copernicus Marg



Kamani Theatre, Copernicus Marg



Ravindra Bhawan, Copernicus Marg



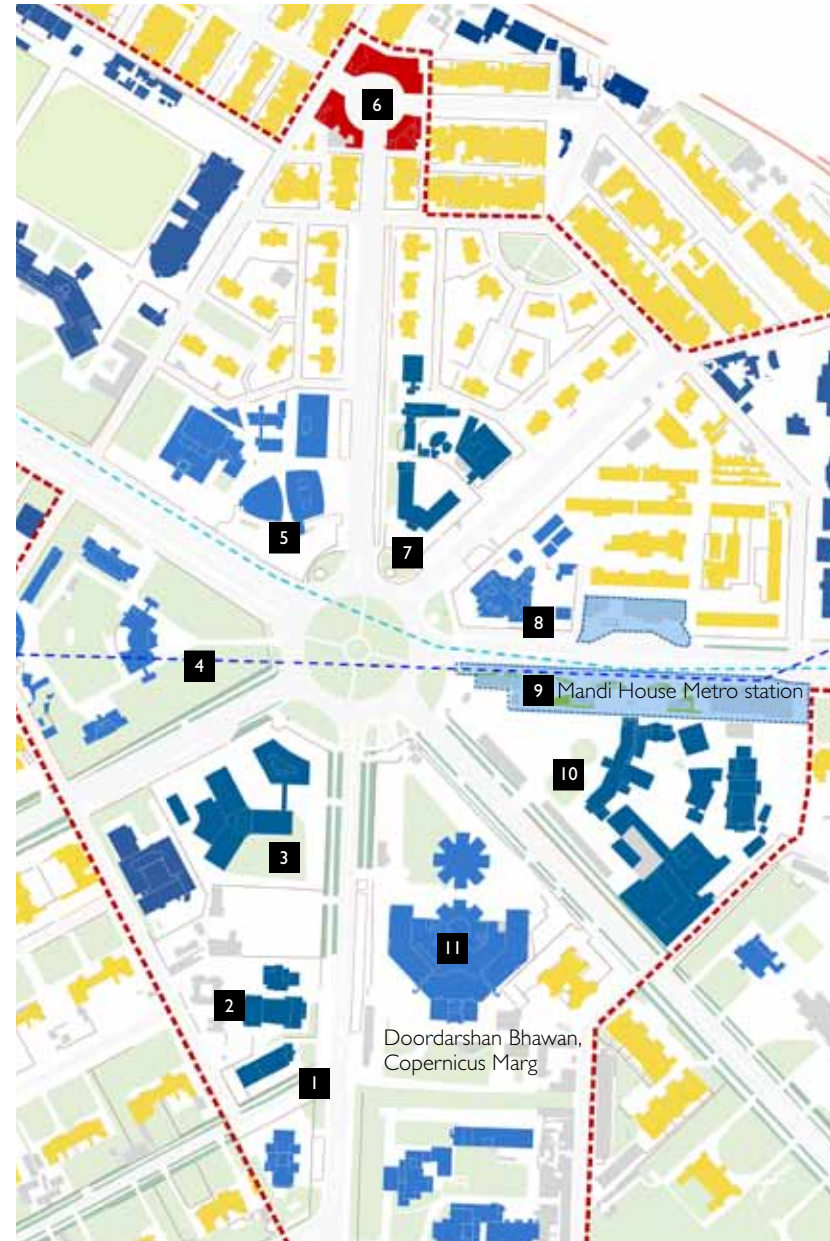
Embassy of Nepal, Barakhamba Road



National Museum for Natural History and FICCI Auditorium, Tansen Marg



Bengali Market, Tansen Marg



Map showing development around the site



Sangeet Bharti, Tansen Marg



National School of Drama, Bhagwandas Road



Himachal Bhawan, Sikandra Road

5.2 Existing Scenario

5.2.1 Pedestrian Movement

The volume of pedestrians is considerably high due to various educational institutions in the vicinity of Mandi House Metro station. Well-maintained pedestrian walkways exist along most stretches with facilities such as kiosks on certain stretches. The residential areas are well-equipped with pedestrian infrastructure.



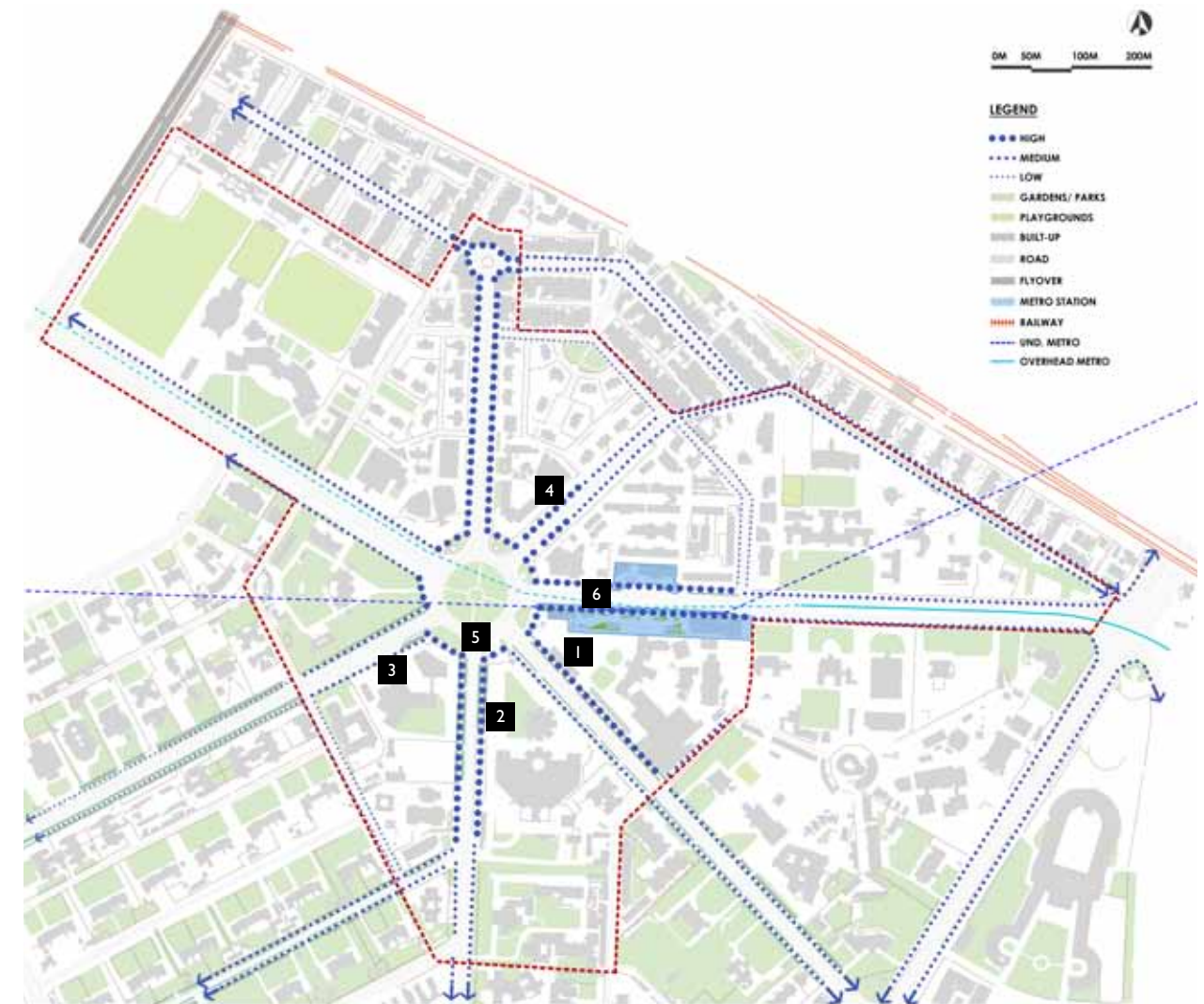
Pathway along Bhagwandas Road



Pathway along Copernicus Marg



Pathway along Feroz Shah Road



Map showing pedestrian volume around the site



Pathway along a residential area, Safdar Hashmi Marg



Pedestrians crossing along Mandi House Circle



Pathway along Metro Station, Sikandra Road

5.2.2 Pedestrian Movement around Mandi House Circle

Mandi House Circle and its surroundings are significant cultural hub of the city and has an established pedestrian network with green pockets which form as recreational space for the people working in the area. The green spaces have some defunct water fountains along with seating spaces for the pedestrians along the way.

People use the open spaces along the roads and most predominantly the central open green space of the Mandi House circle. One of the prime concerns here is that, for using this green space, they have to cross the busy vehicular road which stands a risk of the user. One of the thrust area of design intervention is to ensure pedestrian safety and connectivity to different cultural districts.



Greens in front of Nepal Embassy



Greens in front of Ravindra Bhawan



Greens in front of National School of Drama



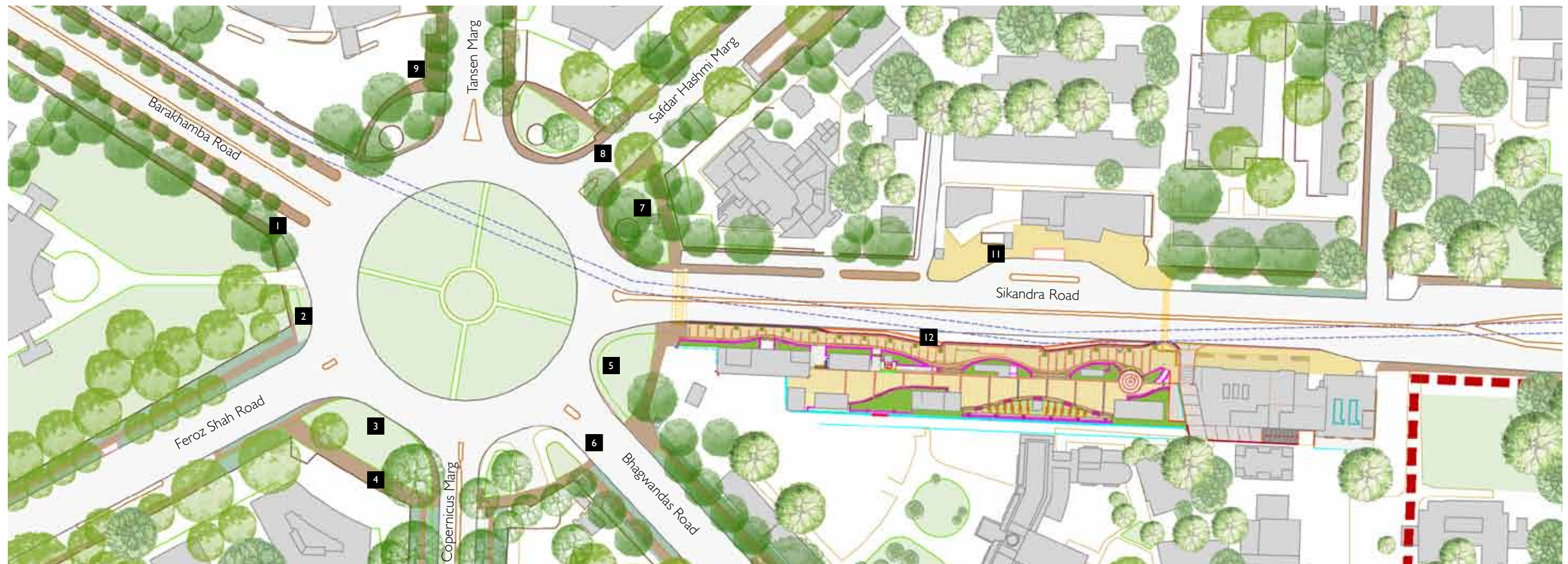
Greens in front of Himachal Bhawan with defunct water fountain.



Pedestrian walkway and kiosks in front of National Museum of Natural History



Mandi House Metro station with bus stop and parking bay for intermediate para-transit



Pathway along the Embassy of Nepal



Pathway along Ravindra Bhawan



Pedestrian crossing, Copernicus Marg



Pathway along Sangeet Bharti

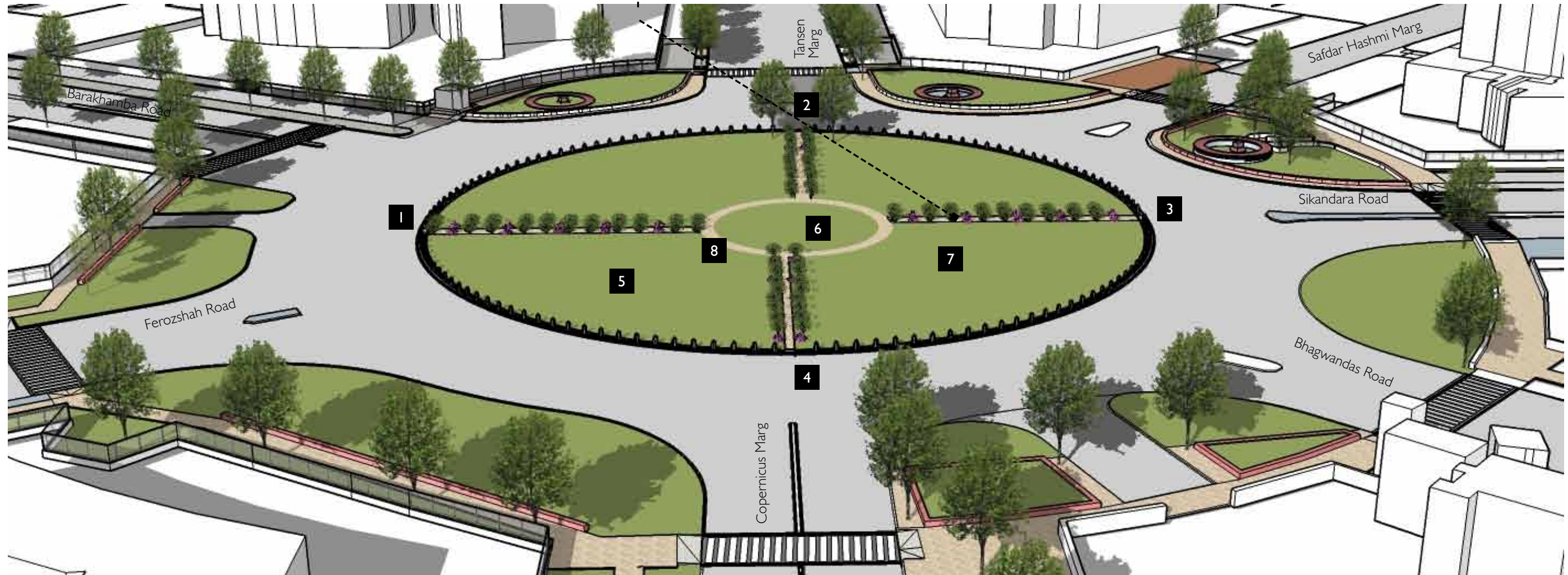


Pathway along the National Museum of Natural History



Pathway along Mandi House Metro station, Sikandara Road

5.2.3 Greens in and around the Mandi House Roundabout



Map showing the green areas in and around the Mandi House Roundabout



Entry in front of Embassy of Nepal

Shrubs along pathway

Group of trees and ground covers

Greens in front of Embassy of Nepal

There are four pathways for accessing the round -about. The roundabout is well-maintained by the staff. Shrubs form the edges of the pathways of the roundabout.

5.2.4 Mandi House Roundabout - Adjacent Greens



Greens in front of Embassy of Nepal



Greens in front of Sangeet Bharti



Greens used during day-time

Adjacent Greens

These greens are significant open spaces and are extensively used by people as recreational space. Acts as resting or places of pause for people.



Greens used during day-time in front of National School of Drama

Issues

The landscaping of many of the greens appear to be pop-ups. Some pathways at the edges are hardly used. Defunct water fountains are places for homeless. Some of the greens are ill-maintained.



