

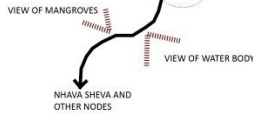
TOWN PLAN REVITALIZATION AND URBAN DEVELOPMENT, NAVI MUMBAI, INDIA

THE VILLAGE, THE CITY & THE ECOSYSTEM: CONTEXT-SENSITIVE DESIGN AT NAVI MUMBAI'S URBAN EDGE



1 This road called as Station Road, connects the Hills and the Mangroves. The curvature is due to the presence of the hillock of Bamandongri Village and the water body. Since the Railway line had already begin emerging on the site, the road respects its presence and runs straight for the remaining portion.

2 The 'curved' road from the Charles Correa proposal is turned to skirt the village. It's junction is where the Movie and Performance Theatre is located.



3 Introduction of a new east-west road that provides better connectivity with the two villages.



INTERACTION BETWEEN THE ROAD, PEDESTRIANS AND TRANSIT

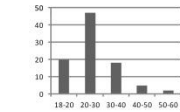


WINDING SCENIC ROADS



ELEVATED TRANSIT

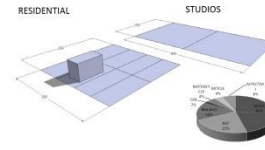
INNOVATIVE ROAD NETWORK THAT RESPECTS NATURAL LANDFORM AND ALLOWS BETTER CONNECTIVITY BASED ON PEOPLE'S REQUIREMENT



As per CIDCO's latest statistics, the maximum number of working population in Navi Mumbai is in the 20-30 years age group, and they all travel to Mumbai for leisure and recreation. Hence a more diverse land use is necessary to provide for various programs.



Stepped sections are proposed to allow view corridors and accessibility. Along the main roads, retail is provided as a continuous frontage that will maintain vitality and variety within the block, allowing pedestrian comfort (shade, safety, recreation).



RESIDENTIAL

STUDIOS

A block size based on walking convenience was chosen - 250 ft length - divided into multiple plots for residential. A larger plot size of 250 ft by 400 ft is for the larger film studios and related industry.



LIVELY STREETSCAPE



MOVIE RELATED PROGRAMS ADD COLOR



PEDESTRIAN ARCADE

INNOVATIVE LAND USE PROVIDING FOR A MIXED-USE DEVELOPMENT



The green network consists not only of parks and plazas, but also wetland parks, agricultural/urban farms and existing water bodies. Also, the natural slope of the land is maintained. Access to the estuary water is very minimal due to the presence of mangroves. Hence the Monsoon Channel becomes an important connecting water body. The rain water from the various neighborhoods will be connected to the Monsoon Channel, thus trying to maintain its water level all throughout the year. A system of swales can be proposed too.



WETLAND PARKS



MULTIFUNCTIONAL SPACES ALONG THE MONSOON CHANNEL



URBAN FARMS

INNOVATIVE PLANNED GREEN NETWORK THAT PRESERVES NATURAL ENVIRONMENT



SCHEMATIC ILLUSTRATION OF A NEIGHBORHOOD



PROPOSED PLAN FOR ULWE



PLAN OF CERGY PARIS



PLAN OF CHANDIGARH, INDIA

In the 20th century, the most agreed solution to the problems of congestion and decreased livability in metropolitan cities was multiple nodes of concentrated activity within the metropolitan area, commonly referred to as subcenters or satellite cities. Subcenters are concentrations of employment and/or commercial activities distinct from the CBD but within the continuously built up area and are often associated with major transportation transfer points such as rail, subway and bus interchanges. Satellite cities on the other hand, are usually conceived as new developments or major expansions to existing settlements that are separated from the metropolitan core by belts of rural land (Sorensen 2001).

The USSR, France, Japan all attempted at creating various satellite cities to complement their metropolitan areas. India itself planned several cities like - Bhubhaneshwar, Gandhinagar, Chandigarh. After several years, these cities have been criticized for their lack of "Indianness" and failure at reaching desired goals of decongestion. This was probably an offshoot of the Modernist approach that concentrated on creating an icon rather than a place for the 'common man'.

Post-globalization and rapid urbanization, it is time to relook at these master plan strategies. Where have they failed? How can they be revitalised? What can be the urban design language for new cities of the future? This project attempts to answer these questions by providing a contextual approach to urban design and planning that caters to the people and the culture. It is synonymous with usable public spaces, easy access to transit and services, lively and safe place to live in. The innovation of the project lies in the fact that it redefines traditional planning and establishes new principles that respond to regional issues, site features and culture of the people. It is a gradual process but now is the time to start! In Charles Correa's words:

"However, there is still reason for optimism - one must remember that no city, including Rome, arrived in a day..."