

# *Pune Regeneration Charrette*

## *Shivaji Road, Pune*

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I · N · T · B · A · U

### PARTNERING ORGANISATIONS:



COLLEGE OF ENGINEERING  
PUNE



SCHOOL OF PLANNING AND ARCHITECTURE  
NEW DELHI



PUNE MUNICIPAL CORPORATION



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# I › N › T › B › A › U *India*

The International Network for Traditional Building, Architecture and Urbanism, is a network of individuals and institutions dedicated to **the creation of humane and harmonious buildings & places which respect local requirements.**

INTBAU's architecture and urban design workshops **bring together practitioners, craftsmen, decision makers and the community(RWA's) on a common platform** to direct architecture and urban growth into a sustainable paradigm.



# I › N › T › B › A › U India

परम्परागत निर्माण, निर्माण विद्या तथा नगर निर्माण केलिए अंतर्राष्ट्रीय संगठन व्यक्तिगत लोगों तथा संस्थानों का एक सक्रीय संगम है, जिसका उद्देश्य क्षेत्रीय परम्पराओं का आदर करते हुए मानव योग्य तथा अनुरूप भवनों व चौकों की स्थापना है।

परम्परायें हमें इस बात की अनुमति देती हैं, कि हम इतिहास के पाठों से लाभ उठाएं, अपने जीवन को मालामाल बनायें और पूर्वजनों से जो कुछ प्राप्त किया है उसका उपयोग भविष्य केलिए करें। क्षेत्रीय प्रादेशिक तथा राष्ट्रीय परम्परायें समाज के अलग अलग भागों को इस बात का अवसर प्रदान करती हैं, कि विश्वव्यापकता के साथ साथ अपने आत्माभिमान को बरकरार रखें। परम्परा द्वारा हम अपने व्यक्तित्व की भावना को क्रायम रख सकते हैं और सामाजिक अलगाव से बच सकते हैं। लोगों को आज़ादी होनी चाहिए कि वे अपनी परम्पराओं को क्रायम रख सकें।

परम्परागत भवन तथा चौक प्रकृति और समाज के बीच संतुलन क्रायम रखते हैं। वे हमारे जीवन को बेहतर बनाते हैं तथा वर्तमान समाज का अनुकूल दर्पण हैं। परम्परागत भवन तथा चौक ऐसी गहरी आधुनिकता प्रदान कर सकते हैं जो केवल फ़ैशन तक ही सीमित न हो।

INTBAU उन लोगों को एकत्रित करता है जो परम्परागत भवनो, गृह निर्माण तथा चौकों की योजनायें बनाते, निर्माण करते, क्रायम रखते, अध्ययन करते तथा उसमें आनंद महसूस करते हैं। हमें आशा है कि हम अपने प्रयासों में उन सब के सहयोग से सफल होंगे जिन्हें इन उद्देश्यों में गुचि है।