Dargah Sharif Hazrat in front of Himachal Bhawan



Greens in front of National School of Drama



Pathway and greens in front of Doordarshan Bhawan



Greens in front of Ravindra Bhawan



5.3 Proposal

- A** Pedestrian Pathway
- B** Plaza
- C** Flower Beds
- D** Amphi-theatre
- E** Mound



Proposed Site Plan



Source: <https://www.asla.org/guide/site.aspx?id=41021>



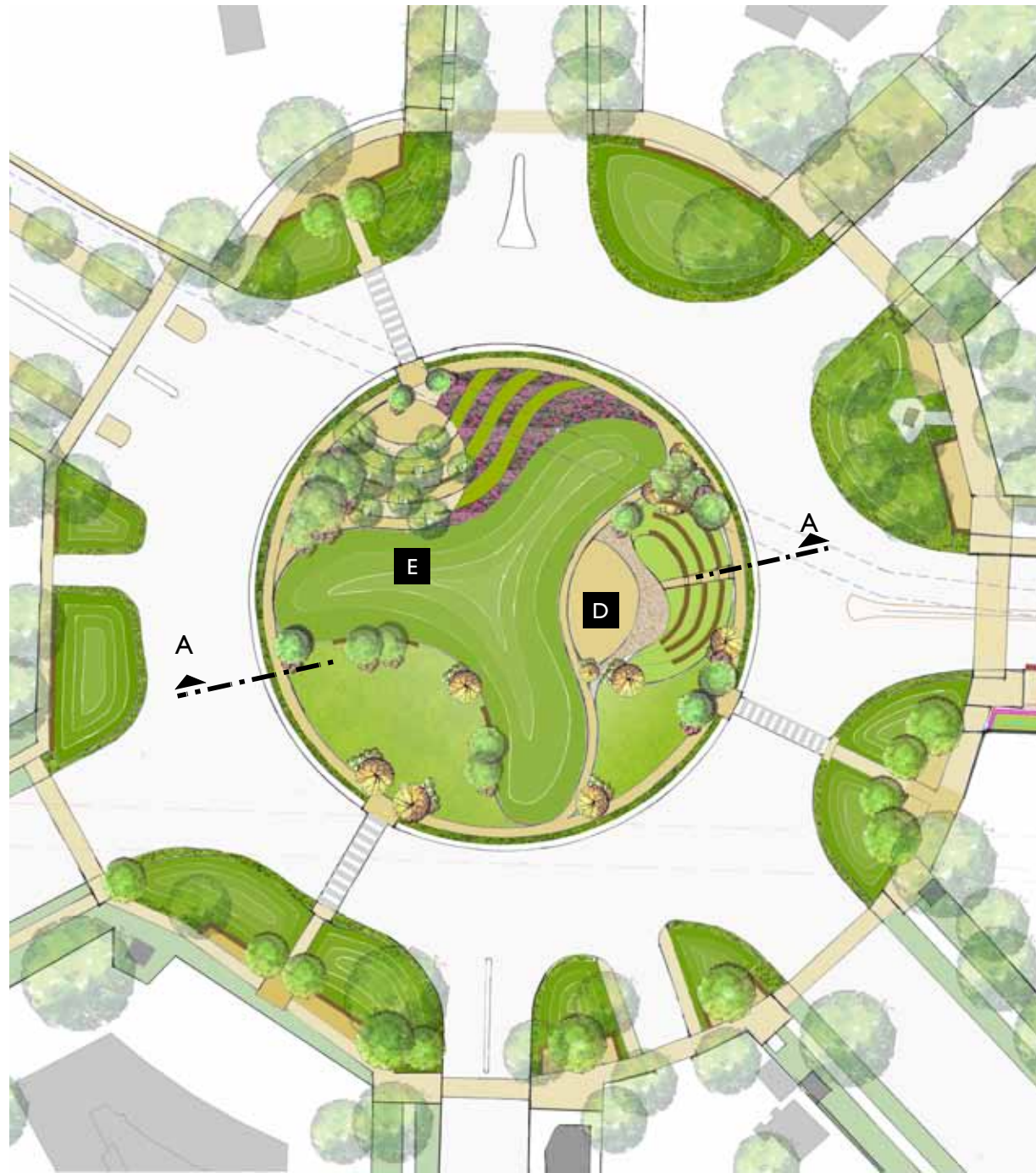
Source: <http://1.bp.blogspot.com/-KtnKr2hmsAY/T8T4AbGPEI/AAAAAAAAA8w/o6iV5Kn7pRo/s1600/Motley,+little+park+with+birch.jpg>



Source: <https://www.asla.org/guide/site.aspx?id=41021>



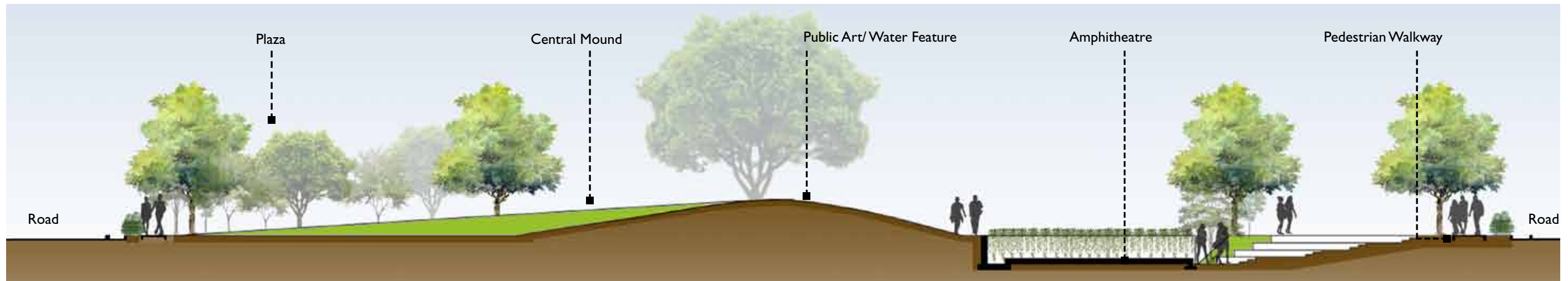
Source: <http://owtdoor.com/garden/en/garden-design-52303/asp?id=41021>



<https://in.pinterest.com/pin/501588477227167444/>



<https://www.linkedin.com/pulse/floor-fountain-deva-romania-fountain-design?articleId=6098015306762969088>



Section - AA across the Roundabout



Aerial View



View showing Amphi-theatre



View showing Plaza and Flower beds

STREET FURNITURE



SIGNAGES



Example around the World: Columbus Circle, Manhattan, New York

Columbus Circle, named for Christopher Columbus, is a traffic circle and heavily trafficked intersection in the New York City borough of Manhattan, located at the intersection of Eighth Avenue, Broadway, Central Park South (West 59th Street), and Central Park West, at the southwest corner of Central Park. It is the point from which all official distances from New York City are measured.

Completed in 1905 and renovated a century later, the circle was designed by William P. Eno – a businessman who pioneered many early innovations in road safety and traffic control – as part of Frederick Law Olmsted's vision for Central Park, which included a "Grand Circle" at the Merchants' Gate, its most important Eighth Avenue entrance.

The monument at the center of Columbus Circle, created by Italian sculptor Gaetano Russo,[1] was erected as part of New York's 1892 commemoration of the 400th anniversary of Columbus' landing in the Americas.



Source: https://en.wikipedia.org/wiki/Columbus_Circle

CHAPTER 6
EAST KIDWAI NAGAR PARK (AREA ABOVE NALLAH),
NEAR SOUTH KIDWAI NAGAR MARKET

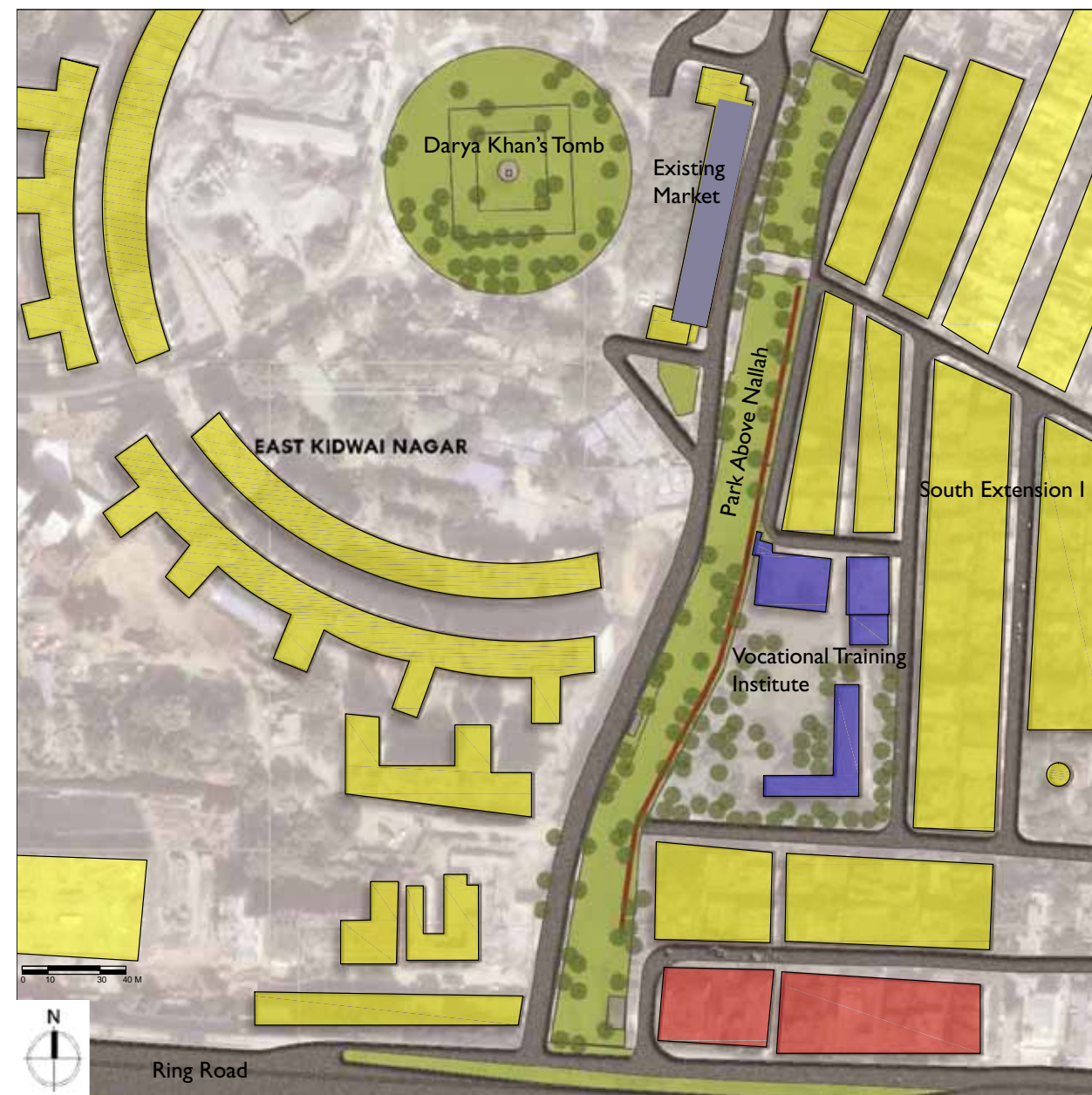
6.1 Site Context

6.1.1 Location & Connectivity

The area proposed for park development (500 M length approximately) has been generated by covering the nallah which forms a buffer between the East Kidwai Nagar (New development – under construction) and the dense development of South Extension I. The site is flanked by the Ring road and has Darya Khan's tomb in its vicinity. The site is surrounded by residential area which forms a user groups of different ages. The upcoming residential development creates a wide scope of increase in users. Presently the park is not utilised at its full potential and is lying under used in such prime location.

The Design intervention can enhance the potential of the site and revive the ecological aspect of the nallah by proposing sustainable design solutions.

The purpose of the study is to make the public space more interactive , sustainable and create a Design development module for such urban areas.



Map showing surrounding Land Use

Legend:

- Residential
- Commercial
- Recreational
- Public & Semi Public Facilities: Religious

6.1.2 Timeline

As the development process gained pace, the existing drains got covered as a result of increased density, following images shows the transformation of the Nallah over the years .



2000:
Visible drain on either side of ring road



2008:
Drain covered by construction of road



2015:
Green area developed in front of east kidwai nagar

6.2 Existing Scenario

Following are the issues in the existing scenario, which are highlighted with the help of site images:

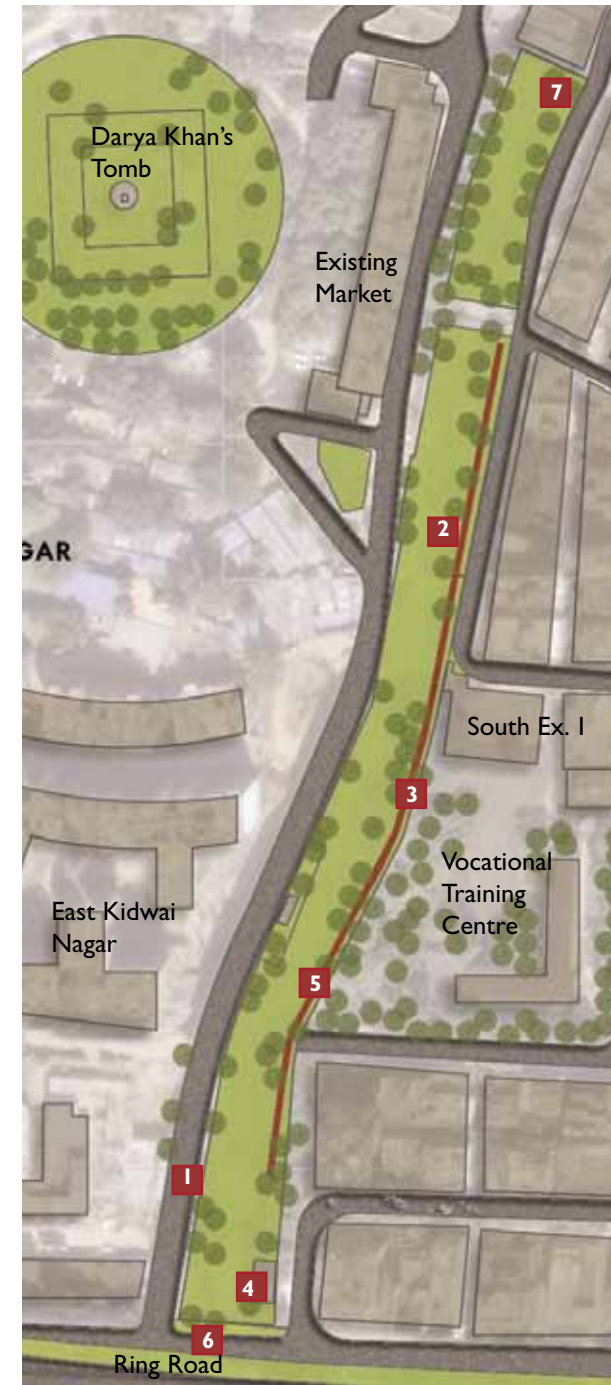
- The entrance of the park from main ring road is not an appealing sight. It welcomes you with an open drain
- The entry points of the park is not well defined, and not very easy to access which creates inconvenience to the users
- The park is not properly maintained in terms of the landscape, seating area, pathway, Fencing etc.
- The park does not have a designated areas for different activities. Which creates an interference of users creating inconvenience.
- The parks act as a isolated entity and not interacting with the open spaces along the stretch such as Darya Khans tomb and open space of vocational training institute.



Visual barrier of green belt from ring road



Entry Point to the Park from main ring road



Road adjacent to the east kidwai nagar



Dilapidated condition of the park adjacent to green belt



Lack of maintenance

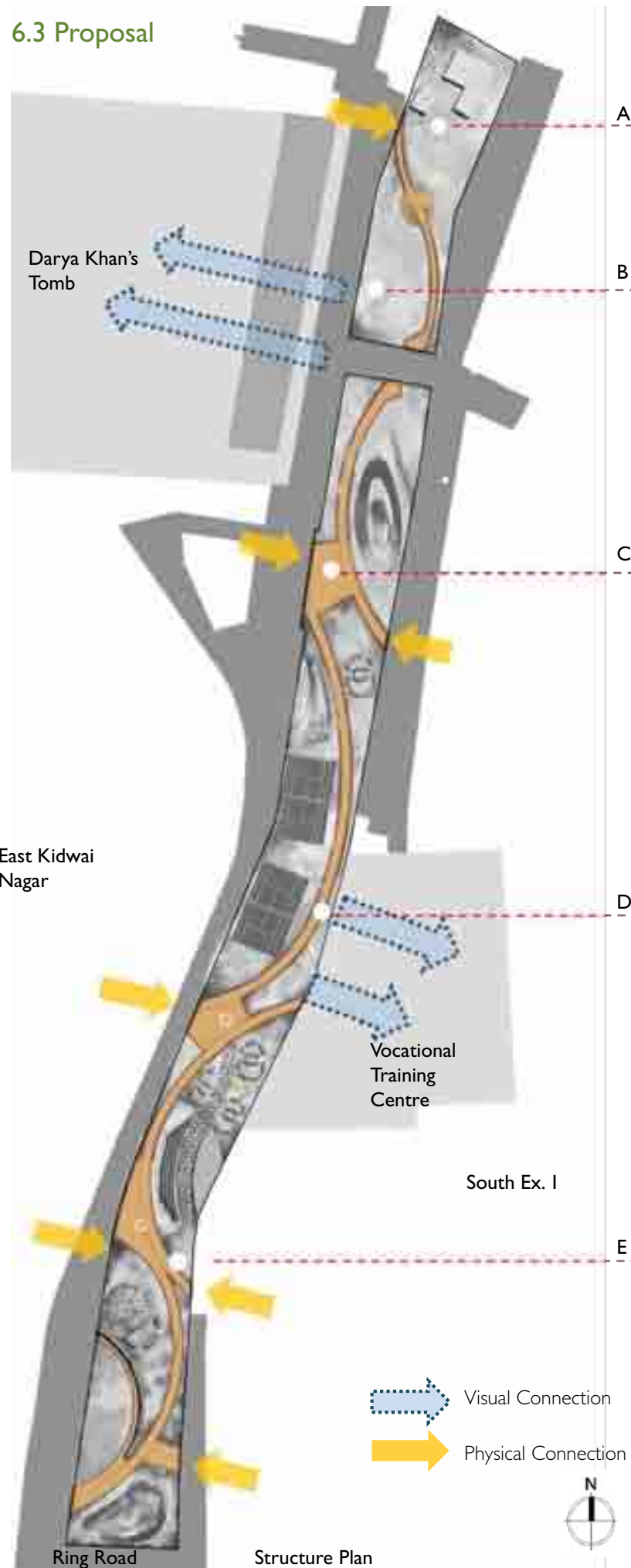


Lack of appropriate pathway for the users



Dhalao structure at the entrance of site leading to waste disposal all around

6.3 Proposal



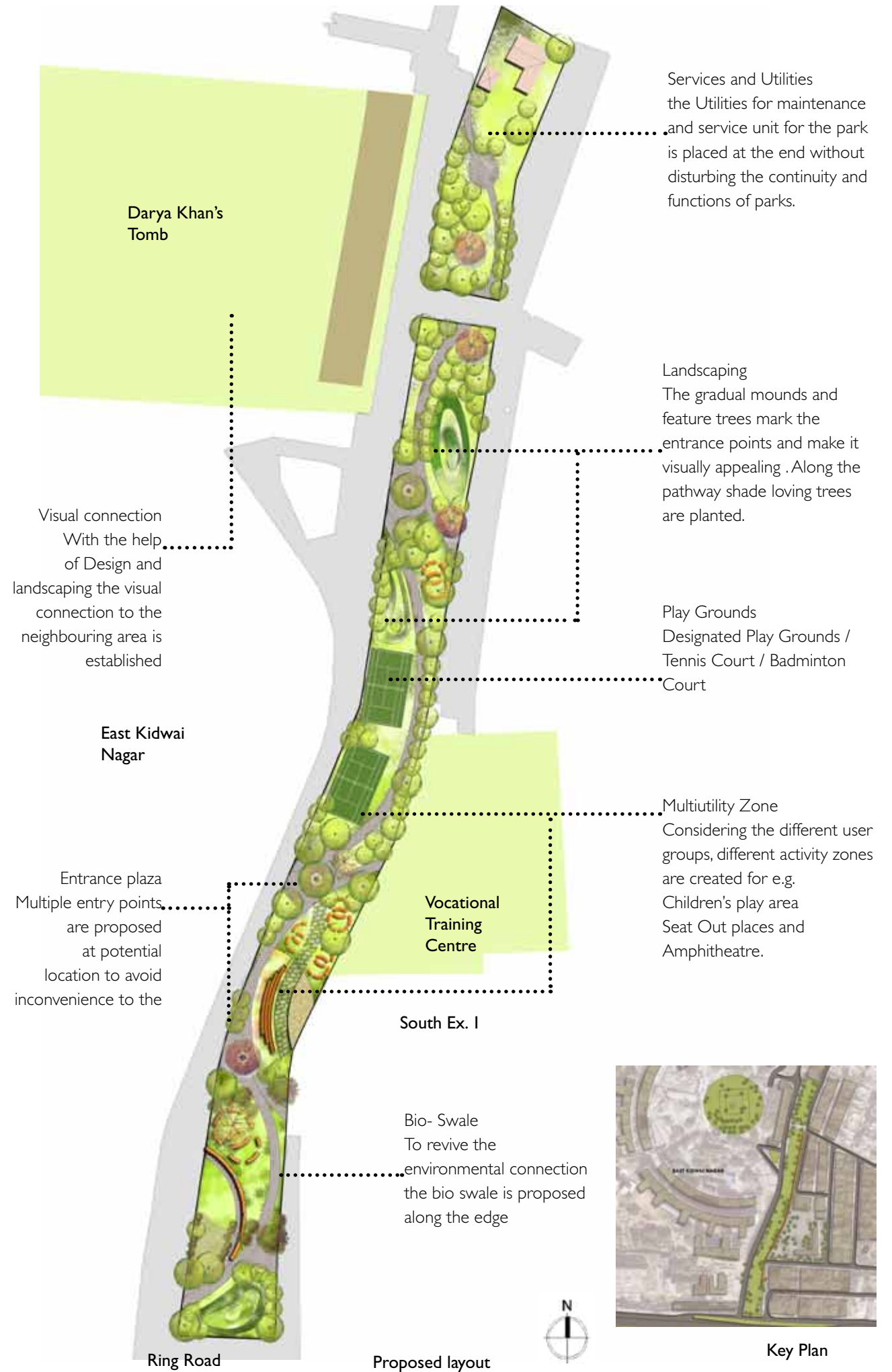
OUR IDEA IS TO DEVELOP IT AS A MEANING FULL OPEN SPACE THAT IS SAFE, ACCESSIBLE, AND RESPONSIVE TO THE EXISTING ENVIRONMENT

- The design should serve as a template for open space development above Nallah.
- Creating opportunities for passive and active recreation.
- Visual connectivity to the historic precincts and open spaces in its vicinity.
- Ecological considerations to be taken care by adopting techniques of rainwater harvesting, bio swale in the site.

- A. Area for utilities, treatment plants
- B. Creating visual connection to the historical precinct by landscape design
- C. Creating Access points to make the area more interactive to the adjoining residential neighbourhood.
- D. Pathway is designed to create pockets and to break the monotony of the space.
- E. Creating Plazas and nodes for interactive activities.
- F. Rain water harvesting for sustainable development



Key Plan



Services and Utilities
the Utilities for maintenance and service unit for the park is placed at the end without disturbing the continuity and functions of parks.

Landscaping
The gradual mounds and feature trees mark the entrance points and make it visually appealing. Along the pathway shade loving trees are planted.

Play Grounds
Designated Play Grounds / Tennis Court / Badminton Court

Multiutility Zone
Considering the different user groups, different activity zones are created for e.g. Children's play area, Seat Out places and Amphitheatre.

Bio- Swale
To revive the environmental connection the bio swale is proposed along the edge



Key Plan



Proposed layout Detail at A

Seating Area
 Source: <https://www.expedia.com/pictures/mexico/mexico-city/alameda-central>.

East Kidwai Nagar

Vocational Training Centre



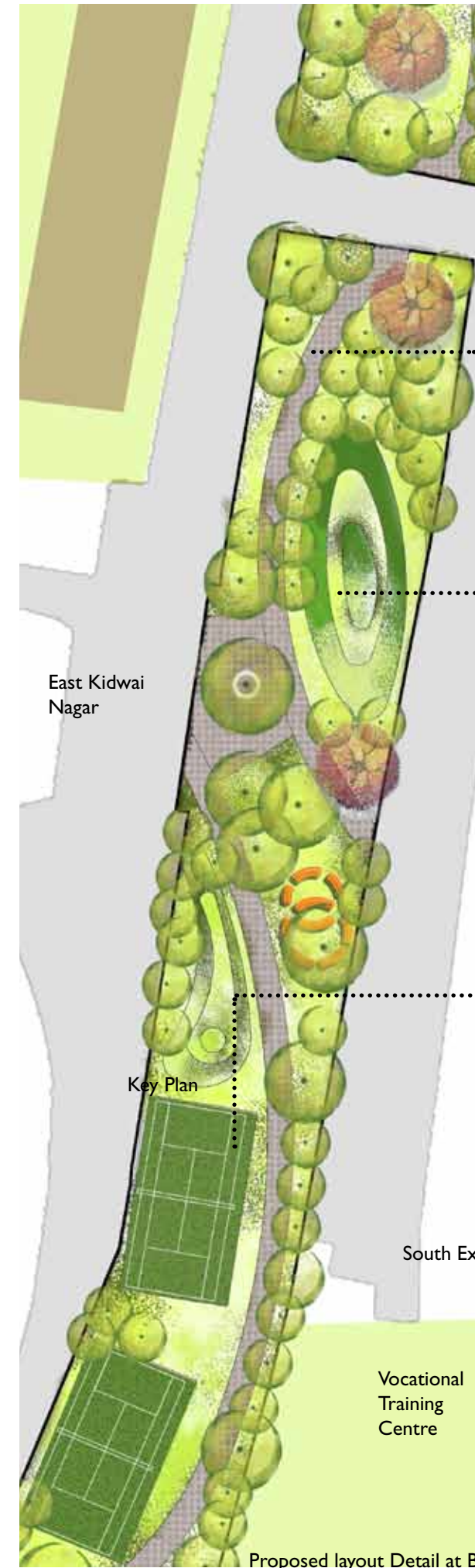
Open Amphitheatre
 Source: <https://0.wp.com/michiganmomliving.com/wp-content/uploads/2015/05/lafontaine-family-amphitheater.jpg?ssl=1>



Children's Play Area
 Source: <https://www.playgroundfinder.com/playgrounds/27.jpg?ssl=1>



Key Plan



Proposed layout Detail at B

East Kidwai Nagar

Key Plan

South Ex. I

Vocational Training Centre



Pathway with plantation and light fixtures
 Source: <http://www.suncityvillas.com/b0ae81ae4114accd.html>



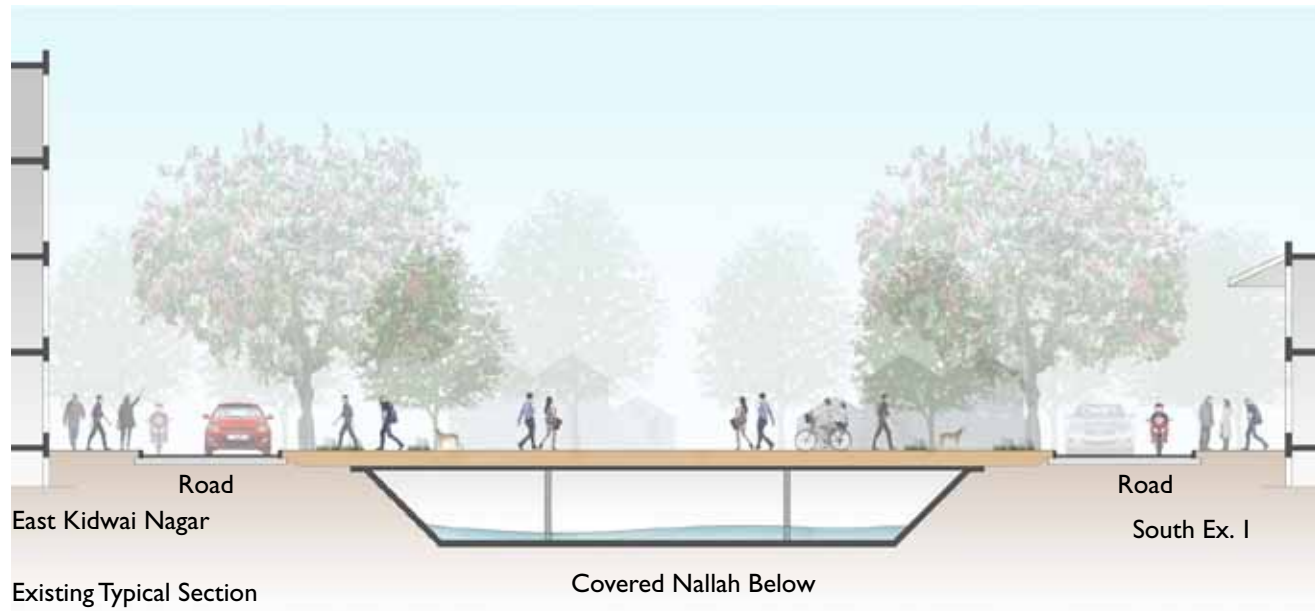
Mounds
 Source: <https://www.arkansasstateparks.com/ToltecMounds/>



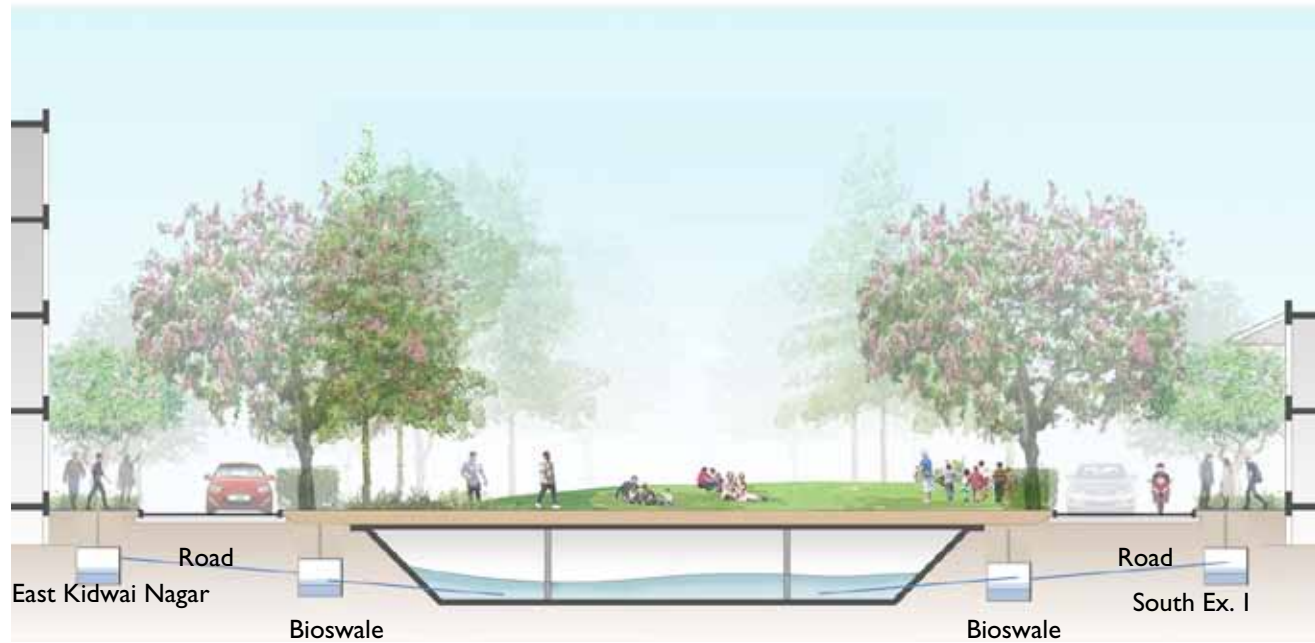
Play Courts
 Source: http://www.waymarking.com/waymarks/WMP9A9_Hyde_Park_Tennis_Facility_Kansas_City_MO



Key Plan



Existing Typical Section



Proposed Typical Section

Bio- swale

The swale is proposed at the edge of the park . with a proper gradient the rain water will be collected at the catchment pits and from there is connected to the drain below as shown in the section.The neighbouring areas storm water drain can also be connected to the nallah.(After a proper assessment from a concerned authority,of the capacity of the nallah and its structural strength it can be implemented).



Detail Section of Bio-swale

source: https://www.youtube.com/watch?v=tvvR0il_kbg



Key Plan

CHAPTER 7 GREEN BELT ADJACENT TO AIR FORCE STATION ON KAMAL ATATURK MARG

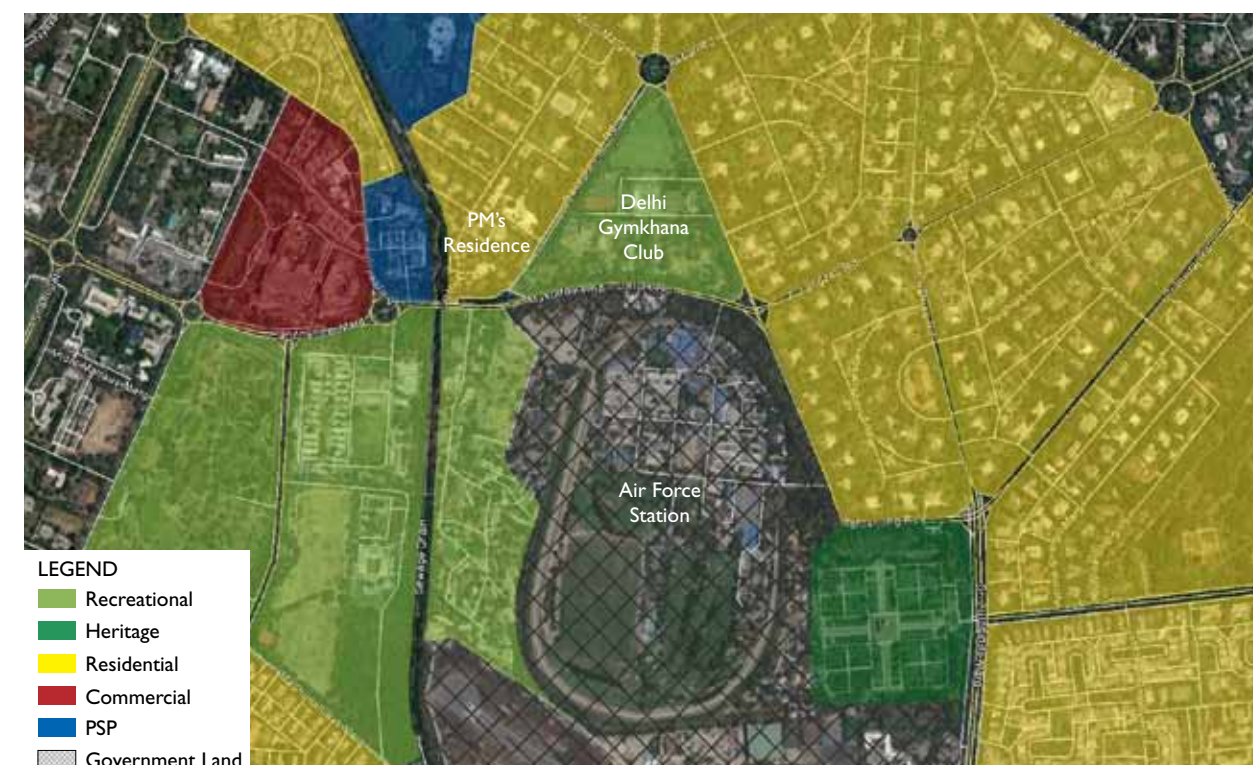
7.1 Site Context

7.1.1 Location & Connectivity

The delineated site, which is a green stretch adjacent to Delhi Race Club is located in Central Delhi on Safdarjung Road and Mustafa Kamal Attaturk Road. The site hosts some very important landmarks within its proximity - Prime Minister's Residence and Delhi Gymkhana Club being few of them. The site is an unattended green belt which consists of large trees and hedges.



Map showing location and surroundings of the site



Map showing surrounding land use

7.2 Existing Scenario



Cross-Section of Mustafa Kamal Attaturk Marg



Mustafa Kamal Attaturk Marg Detail



Pedestrian Walkway within the green belt



New Willingdon Camp entry



Mustafa Kamal Attaturk Marg Edge Detail



Petrol Pumps within the green belt



The green belt is a non-usable area randomly planted with a dense cover of trees and large shrubs. The stretch runs adjacent to the Defence land on one side and VIP areas like Prime Minister's Office on the other. The linear green stretch lacks features of interest for the passerby. The area is visually and physically inaccessible. Random planting, lack of lighting and activity leaves the space unexplored and unutilised. The nature of land use does not allow pedestrian walking and activity due to security reasons.

Issues

- Lack of separate lanes for pedestrian movement and cycle movement.
- No pedestrian infrastructure available.
- Haphazard growth of vegetation.
- No feature to act as a point of interest.