**International Body but developing local mandates**

*Charter (Marathi)*

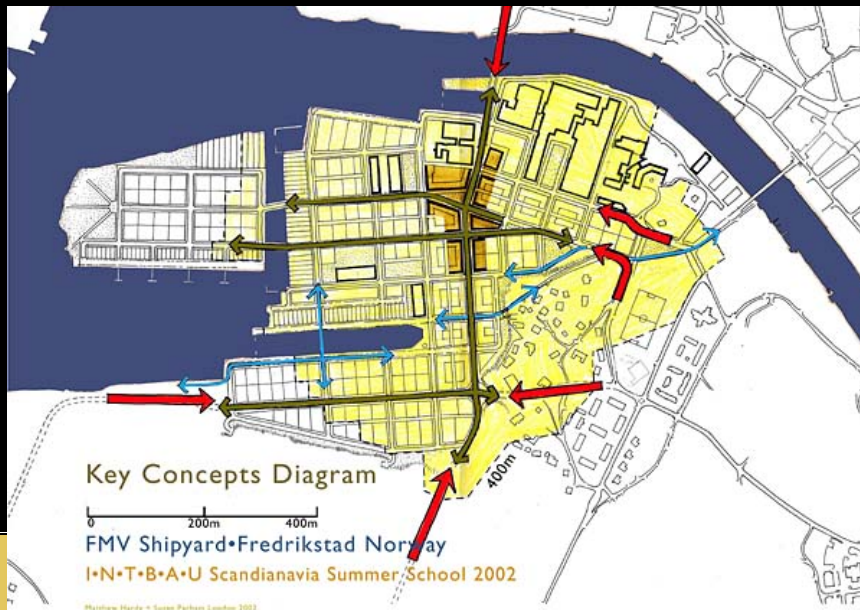
# Charrette Process

An intensive 4-day design workshop facilitated by a multi-disciplinary design team.

The objective of the charrette was to highlight Site specific / Planning / Policy Issues

- A Pen on Paper Method

Drawn Physical Solutions presented since community empowerment otherwise is a hollow word

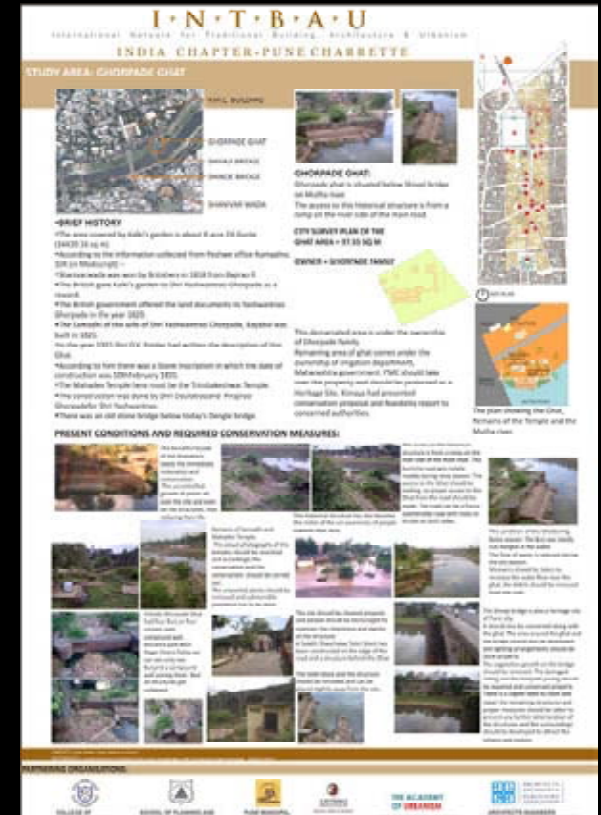




# Shivaji Road

- An important heritage corridor
- Connects the administrative centre (PMC) & traditional market (Mandai)
- With its porous boundaries has the right ingredients to highlight issues pertaining to the inner core





- Collection of data, Qualitative analysis of the site
- Receiving Position paper from various organizations



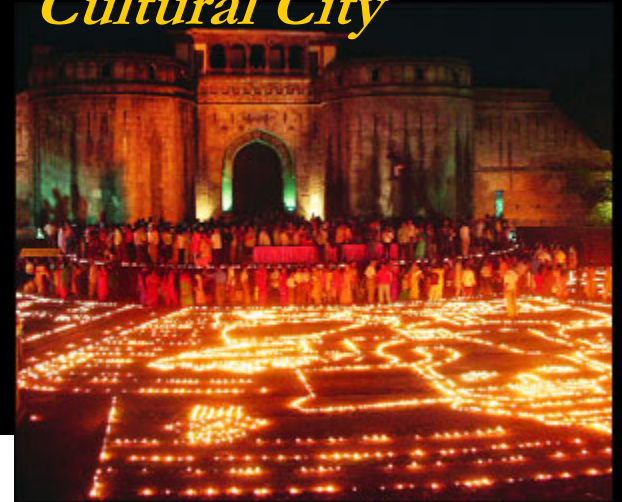
# Brand Pune

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*Knowledge City*



*Cultural City*



*Spiritual City*



*Festival City*

# Charrette Heritage Walk – Day 1



For understanding Locational issues



# Public Interaction – Day 1

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A session for public participation was organized in order to provide a platform for dialogue between the local statutory agencies and authorities and the landowners, retailers, voluntary groups and other interest groups.