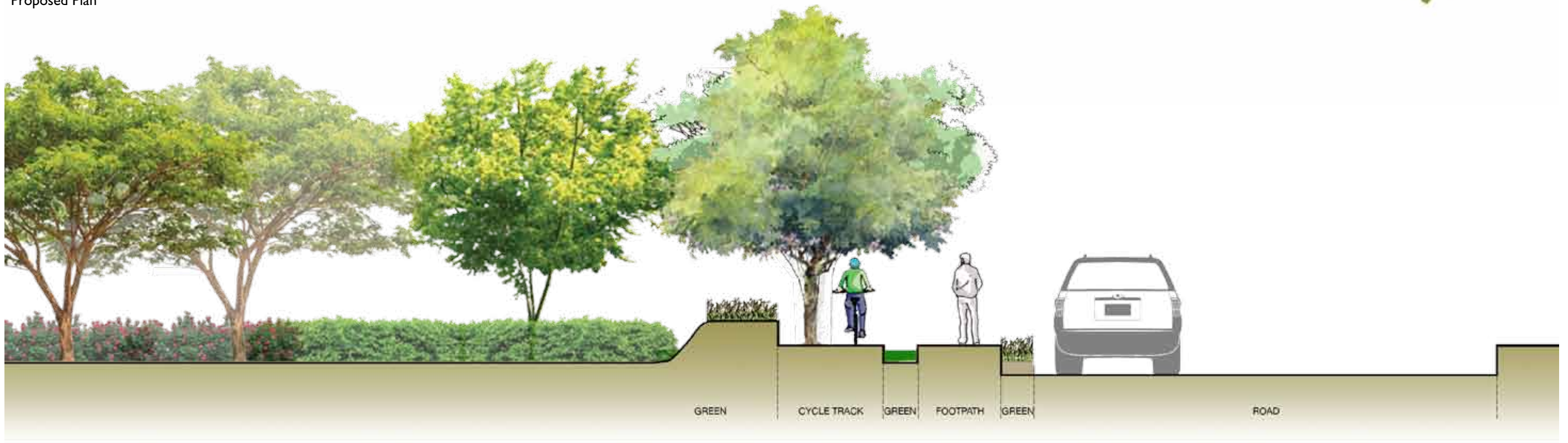
7.3 Design Proposal

Key Points

- Preserve the natural flora and fauna of the area.
- All existing native trees will be incorporated in the final design.
- Providing visual connection between forested areas and the outside activities. Also, open up forest edges for visual connection.
- Design a bike trail and pedestrian pathway connecting the important historic sites. Intersecting these pathways and bike trails at regular intervals with kiosks, cafes, rest-areas and picnic spots.
- Provide proper signage in and around the site.
- Extend the landscape character to adjoining streets, residential areas and commercial areas.
- Pedestrian pathways and forest areas should be adequately lit for safety purposes.



Proposed Plan



Proposed Section

- The Edge can be sloped with hedges to limit access of people within the green belt while maintaining the aesthetics.
- Green buffer is also added between the pedestrian walkway and cycle tracks wherever possible.
- The Green area can also be utilised to portray Public art and other aesthetically appealing elements.
- Street furniture- like benches, dustbins, etc. can be incorporated to enhance the experience for the pedestrians.



Plan showing detail of the Proposal with footpath, cycle track and pathways inside the greens

- LEGEND:**
- Road
 - Footpath
 - Cycle Track
 - Green

Following are the measures proposed to enhance the green belt and animate the road edge.

EXAMPLES OF EDGE CONDITIONS FOR THE ROAD



(Source: <http://www.landezine.com/index.php/2011/06/rhone-river-banks-by-in-situ-architectes-paysagistes/05-insitu-berges-du-rhone/>)



(Source: <http://www.metropolismag.com/cities/transportation/designing-new-york-citys-cycling-infrastructure/>)
Photo Credit: Elizabeth Felicella



(Source: <https://livecambridge.wordpress.com/category/history/>)



(Source: <http://www.skyscrapercity.com/showthread.php?p=134294613>)

Suggestive Measures for incorporating Public Art:

- Public art in parks and plazas can support creation of unique points of interest and attraction.
- Public art should not create conflicts with the natural vegetation and habitat.
- Public art in parks and plazas can support creation of unique points of interest and attraction, providing additional reasons for city residents and visitors to utilize public spaces and encourage a sense of community and civic pride.
- Traditional art and artforms should be promoted in order to boost the local economy and also to encourage the local talent.

EXAMPLES OF PUBLIC ART:



(Source: <https://jaipurartsummitblog.wordpress.com/tag/jaipur-art-summit/>)



(Source: <http://idrewthat.blogspot.in/>)



(Source: <http://journeymart.com/de/india/delhi/new-delhi/crafts-museum.aspx>)



(Source: <http://www.furniturefashion.com/botanic-twist-bench-collection-tf-urban/>)



(Source: <http://archinect.com/news/article/149954556/this-week-s-picks-for-london-architecture-and-design-events>)
Photo Credit: Rob Mann Photography

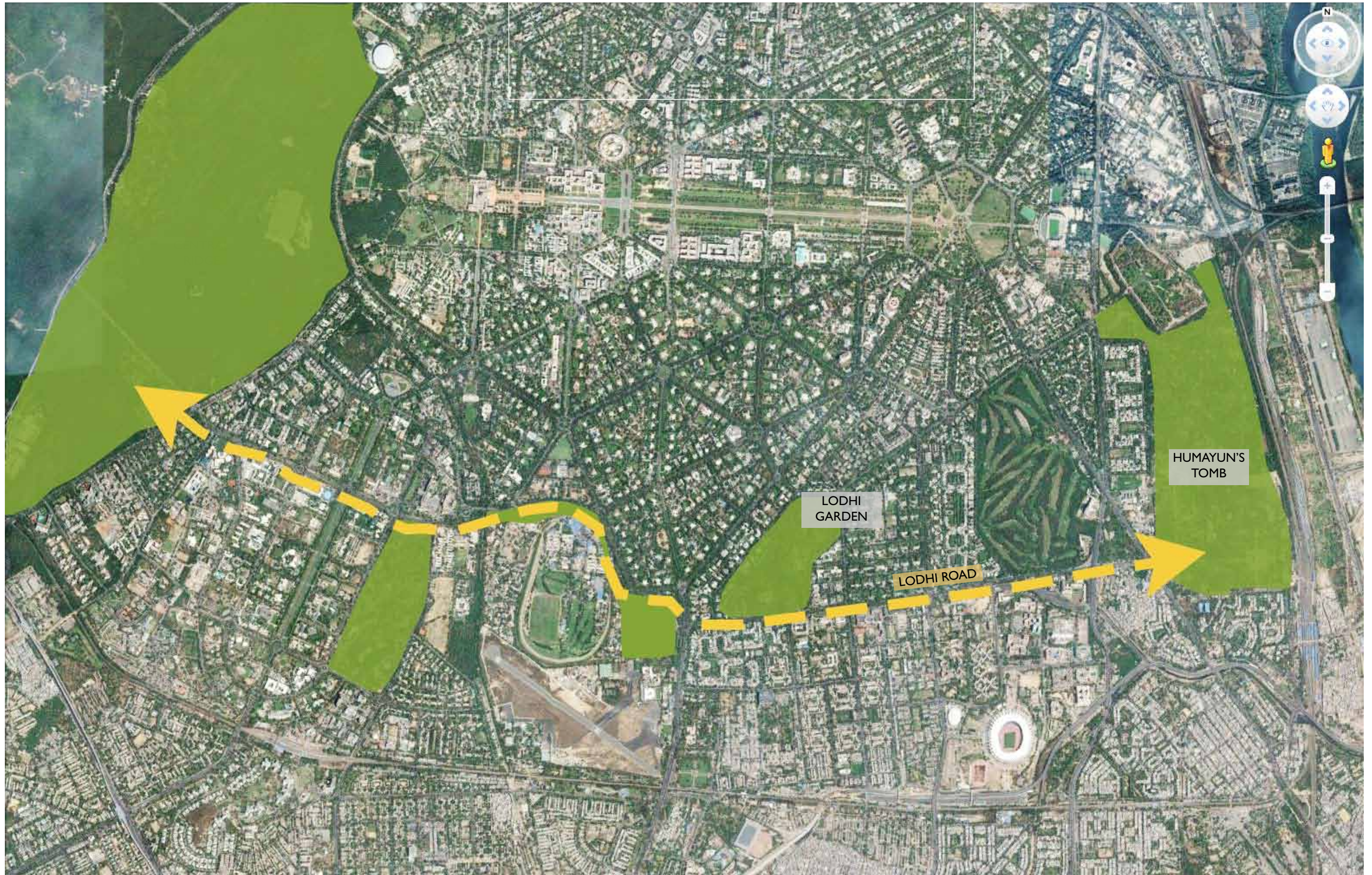


(Source: <http://www.vancitybuzz.com/2014/05/projecturbanfabric-public-art-sheraton-vancouver-wall-centre/>)

Possible Green Linkage

The "Green Linkage" aims to re-establish the role of these green spaces as connective tissue. The proposal aims to establish an interconnected green belt system for the South Delhi region. Once established this approach could be applied to other such locations in the city.

This approach aims to create an environmentally friendly pedestrian and cycling network through approximately 7.5 km of inner city area by identifying key points of intervention in order to connect otherwise disparate "Urban Greens" and revitalize their intersections and access nodes.

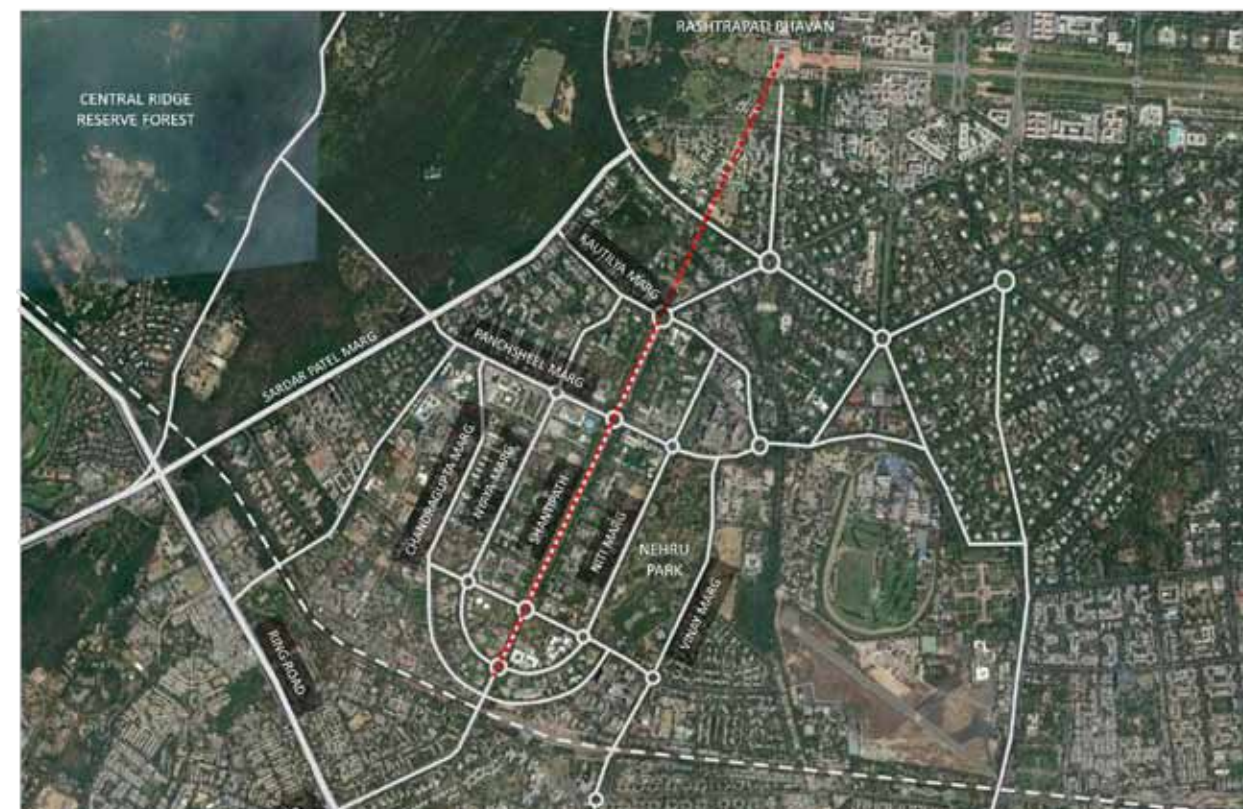


CHAPTER 8 SHANTI PATH VISTA, CHANAKYAPURI

8.1 Site Context

8.1.1 Location & Connectivity

Shantipath is the main road in the Diplomatic Enclave of Chanakyapuri, New Delhi. Shantipath vista is aligned with the axis of Rashtrapati Bhawan and corresponds to the ceremonial axis of National importance. The study area under consideration is a 1.69 km. long stretch starting from the National Police Memorial at the Shantipath-Kautilya Marg round about upto the Shantipath-Satya Marg roundabout flanked by National Indo-African Friendship Rose Garden and BRICS Friendship Rose Garden. Most of the foreign embassies in Diplomatic Enclave are located along this road. It is heavily guarded yet open for public transport. It is also one of the major roads leading to the Indira Gandhi International Airport and is frequented by Foreign dignitaries and VIPs.



Map showing location and surroundings of the site



Year 2000



Year 2003



Year 2010



Year 2016

Development over the last 20 years shows that the vastness of the vista and its character has been kept intact. Only minor changes in landscaping like, addition or removal of hedges and shrubs along the vista has taken place.

8.1.2 Site Surroundings



Map showing the stretch of Shantipath Vista under study



Teen Murti Marg



Shantipath-Kautilya Marg Roundabout next to the National Police Memorial



Bus stops demarcated along the vista. New bus shelters are proposed by NDMC at the same locations.



Incidental green spaces around the roundabout. These are inaccessible and fenced-off.



Shantipath Vista



Planting along Shantipath



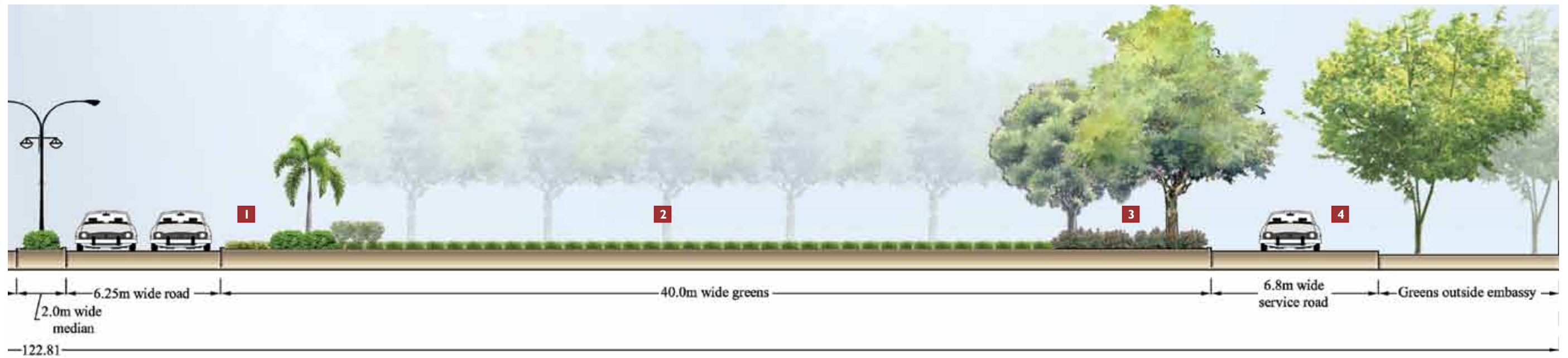
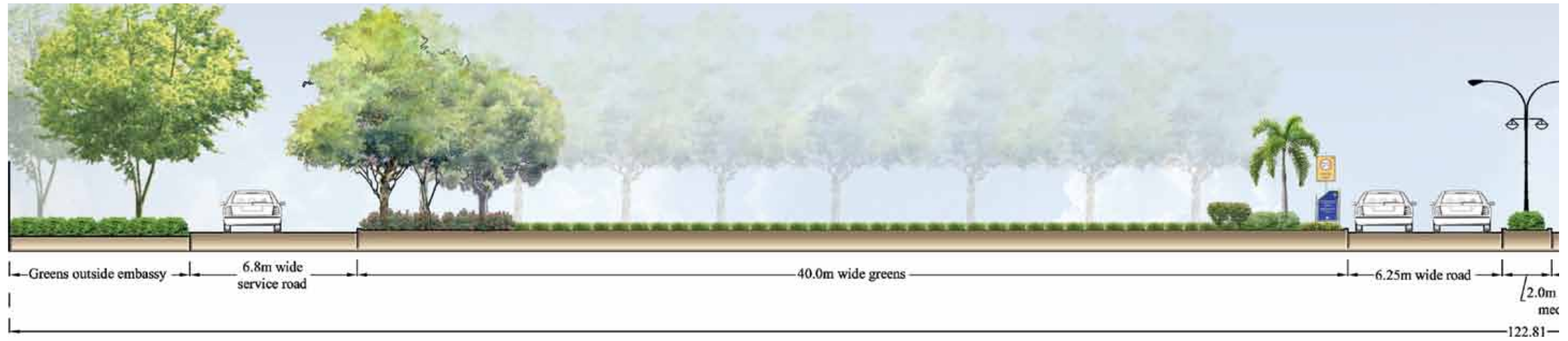
A number of sign boards are erected all along the vista



Green stretches along Shantipath

8.2 Existing Scenario

8.2.1 Sectional Details



Three rows of middle storey plants edging the entire vista of Shantipath on both the sides



Neat lawn area accentuates the vastness of the greens along the vista on both sides of the road



Informal rear planting edge forms a pedestrianised avenue. This tree lined edge forms the backdrop to the green stretch as well as buffers the embassies



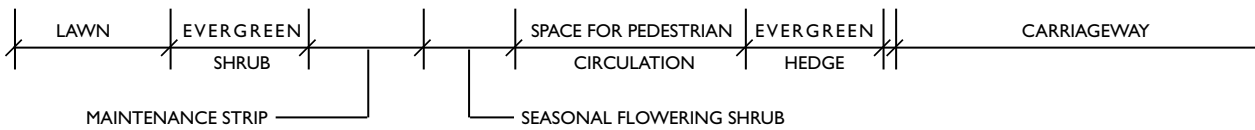
The service road abutting embassies has green buffer on both the sides

8.2.2 Existing Plantation

LAYER 1 PLANTING – Continuous evergreen hedge (*Oclerodendron inerme*) pruned to varying heights

LAYER 2 PLANTING – Continuous row of seasonal flowering shrub, species varying as per the season. Palm tree planted at regular intervals.

LAYER 3 PLANTING – A mix of evergreen hedge (*tabernaemontana variegated*), clump of canna, with topiaries in varying height of ficus varieties which are placed at regular intervals.



The height and form of the first layer of plantation hides the seasonal flowering second layer of plantation, when viewed from the road while driving



There is a lot of variation in plantation form and species in the third layer

8.3 Proposal

8.3.1 Design Concept

VISION – A landscape strategy to unify the vista, by an organized system of greens that compliments the formal nature of land use adjacent to Shantipath.

STRATEGY –

- Reinforce an order in landscape by virtue of an organised system of greens respecting the original intent
- Nothing should hinder the vista - Minimise/ eliminate vertical elements like signages, palms, tall shrubs so as to retain the vastness of the space. This can be attained by consolidating all signages from the beginning to the end of the vista. The flagpoles can be combined with the smart lights to eliminate too many vertical obstructions. Plantation close to the road should be low in height and higher plantation as one gets closer to the embassy.
- Selection of species and their forms - seasonal/ evergreen and planting defining the stratas to bind the whole stretch. The species chosen to be low in water consumption and maintenance.
- Introduction of smart lights

8.3.2 Case Study - Ceremonial Axis Worldwide



ANZAC PARADE ROAD, CANBERRA, AUSTRALIA

Anzac Parade (1.10 km), a significant road and thoroughfare, is used for ceremonial occasions and is the site of many major military memorials. The Parade is flanked by Victorian blue gum eucalyptus trees on gently sloping banks on either side of the three-lane, one-way roads centered by a wide parade ground topped with granulated rock, with planted boxes of a low bush called Hebe.



Source: <http://c8.alamy.com/comp/BBYRDW/anzac-parade-and-australian-war-memorial-canberra-act-australia-aerial-BBYRDW.jpg>



Source: https://upload.wikimedia.org/wikipedia/commons/5/5c/CAPITOL_BUILDINGS_FROM_THE_AUSTRALIAN_WAR_MEMORIAL_IN_CANBERRA.jpg

AVENUE FOCH, PARIS (Length of stretch - 1.4 km)



Source: <https://static.independent.co.uk/s3fs-public/thumbnails/image/2014/01/21/18/pg-25-paris-alamyv2.jpg>



Source: https://www.cityzeum.com/images/lieu/foch_Paris_25_March_2017_002.jpg



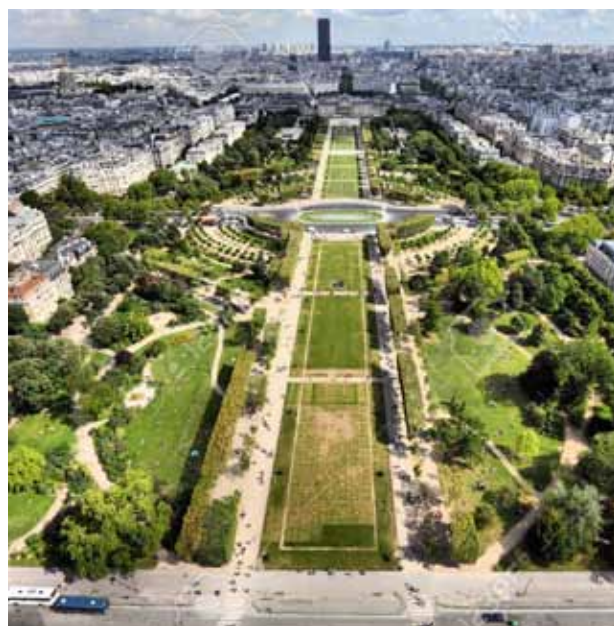
Source: https://commons.wikimedia.org/wiki/File:Avenue_Foch_Paris_25_March_2017_002.jpg

WASHINGTON DC (Length of stretch - 1.5 km)



Source:

MARSHFIELD, PARIS



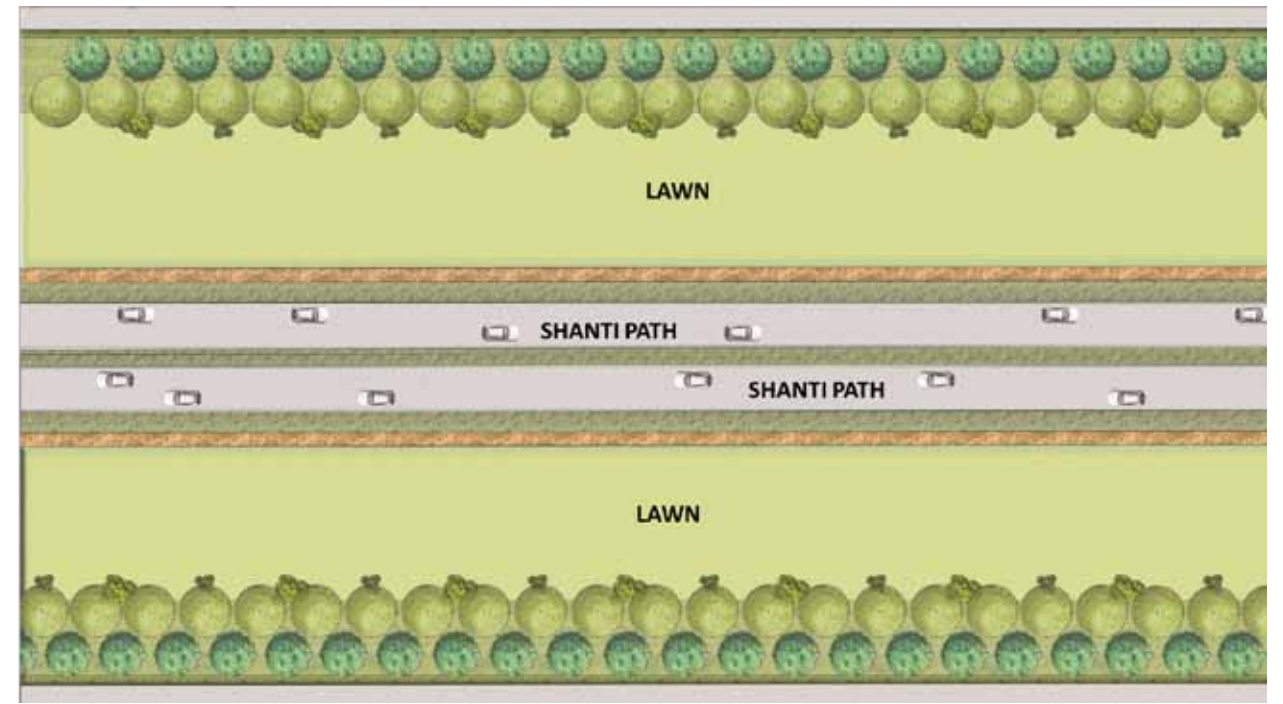
Source: <https://thumbs.dreamstime.com/t/paris-21289592.jpg>

MONUMENTAL AXIS, BRASILIA



Source: <http://gpsbrasil.com.br/fotoEmpresa/f47/E%20-%20Esplanada.jpg>

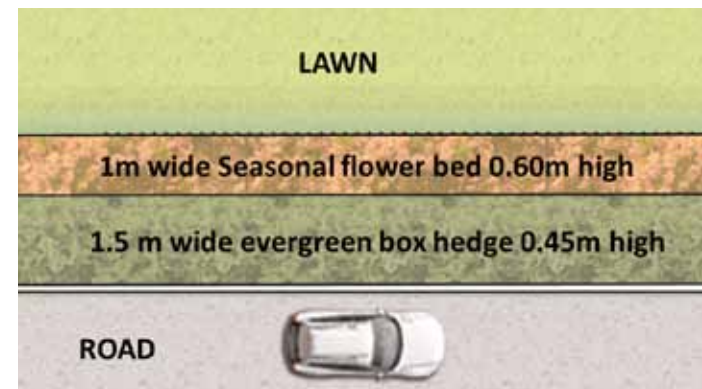
8.3.3 Proposal - Option 01



Proposed Landscape scheme along Shantipath Vista



Proposed Elevation



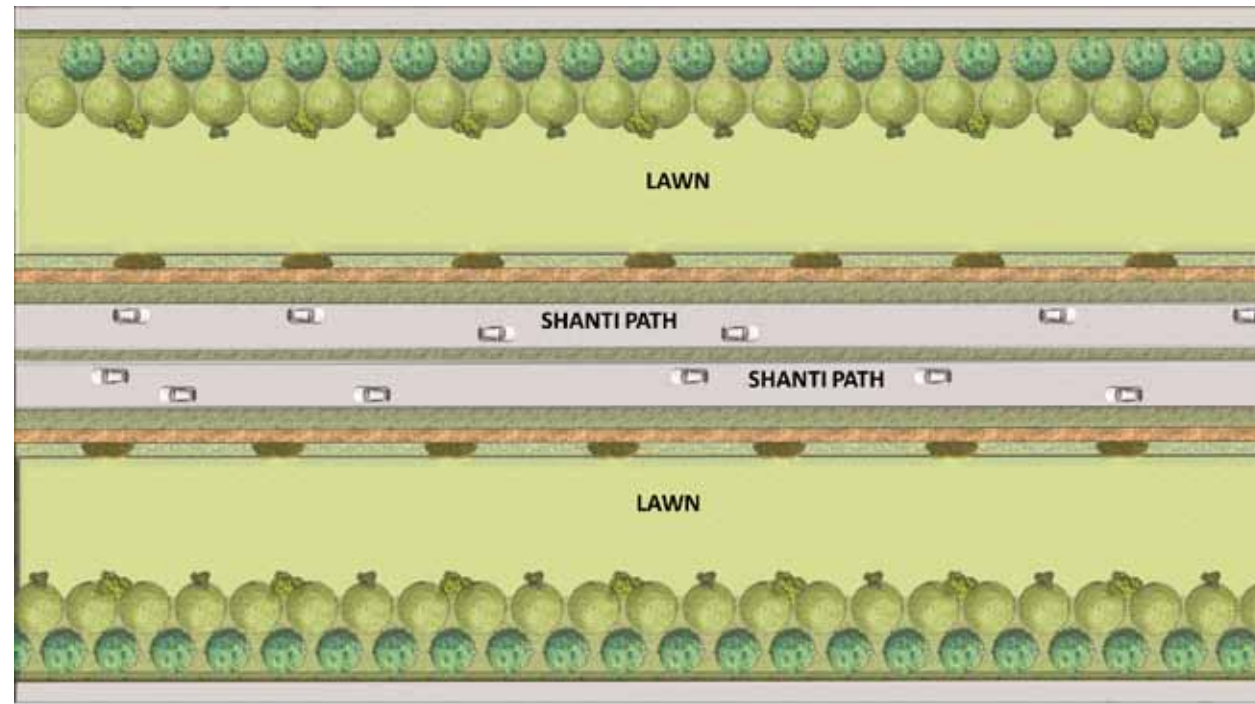
Detailed Part Plan

A continuous row of ground cover (evergreen) 1.5 m. deep and 0.45 m. high box hedge which discourages pedestrian from crossing over and forms a constant edge is proposed as the first layer of planting from road. A 1 m. wide and 0.60 m. high colorful flowering bed proposed as the second layer; adds color to the uniform and formal first layer. The clear lawn space is retained as it is.



Detailed Part Elevation

8.3.4 Proposal - Option 02



Proposed Landscape scheme along Shantipath Vista



Proposed Elevation

A continuous row of ground cover (evergreen) 1.5 m. deep and 0.45 m. high box hedge which discourages pedestrian from crossing over and forms a constant edge is proposed as the first layer of planting from road. A 1 m. wide and 0.60 m. high colorful flowering bed proposed as the second layer; adds color to the uniform and formal first layer. A 1 m. wide evergreen box hedge, 0.75 m. high alternated with a clump of flowering shrub at regular intervals breaks the monotony in third layer of planting. The clear lawn space then follows.

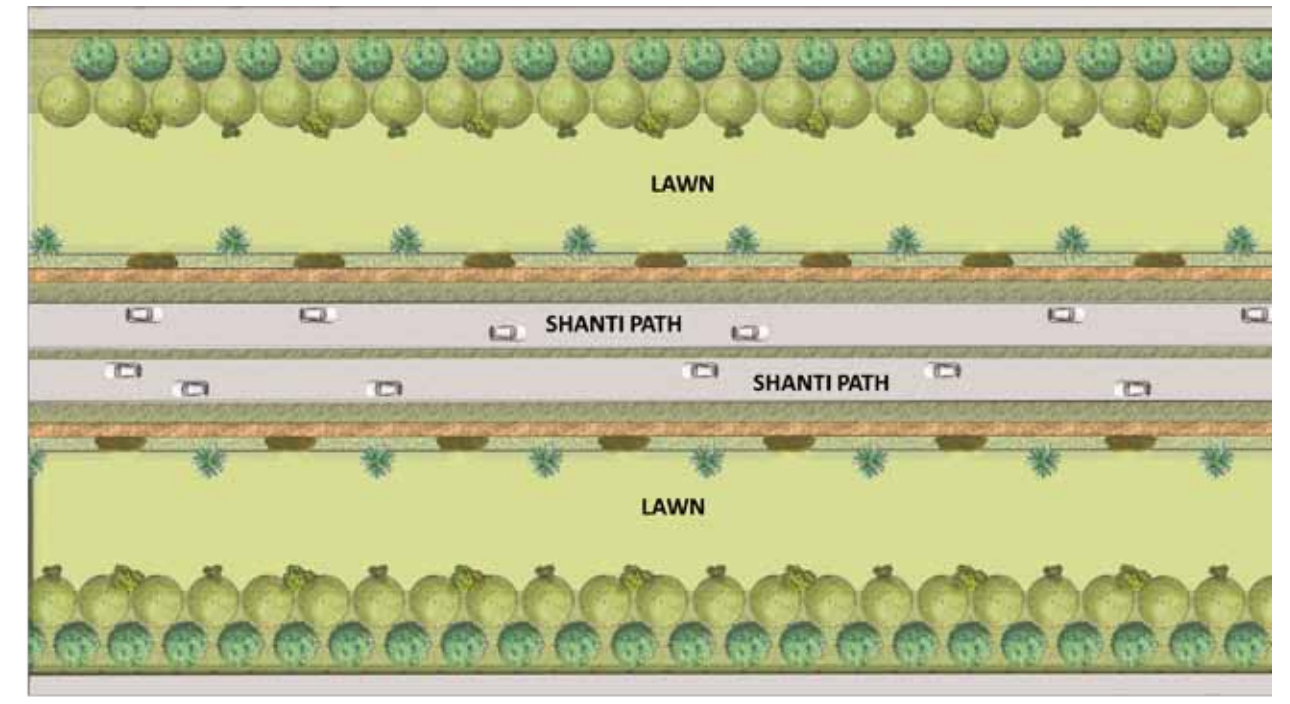


Detailed Part Plan



Detailed Part Elevation

8.3.5 Proposal - Option 03



Proposed Landscape scheme along Shantipath Vista



Proposed Elevation

A continuous row of ground cover (evergreen) 1.5 m. deep and 0.45 m. high box hedge which discourages pedestrian from crossing over and forms a constant edge is proposed as the first layer of planting from road. A 1 m. wide and 0.60 m. high colorful flowering bed proposed as the second layer; adds color to the uniform and formal first layer. A 1 m. wide evergreen box hedge, 0.75 m. high alternated with a clump of flowering shrub at regular intervals breaks the monotony in third layer of planting. The clear lawn space then follows with palm trees on the edge.