# Aspects Covered for the Zone

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- Development Controls & Urban Renewal
- Traffic & Pedestrianization
- Open Space & Landscaping
- River Connection & Ecology
- Heritage Conservation & Evolving New Typologies

# Development Control & Urban Renewal

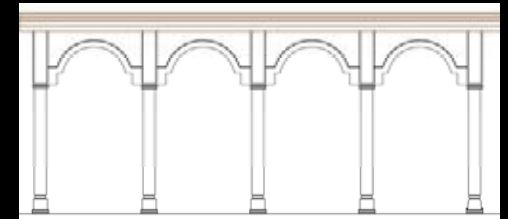
- Lack of Development Initiatives to promote Conservation efforts by the property owners.
- Lack of Renewal of area due to unfriendly rules and regulations not favourable to the owners / developers, fragmentation of properties.



*Issues*



# Development Control & Urban Renewal



- Part of the road in front of the heritage structure could be highlighted by use of different material.
- The same could be adopted for the pavements alongside the roads.
- Stylized street furniture in terms of bus stops, street lights & benches.

*Streetscapes & street furniture*

# Development Control & Urban Renewal

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- Incentives
  - By way of reducing property tax for properties undertaken for preservation and conservation.
- Funding
  - Create funding possibilities by way of
    1. Heritage TDR (Transferable Development Right).
    2. City Heritage Fund generated by selling FSI equivalent to the estimated cost of conserving listed properties
    3. Arrange funds from JNNURM
- Methodology
  - Registered professional guidance made mandatory for undertaking preservation projects.
  - The work should be monitored by Municipal corporation through local Heritage Preservation Groups
  - Owner should undertake to make the property accessible to the city during predetermined time.

*D.C. Rules for promotion of Preservation & Conservation*

# Traffic & Pedestrianization

- Heavy through traffic and congestion along arterial road
- Marginal priority and safety of pedestrian movement
- Inadequate provision of loading and unloading facilities
- Varying road widths giving rise to grey and unused areas
- Underused multilevel parking lots and unorganized illegal on street parking (A Common Inner City scenario)





# Traffic & Pedestrianization

▪ Emphasize on Low Energy living already prevalent in the Traditional Inner City Core due to:

- Pedestrianization / Bicycling & walkability to work
- Lower Per Capita Building and Parking Footprint
- Efficient Use of scarce resources by a larger segment of the population.



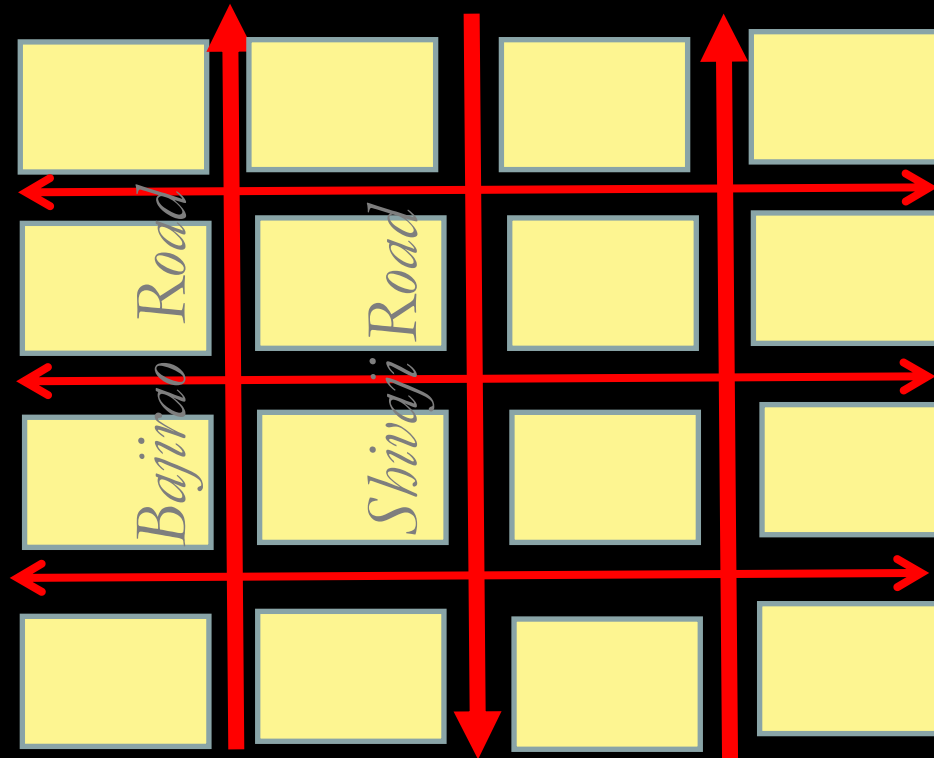
# Traffic & Pedestrianization

- Encourage use of non motorized transport and permit only public transportation.
- Ensure continuous footpaths, barricades at junctions, seating areas at setbacks, appropriate plantation along road and remove illegal encroachments and shop extensions.
- Maintain optimum road widths of 2 lane traffic and design access road to accommodate pedestrians and on street parking
- Remove parking along Kotwal Chawdi junction and Faraz Khana and ensure greater use of multi level parking.
- Specific timings for loading and unloading



*Action Points developed with the community*

# Traffic & Pedestrianization



## Scenario Building

- All roads are permitted vehicular movement.
- Footpaths would be provided along the roads

→ Vehicular Movement

## PROS

- Convenience to reach individual property.