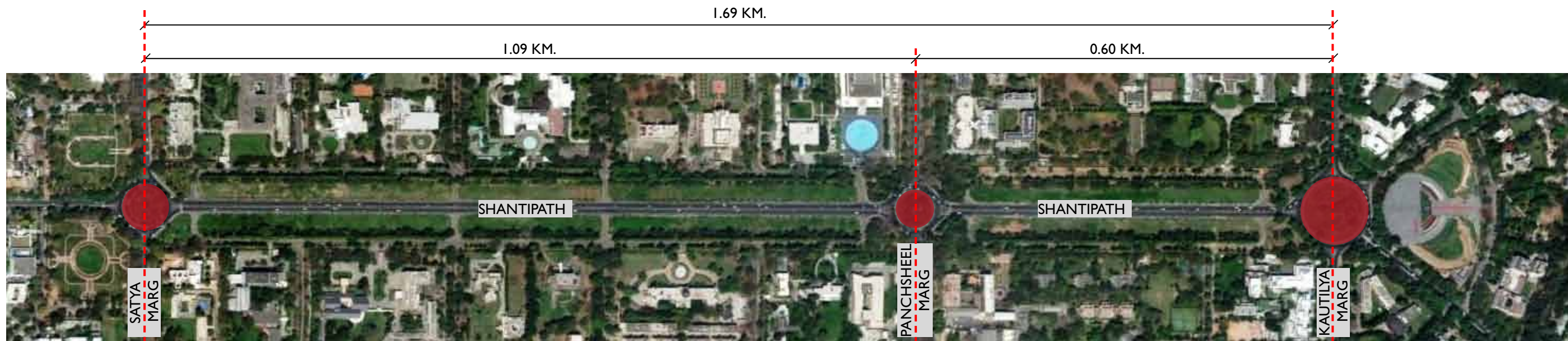


Detailed Part Plan



Detailed Part Elevation

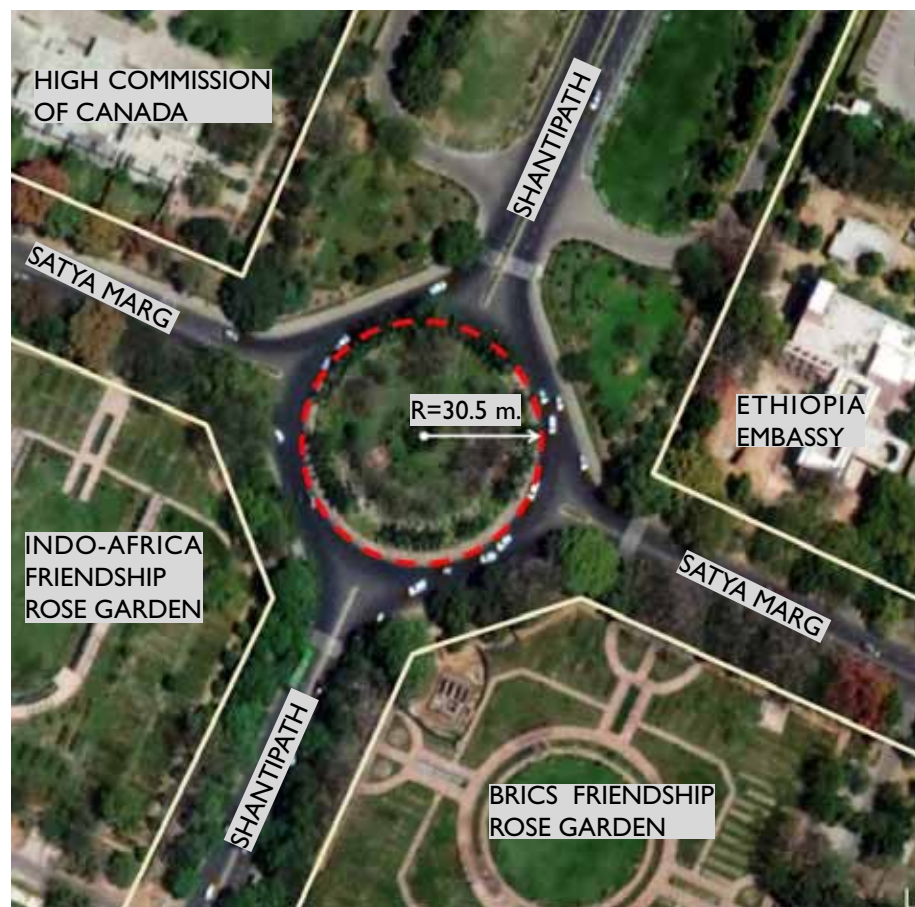
8.4 Roundabouts at Shantipath



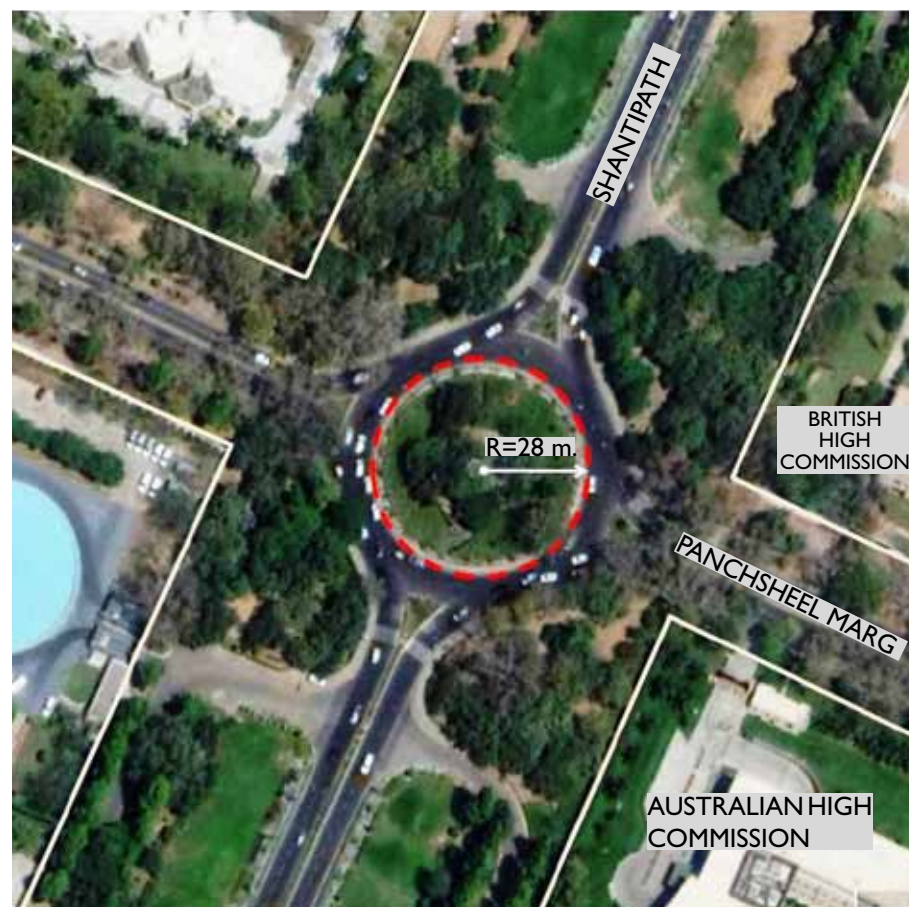
Map showing the location of 3 Roundabouts on Shantipath Vista

The 1.69 KM. stretch of Shantipath vista is bounded by the roundabout formed at the confluence of Teen Murti Marg, Kautilya Marg, Pandit Uma Shankar Dixit Marg with Shantipath (namely Rotary No. 27) and by the roundabout formed at the confluence of Satya Marg with Shantipath (namely Rotary No. 38). Rotary No. 28, at the intersection of Panchsheel Marg and Shantipath breaks the long stretch of vista after a distance of about 600 M. starting from Rotary No. 27.

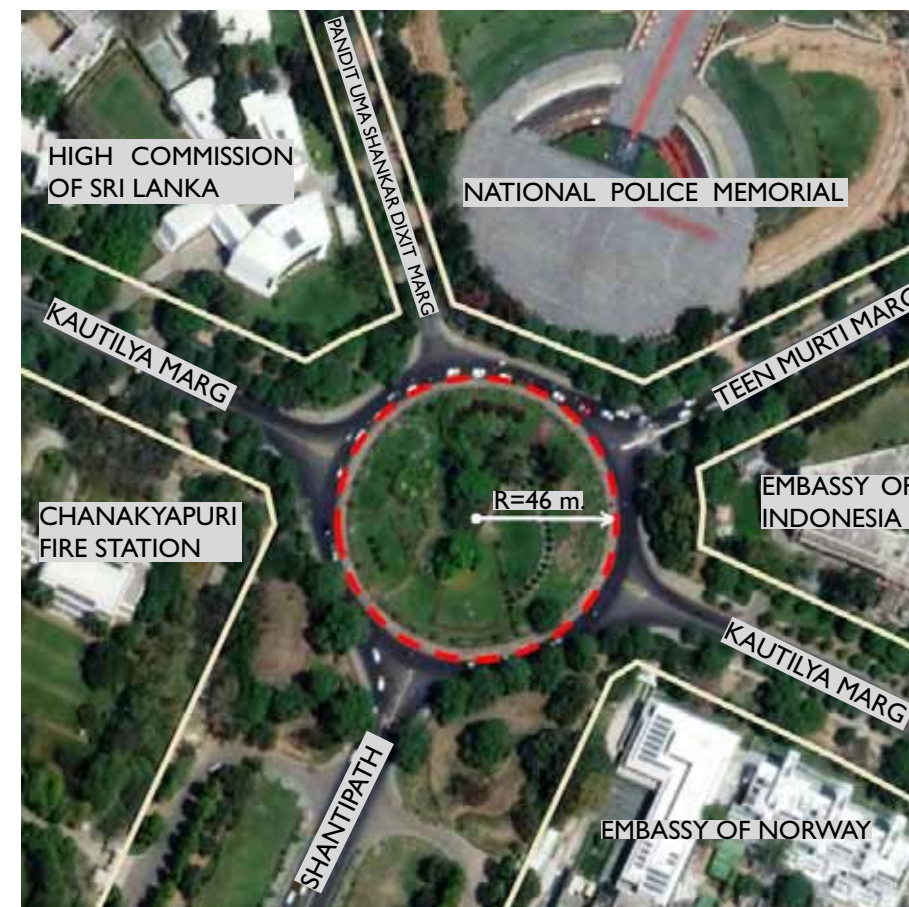
The Shantipath vista carries a formal linear arrangement of planting all along while the three roundabouts at the vista are different in character from each other as well as the linear stretch. These are randomly planted with introvert landscape scheme and landforms.



ROTARY NO. 38 (SHANTIPATH-SATYA MARG)



ROTARY NO. 28 (SHANTIPATH-PANCH SHEEL MARG)



ROTARY NO. 27 (SHANTIPATH-KAUTILYA MARG)

8.4.1 Rotary No. 27 (Shantipath - Kautilya Marg)

The Shantipath-Kautilya Marg roundabout is the largest in area (1.64 acres) amongst the three on the vista. The huge landscaped area is graded to form a depression almost at the centre of the roundabout. A massive waterbody with fountains is created in the depression, surrounded by vegetation of varied forms and heights. The sunken lawns around are held by stone retaining walls and steps. Localised mounds are created on one side to accentuate the colorful ground cover planting bed. The roundabout adorns a wide variety of planting arrangements around paved areas. The roundabout is encircled by 2.5 M. wide footpath all around. It is fenced-off with 2 entry points.



The site has been graded such that the water feature located almost at the core of the roundabout, cannot be appreciated anywhere from the road around it. It is enveloped with vegetation.



Peripheral plantation varies in form and species.



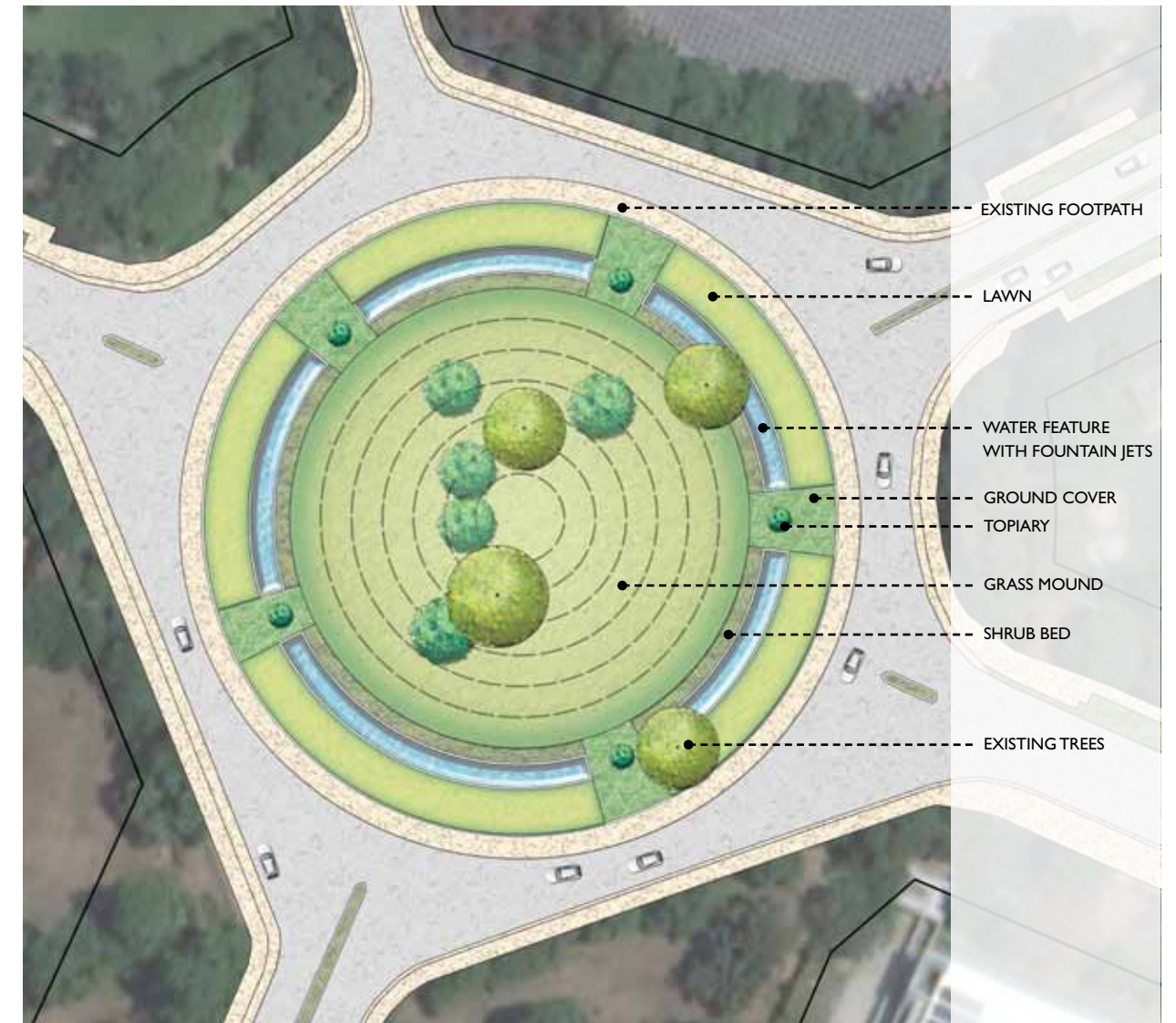
The roundabout does not have a character in terms of planting and form..



Existing landscape scheme



The planting arrangement and variation in species renders incoherence to the vastness and character of the space as a whole.



Proposed Conceptual Scheme

Concept:

- A clean lawn forms the foreground to a continuous water feature with fountain jets. Bands of planting bind the water feature which is punctuated with change in planting.
- Grass mound forms the background of the feature and maintains the vastness of the space.
- All the existing trees are retained.
- The planting species and forms, the continuous water feature ties the whole scheme and does not distract attention and renders a serene visual impact.

Reference Images:

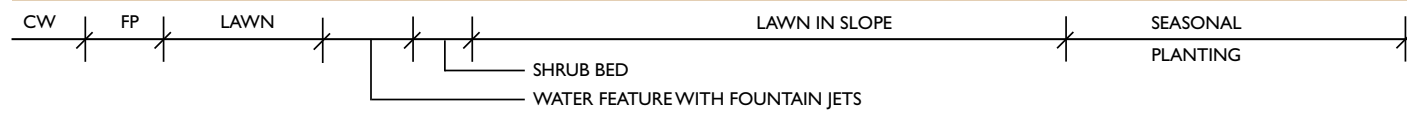


Source: <http://journeying.ru/images/stories/poster.jpg>

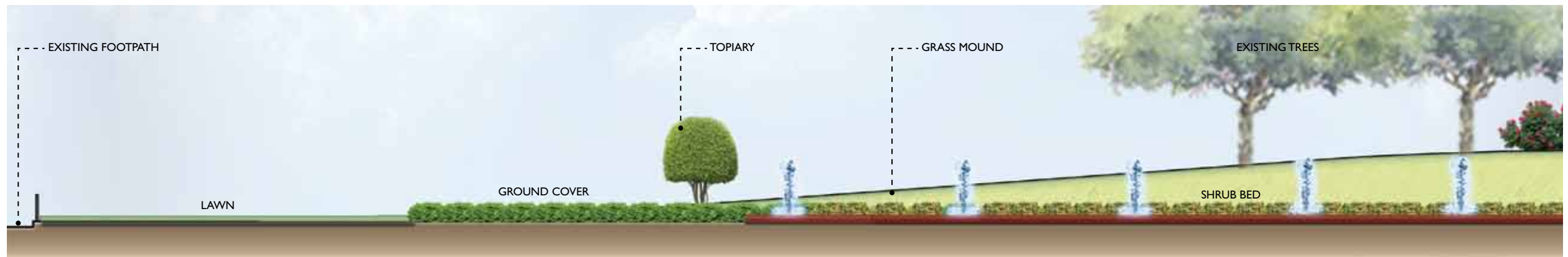
Rotary No. 27 (Shantipath - Kautilya Marg)



Proposed Elevation



Section through the Roundabout



Detailed Elevation



Aerial View of the roundabout



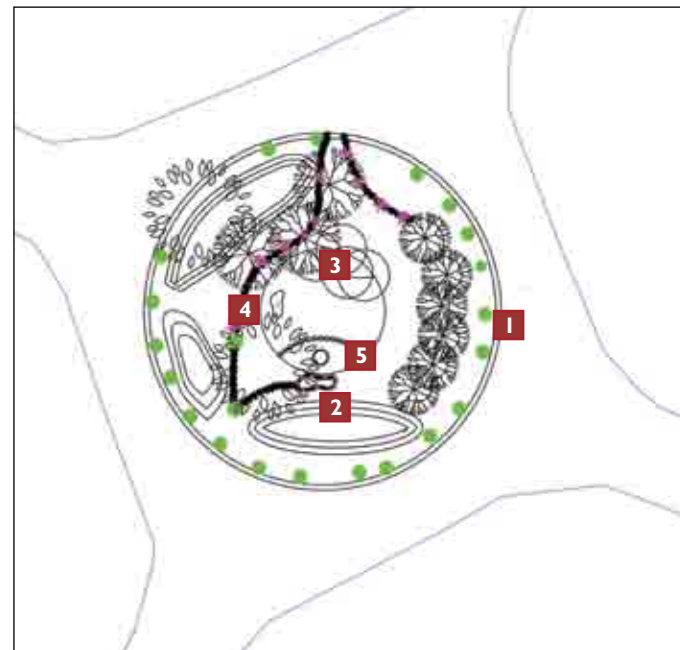
View of the roundabout

8.4.2 Rotary No. 28 (Shantipath - Panchsheel Marg)

The Shantipath-Panchsheel Roundabout is 56 M. in dia. and 0.60 acres in area. It is encircled by 2.4 M. wide footpath. The huge landscaped area has mature trees and localised mounds in the outer periphery making the interior spaces visually inaccessible. The site is graded so as to create a huge water feature in the depression in the centre of the roundabout. It is lined with huge trees and shrubs. The water feature has fountains and stepping stones to walk across. The introvert /inside looking landscape is pleasing to the one inside the rotary but the space is envisioned as a visual green. Hence does not reveal itself to the people driving along.



The roundabout is an oasis in itself but does not create an impact on the passersby



Existing landscape scheme



Neat grass mounds encircle the core landscape which is sunken relative to the road level



The water feature lies in the center of the roundabout surrounded by dense trees and thick layers of shrubs.



Fountains, sculpture and stepping stones beautify the water feature



Variation in planting forms and species



Proposed Conceptual Scheme

Concept:

- A neat lawn forms the foreground to a continuous layer of ground cover planted in slope. It is punctured at regular intervals by 2-layer stepped planting.
- Grass mound holds the water feature with fountain jets on the top.
- The bermed up geometry of the landscape enables the passersby appreciate the settings.
- All the existing trees are retained.

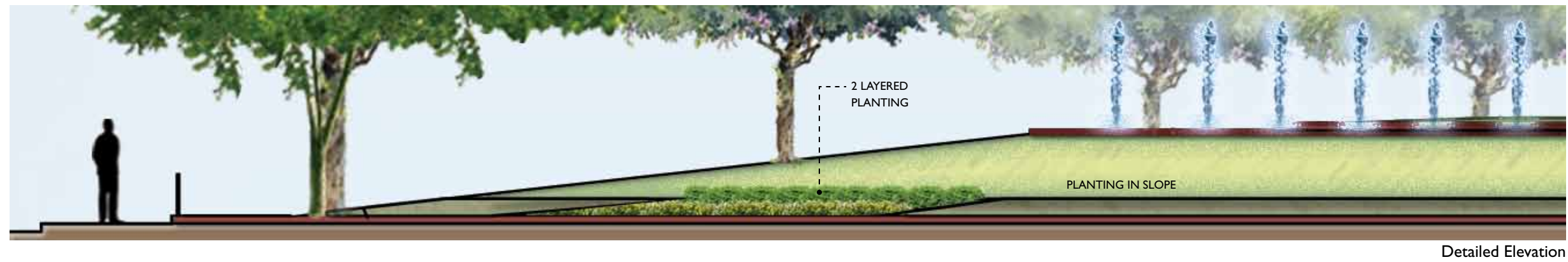
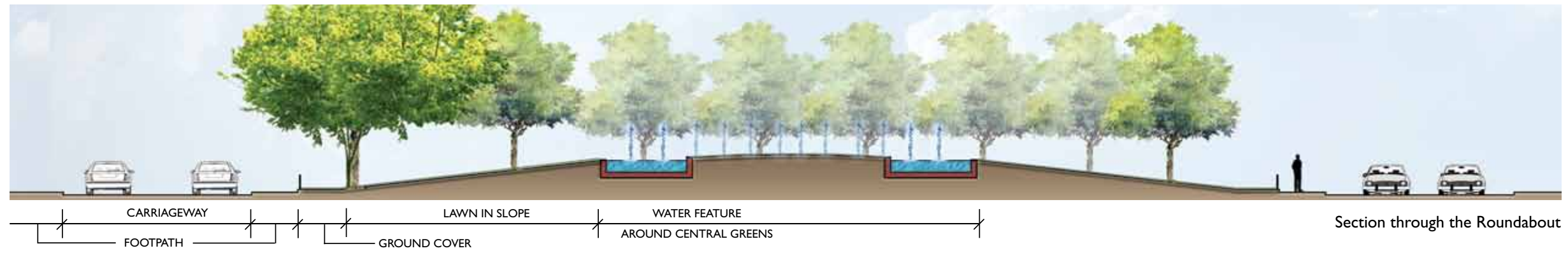
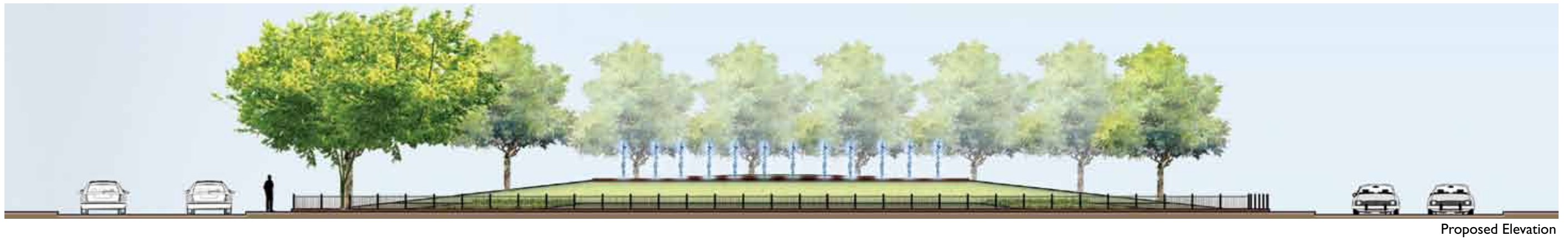
Reference Image:



Roundabout at Kappara, Malta

Source: <https://i.pinimg.com/236x/e8/b5/82/e8b5829e3b09a8a115747663d1d8ee03.jpg>

Rotary No. 28 (Shantipath - Panchsheel Marg)



8.4.3 Rotary No. 38 (Shantipath - Satya Marg)

The Shantipath-Satya Marg roundabout is 61 M. in dia and 0.72 acres in area. It is encircled by 2.40 M. wide footpath. The landscape area is a gradual grass mound. It is densely planted with 2 layers of trees wherein the outer layer is of mature palm trees and the inner ones are the dense foliage Chorisia speciosa trees tightly encircling the round about. The lower storey of planting includes a wide variety of shrubs with some of them pruned as topiaries, planted in random patches without any order. A stone sculpture lies in the core of the rotary, is surrounded by random planting which camouflages it. Some planting has been done on localised mounds.



Dense planting in the periphery blocks the views across and into the rotary



Existing landscape scheme



Mature Chorisia trees with ground cover at their base



Too much play in all stratas of planting does not bind the space together



Stone sculpture is not visible while driving due to dense planting



Proposed Conceptual Scheme

Concept:

- Space for sculpture as in the existing scheme is retained while elevating the landform as a gradual grass mound. The sculpture sits at the highest elevation of the mound.
- 4 retaining wall at the junction of the 4 roads create a point of interest, retaining 2 level of planting.
- Grass mounds help appreciating the vastness of the space.
- All the existing trees are retained.

Reference Images:



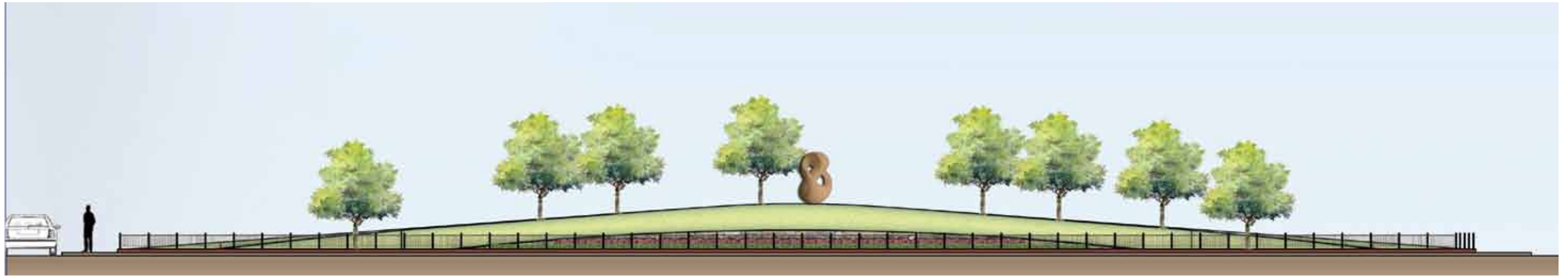
Roundabout at Sendai Station, Japan

Source: http://1.bp.blogspot.com/-2h0axIP2-bc/TIC7K_YqfI/AAAAAAAAAGZg/5zvbvMIUPw/s1600/DSC03196.JPG

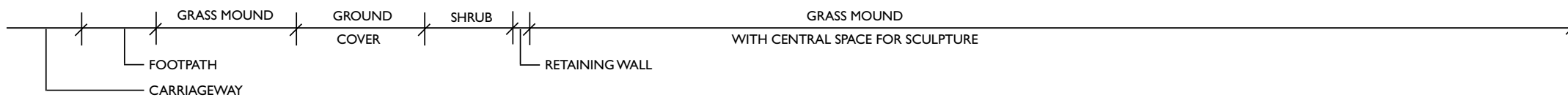
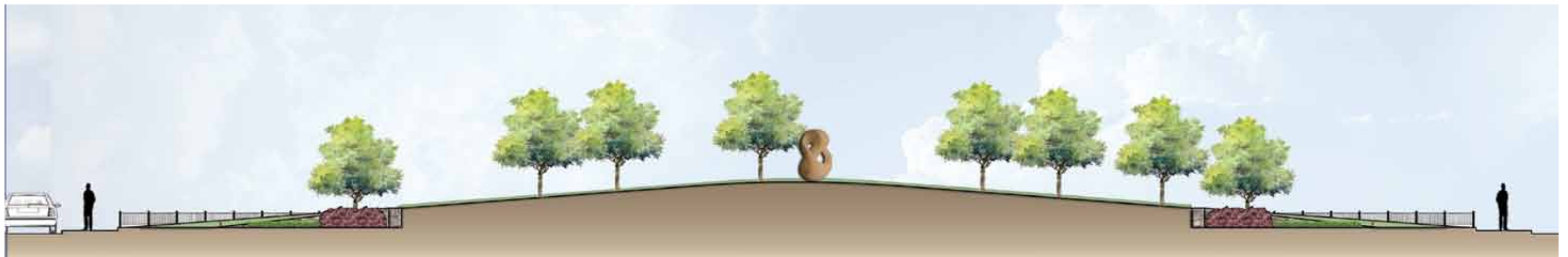


Source: <http://hooniverse.com/wp-content/uploads/2014/10/roundabout-priority.jpg>

Rotary No. 38 (Shantipath - Satya Marg)



Proposed Elevation



Section through the Roundabout



Aerial View of the roundabout



View of the roundabout

CHAPTER 9

PANCHKUIAN ROAD ENTRY - AREA ABOVE METRO

9.1 Site Context

9.1.1 Location & Connectivity

The demarcated site, which is a linear stretch of land located above the existing Metro (Blue Line), is situated at Panchkuian Road which is in close proximity to the iconic Connaught Place. It is flanked by Railway colony on one side and Lady Hardinge Medical college on the other side. The site is easily approachable from both Rajiv chowk Metro Station and Ramakrishna Ashram Marg Station.



Map showing the location and surroundings of the site

Source: Google Earth, 2017, Panchkuian Road, New Delhi



Map showing surrounding Land Use

Base Map Source: Master Plan 2021

- Legend:
- Residential
 - Commercial
 - Spl Area: Railways
 - Govt. Land
 - Recreational
 - S Sports Facilities
 - H Public & Semi Public Facilities: Hospital
 - R Public & Semi Public Facilities: Religious
 - R Public & Semi Public Facilities: Religious

9.1.2 Open Space Structure

The site lies in close proximity to Connaught Place which forms the major commercial belt. The site as seen in the Landuse plan is surrounded by Special area coming under Railways on one side, Lady Hardinge Medical College campus forming the Public - Semi public belt flanked with Residential zone on the other side. The strategic location of the site gives the benefit of being developed as a Key landmark area.

The development of this linear site will help in uplifting the image of the overall street stretch and the surrounding areas. The site being amidst the busy Panchkuian road has a great potential to blend & merge with the surrounding.

Timeline:

The timeline given below shows the transformation of the road from once being quite wide with a median marking in 2002 into gradual development of the linear stretch of

land from year 2006 to 2010 as a result of metro addition. Panchkuian Road forms the junction where metro from underground (Rajiv Chowk) moves to above grade metro station (RK Ashram Marg). This stretch is the result of this metro tunnel which can be clearly seen 2010 timeline image.



Panchkuian Road Time Line: 2002

Source: Google Earth, 2002, Panchkuian Road, New Delhi



Panchkuian Road TimeLine: 2006

Source: Google Earth, 2006, Panchkuian Road, New Delhi



Panchkuian Road TimeLine: 2010

Source: Google Earth, 2010, Panchkuian Road, New Delhi



Lady Hardinge Medical College

Source: DUAC, 2017 (photograph), New Delhi



Panchkuian Road leading to Lady Hardinge Medical College

Source: DUAC, 2017 (photograph), New Delhi



Turning from the Outer Circle to Panchkuian Road. CP edge seen reserved for paid parking

Source: DUAC, 2017 (photograph), New Delhi



Map showing Site Surroundings



View of the Railway Colony from Panchkuian Road

Source: DUAC, 2017 (photograph), New Delhi



Panchkuian road leading to the outer circle

Source: DUAC, 2017 (photograph), New Delhi



Turning from Panchkuian Road to the Outer Circle CP edge seen reserved for paid parking

Source: DUAC, 2017 (photograph), New Delhi

9.2 Existing Scenario

9.2.1 Activity Pattern



Shows the edge of the site as seen from the Panchkuian Road
Source: DUAC, 2017 (photograph), New Delhi



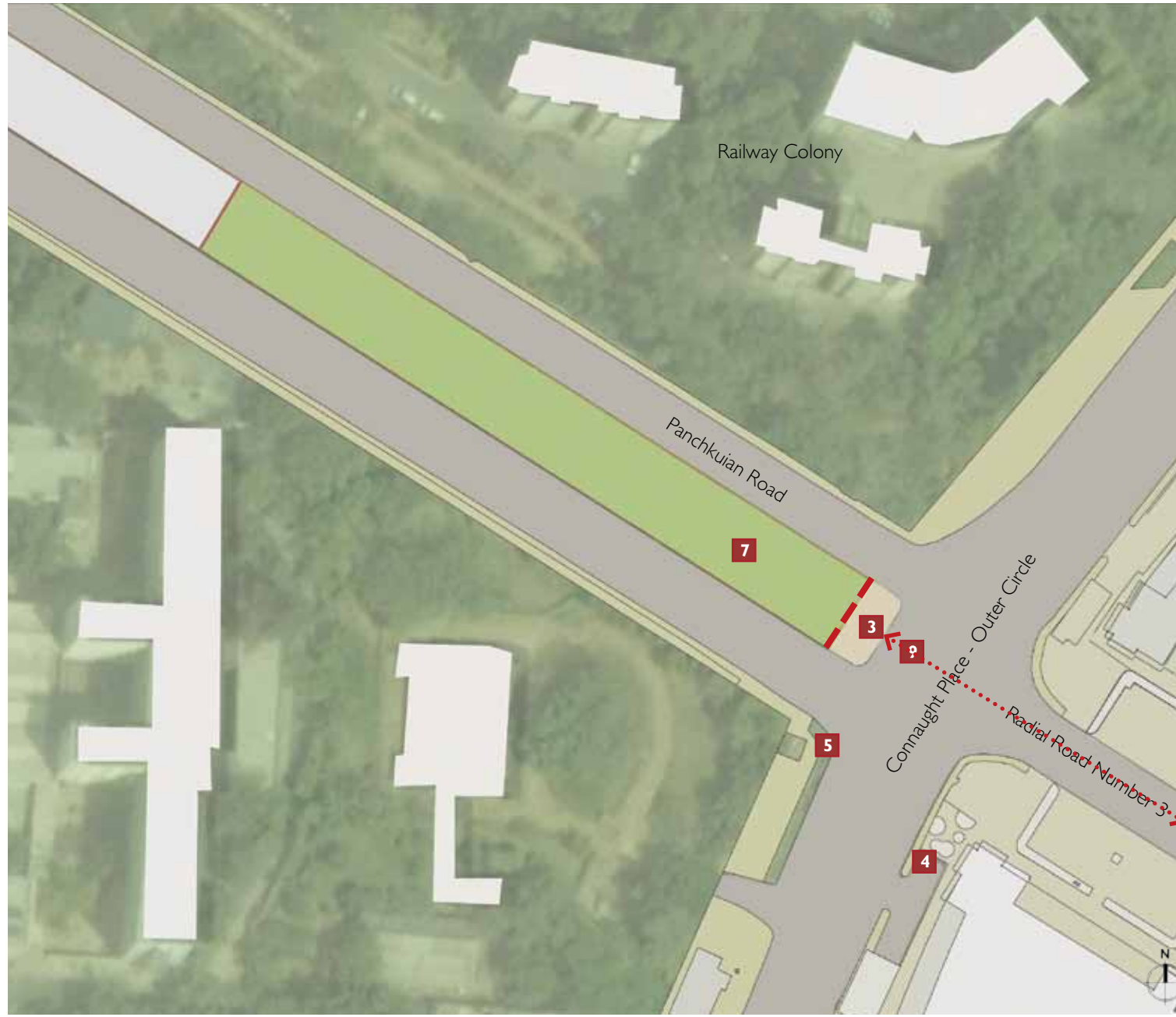
Shows the entry into the site from Panchkuian Road
Source: DUAC, 2017 (photograph), New Delhi



Shoulder adjacent to the Site, flanked with outer circle road used as at-grade Pedestrian Crossing
Source: DUAC, 2017 (photograph), New Delhi



Paid Parking area on the outer circle
Source: DUAC, 2017 (photograph), New Delhi



Map showing existing activities on site



Shows the edge of the site from Outer circle to Panchkuian Road
Source: DUAC, 2017 (photograph), New Delhi



Lack of green cover; trees because of insufficient soil depth
Source: DUAC, 2017 (photograph), New Delhi



Shows sparse green cover; site in line with the Central Park
Source: DUAC, 2017 (photograph), New Delhi



Visual connect of the Central Park with the Site
Source: DUAC, 2017 (photograph), New Delhi

The demarcated site is a linear green patch measuring 120 M X 13 M approximately, situated above the Blue Metro line. This site lies amidst of the busy Panchkuian Road and is called off from its surroundings by 2 M high boundary wall. As a result, site is left underutilized and visually disconnected. The site consists of Peripheral Plantation throughout its length on both the sides. There is absence of lush green cover and trees due to unavailability of sufficient soil depth. In spite of the site's strategic location, it remains un-noticed & un-appreciated. Hence is used by drivers & hawkers for taking rest.

Due to the site's close proximity to the Connaught place, and in line alignment with the central park, it holds a great potential to be created as a **grand entrance**.

9.3 Proposal

Studying the site, it was noticed that the main reason for the site to be un-noticed & un-appreciated was the presence of 2 M high boundary wall. The presence of the boundary created a visual disconnect with the site.

Our Vision: To Create an Iconic Image for the area acting as a Gateway to Connaught place

The intent of the proposal was to open up the space to the surrounding and to bring life in this dead and underused stretch of land. The restrictions posed due to presence of metro line below and available soil depth lead to the idea of creating landscaped terraces using light weight fill at the site.



Proposed Design for Area Above Metro at Panchkujan Road



Proposed Elevation for Area Above Metro at Panchkujan Road

Reference Images

The following are prominent examples of linear stretches at Avenida de Portugal, Madrid & Place d youville, Montreal. The references below gives us an approach to design linear stretches which is supported above a underground roadway. and at grade.

Avenida de Portugal, Madrid



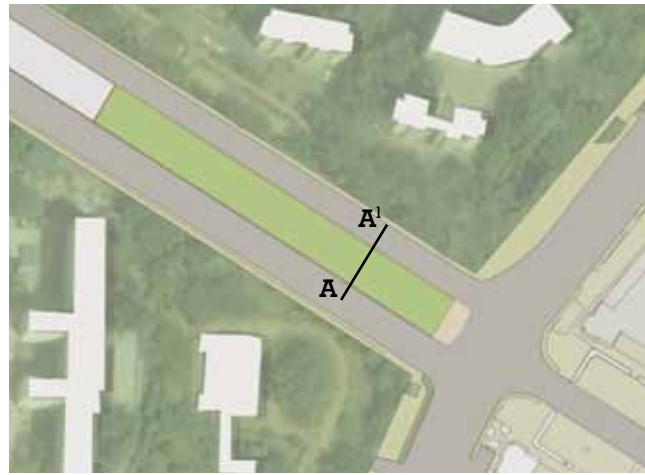
Source: [Online], Available from: <https://pbs.twimg.com/media/CrPxbVzJAAAn3Eb.jpg?large>

Place d youville, Montreal

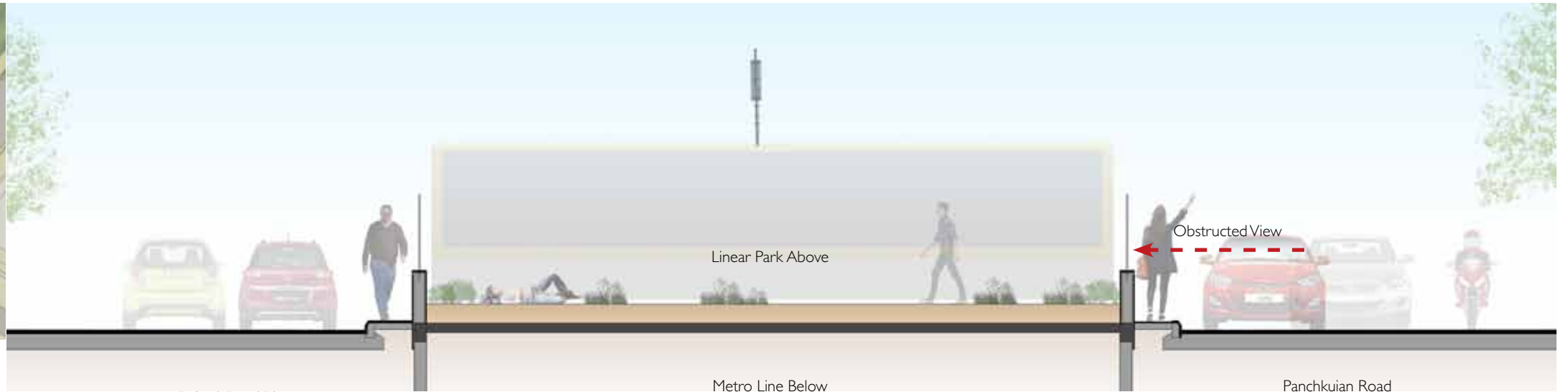


Source: [Online], Available from: <https://in.pinterest.com/pin/313844667764645978/>

9.3. I Site Sections



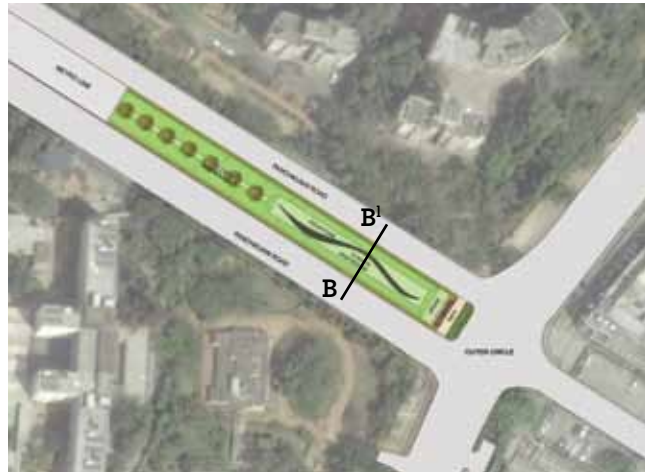
KEY PLAN: Existing Plan



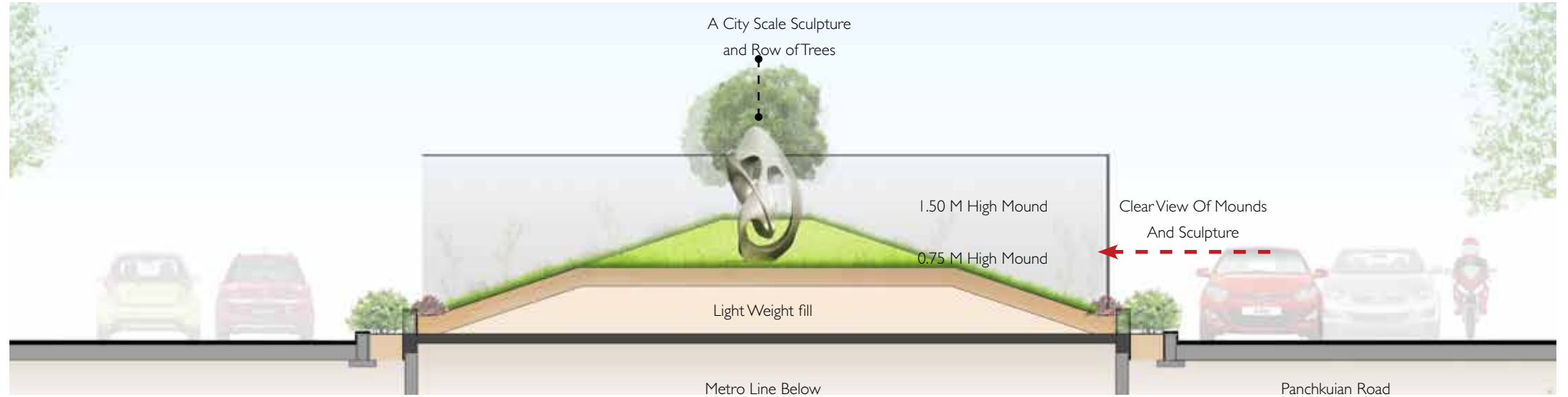
SECTION AA': Existing Road Section

The site being linear in nature holds a lot of scope for design interventions, but in spite of the site's strategic location the stretch is not used to its full potential. As this stretch is the result of metro line below, very less soil depth is available for plantation.

As seen in the existing road section, currently this stretch is used by the drivers and other people for taking rest. The site has sparse and unorganized plantation, which is visually barred from the surrounding by 2 M high boundary wall, all along the site. Lack of transparency does not give a great impression and hence is misused for various un-social activities.



KEY PLAN: Proposed Plan



SECTION BB': Proposed Road Section

The design proposal conceived for the site is in form of Stepped Mounds/ Landscape Terraces at two different levels. The proposal focuses on removal of boundary wall, providing an unobstructed view and the division created with the help of beautiful landscape intervention, giving the site a new identity. The landscape initiative provides an opportunity to explore plantation at two different levels. These levels are achieved by using Light weight fill, without defeating the purpose of low weight handling capacity of a metro tunnel slab.

The lower level or Terrace is created to host a City Scale Sculpture and its upper terrace could have a row of trees or Topiary as shown in the reference image. The edge is defined by providing planters throughout and at different levels with a purpose of restricting public access without compromising the seamless visual connection.



Source: [Online], Available from: https://thisgirlabroad.files.wordpress.com/2014/09/img_2261.jpg?w=1200



Source: [Online], Available from: <http://www.aboutpathankot.com/wp-content/uploads/2016/10/design.jpg>

9.3.2 View



View showing Landscape Proposal for the Site

CHAPTER 10

T-POINT AT KAUTILYA MARG

10.1 Site Context

10.1.1 Location & Connectivity

The site is located at the intersection of Kautilya Marg with Niti Marg. The Site is in close proximity to Shanti Path which is an iconic landmark surrounded by Foreign Embassies & State Houses. The site is flanked by CPWD Nursery & lies opposite to Orissa Bhawan. The site lies in an area which bestows buildings of great importance. Therefore, site holds a great potential to be developed as an independent landmark.



Map showing the location and surroundings of the site

Source: Google Earth, 2017, Kautilya Marg, New Delhi



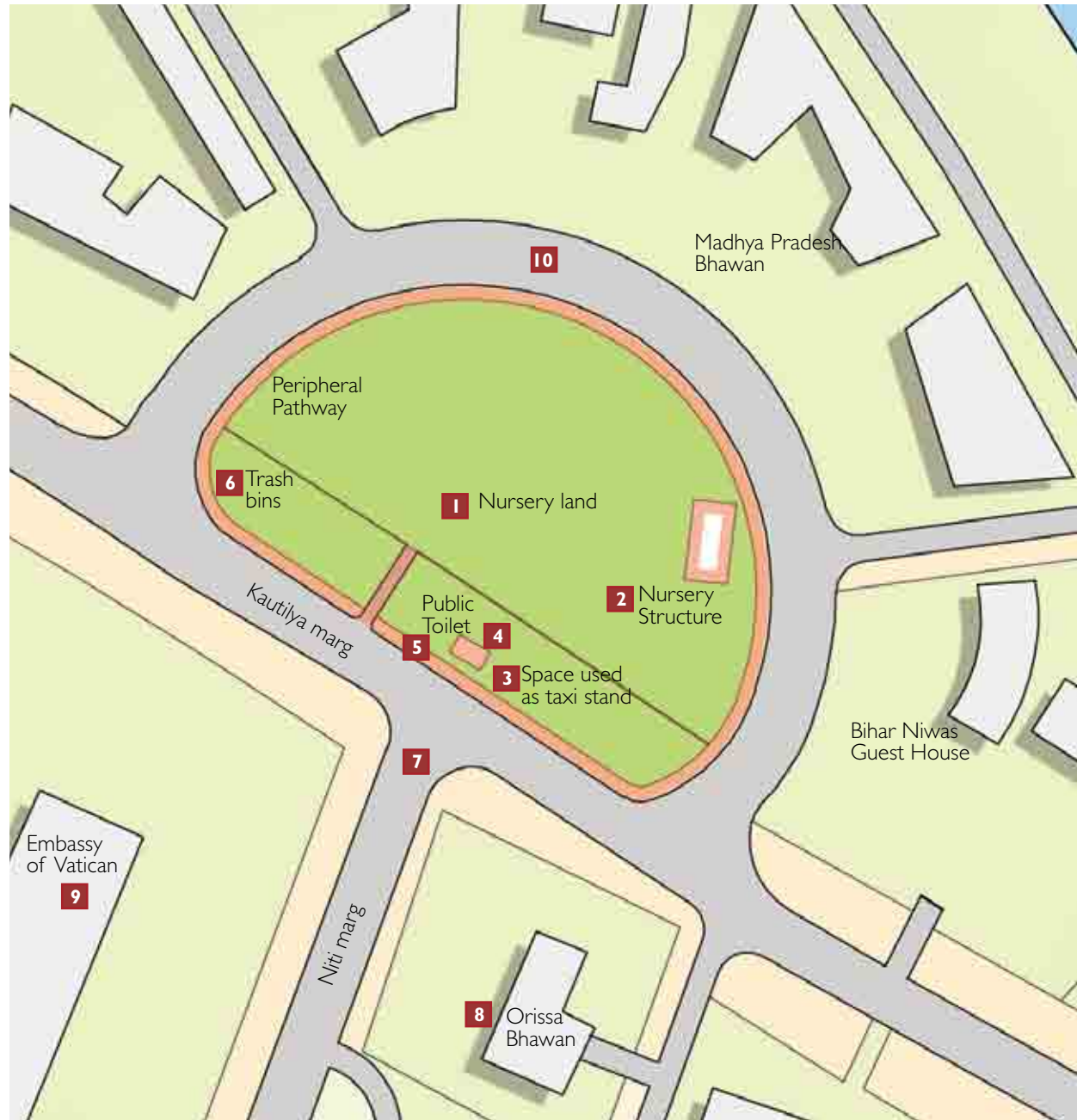
Map showing surrounding land use

Base Map Source: Master Plan 2021

Legend:

- Residential: Foreign Mission
- Recreational
- Public & semipublic facilities: Socio-cultural
- Commercial: Hotel
- Public & semipublic facilities: Education & research
- Public & semipublic facilities: Police station

10.1.2 Activity Pattern



Map showing site features and its surroundings.

The demarcated site is a linear stretch of land measuring approximately 15 X 110 M, lies adjacent to CPWD Nursery at the intersection of Kautilya & Niti Marg. The site which is fully paved, despite of being strategically located, is used as a Taxi stand and hosts a Toilet block right at the intersection view as shown in the photograph below. The land has not been used to its full potential as the toilet block and Taxi stands does not provide a delightful view. The existence of the nursery behind, does not add to the advantage of the site location as it is under utilized. The Nursery as seen in the photographs below is not properly treated with good vegetation. Therefore, efforts taken on refurbishing the site will be incomplete unless holistic approach of developing site along with the nursery is adopted. **Therefore, such approach will leave a great impact, that will add to the character of the area.**



The Nursery is under utilized with lack of vegetation and green cover



View of the Structure for hosting shade loving species



View of the Site used for parking of Private Taxis



View of Public toilet right in front of the T-junction which is majorly used by the drivers & the Taxi stand owners.



Peripheral pathway that runs throughout the site.



Garbage collection adjacent to the taxi stand.



View of the site from Niti Marg



View of Orissa Bhawan



View showing the Embassy of Vatican opening at Niti Marg



Rear side of the site looking towards Madhya Pradesh Bhawan

10.2 Proposal



Proposed landscape layout

Studying the site, provided the opportunity for re sculpting a larger area which included the site along with the nursery. The study was carried out to have an organized layout plan for the Site, where unpleasing elements could be relocated to a more appropriate location. Such move was the main basis for providing an enhanced view of the area with meandering pathways, mounds & neat flower beds.

Our Vision: To Create a Distinct Identity.

The proposal intends to open up the site which could be viewed and appreciated by the users on all sides of the site. The focus remained to create the site as a distinct Landmark for the surrounding buildings such as Orissa Bhawan, The Vatican Embassy, Madhya Pradesh House etc

The Landscape proposal focuses on a direct unobstructed view towards the feature wall with the backdrop of mounds & flower beds from Niti Marg. The proposal not only focuses on treating the site for visual delight but also for accommodating active & passive activities. The linear stretch which was used as a taxi stand & parking was noted as a sidewalk leading to the landscaped park. The taxi stand and toilet block is designed at the rear side of the site with row of trees to provide shade & screen. The nursery has been accommodated in form of organized planting beds designed to host various plant species in a way to merge with the other elements of the park.

Special consideration while planting the trees has been taken care, screening areas like parking, toilet block. Clustering & grouping of trees have been taken up keeping in view the required transparency

Reference Image

The image below is an example of Peter Walker project, Foothill college, California, showing meandering pathway and gently sloping mounds, as place of relief and visual pleasure.



Source: [Online], Available from: http://www.pwpla.com/sites/pwp/images/2268/pFoothillCollege_00004.jpg



Key Plan

The Landscape proposal has been developed having various elements integrated as one to give a holistic view of the site.

Various elements as stated before have been considered for relocation depending on its suitability and function.

The Design is perceived in a way that the elements do not obstruct each others uniqueness and acts as an independent feature. Hence, giving the site an enhanced sight.

Various Features of the Landscape proposal are discussed below:

I. Taxi Stand and Toilet facility:



Example of an Organized Taxi Stand with Parking
Source: [Online]. Available from: <http://sites.middlebury.edu/middland/files/2010/05/DSC04348.JPG>

The Taxi stand which occupies the linear stretch at present is proposed to be relocated at the rear side of the site with rows of trees for providing shade and screening from the surrounding

Public toilet is mainly used by the drivers & the Taxi stand owners, hence is relocated in close proximity to the new taxi stand. Toilet block is proposed with vegetative screening and also the options for public art can be explored.



Vegetative screening of the Toilet Block

Source: [Online]. Available from: http://brc1.wdfiles.com/local--resized-images/alexandra-park-no-1-toilet-block/Alexandra_Park_Toilet_Block_041.jpg/medium.jpg



Example showing the use of Toilet facade for display purposes

Source: [Online]. Available from: http://greatershepparton.com.au/images/assets/files/images/news/2015/07/Ferrari_Park_Toilet_3d-2000_auto-1_80_3ec7.jpg

4. Mounds & Pathways:



The proposal focuses on providing a continuous peripheral pathway and internal pathways for continuous movement connecting important features of the site..

The pathways are lined with gradually sloping mounds, flower beds, grouping of trees etc to create desired spaces and enhance the user experience.



Meandering pathways with mounds to create interest.

Source: [Online]. Available from: <https://i.pinimg.com/736x/e1/bf/80/e1bf804aa9018f52a8f3d6a26fcd2d9--landscape-architects-small-gardens.jpg>

3. Flower Bed



Example of a seasonal flower bed.

Source: [Online]. Available from: <https://i3.read01.com/uploads/0Ci7y40M.jpg>

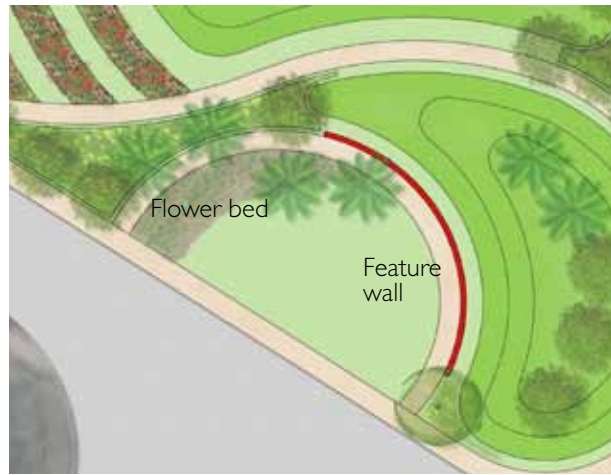
The nursery activity has been accommodated in form of organized beds to host seasonal flowering species / vegetable garden. It also creates a colourful foreground for the other proposed landscape features. Provision of Flower beds in front of the feature wall acts as an embracing element for the users.



Example of a vegetable garden

Source: [Online]. Available from: <http://finnysfarm.org/wp-content/uploads/2016/11/greens.jpg>

2. Feature Wall



The first view of the site from Niti Marg is enhanced by adding a feature Wall to create a distinct identity and an associative Landmark For the place & its surrounding. The feature wall is proposed to have the name of the place carved with gradual mound in its backdrop to create a country like landscape.



Feature wall with elements like mist fountain, carving etc..

Source: [Online]. Available from: <https://i.pinimg.com/originals/1f/19/f4/1f19f4b52996ad23a3bf5928c10b43aa.jpg>



Example of a seasonal flower bed.

Source: [Online]. Available from: <https://in.pinterest.com/pin/410320216032543414/>

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(An ISO 9001 : 2008 Certified Organisation)

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