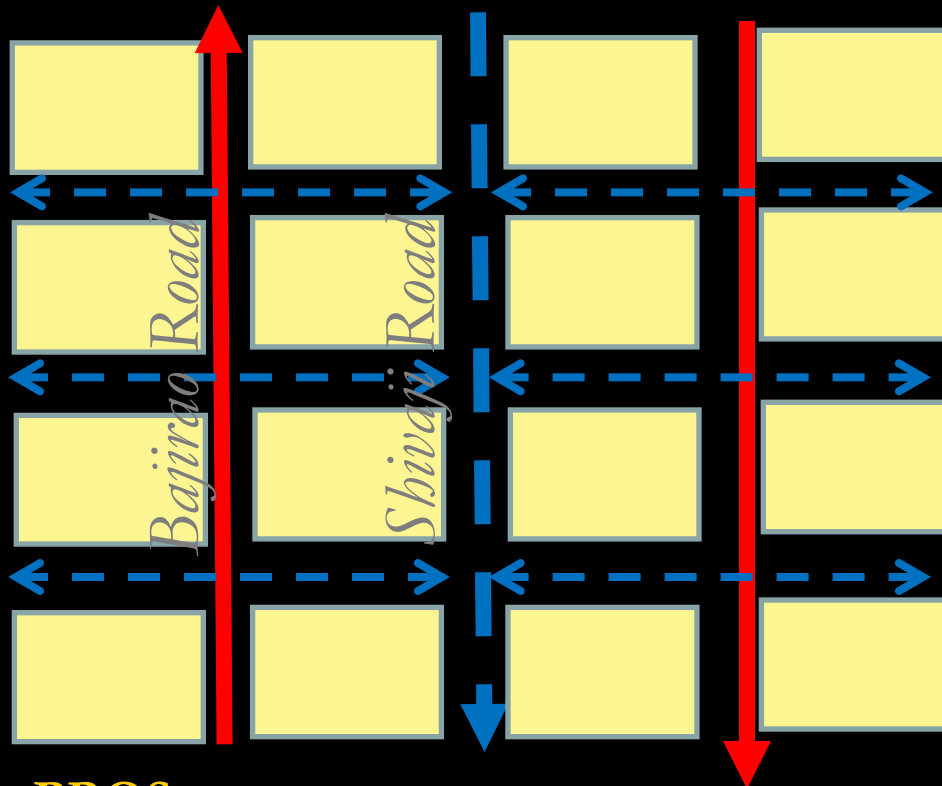
## CONS

- No Segregation of different modes of transport causing traffic congestion

*Alternative 1*



# Traffic & Pedestrianization



- The Shivaji road is pedestrianised permitting only public transport vehicles
- The major roads parallel to Shivaji road are kept vehicular
- The connecting streets will be pedestrianised

—→ Vehicular Movement  
- - -→ Pedestrian Movement

## PROS

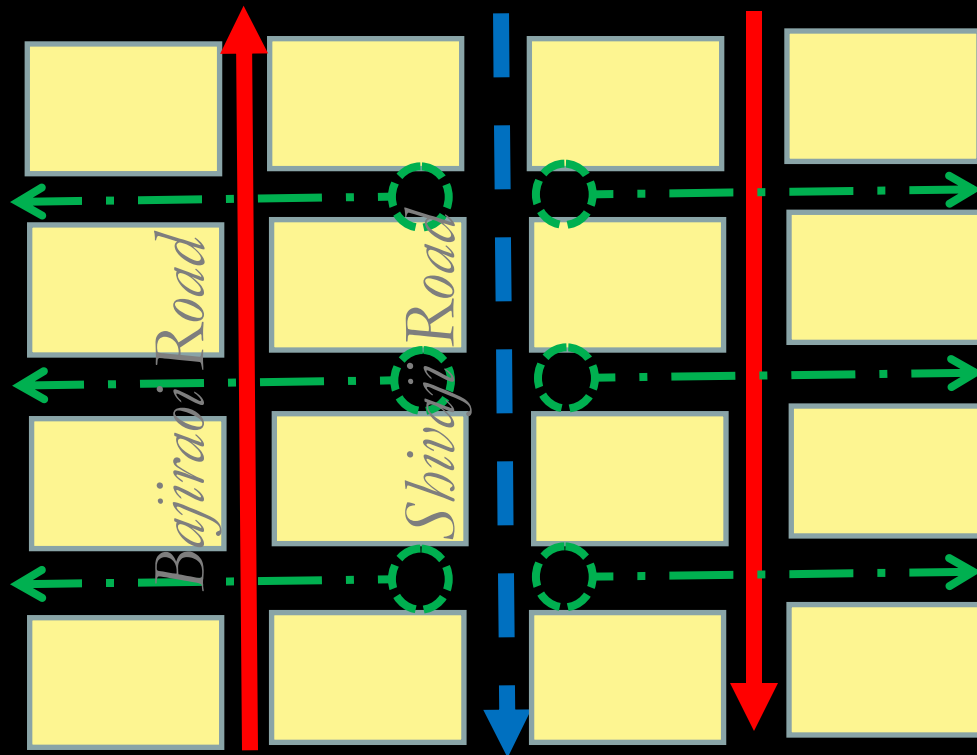
- Better provision of pedestrian facilities.
- Will be able to provide wider footpaths along Shivaji road.

## CONS

- Limitations in accessibility by vehicles to some of the individual properties.
- Loading and unloading would need time segregation

*Alternative 2*

# Traffic & Pedestrianization



- The Shivaji road is pedestrianised permitting only public transport vehicles to travel on it
- The major roads parallel to Shivaji road are kept vehicular
- Only two-wheelers and Rickshaws allowed on roads connecting Shivaji road
- The junctions near Shivaji road would act as cul-de-sac for two-wheeler vehicles

→ Vehicular Movement

→ Pedestrian Movement

→ Two wheeler and rickshaws

## PROS

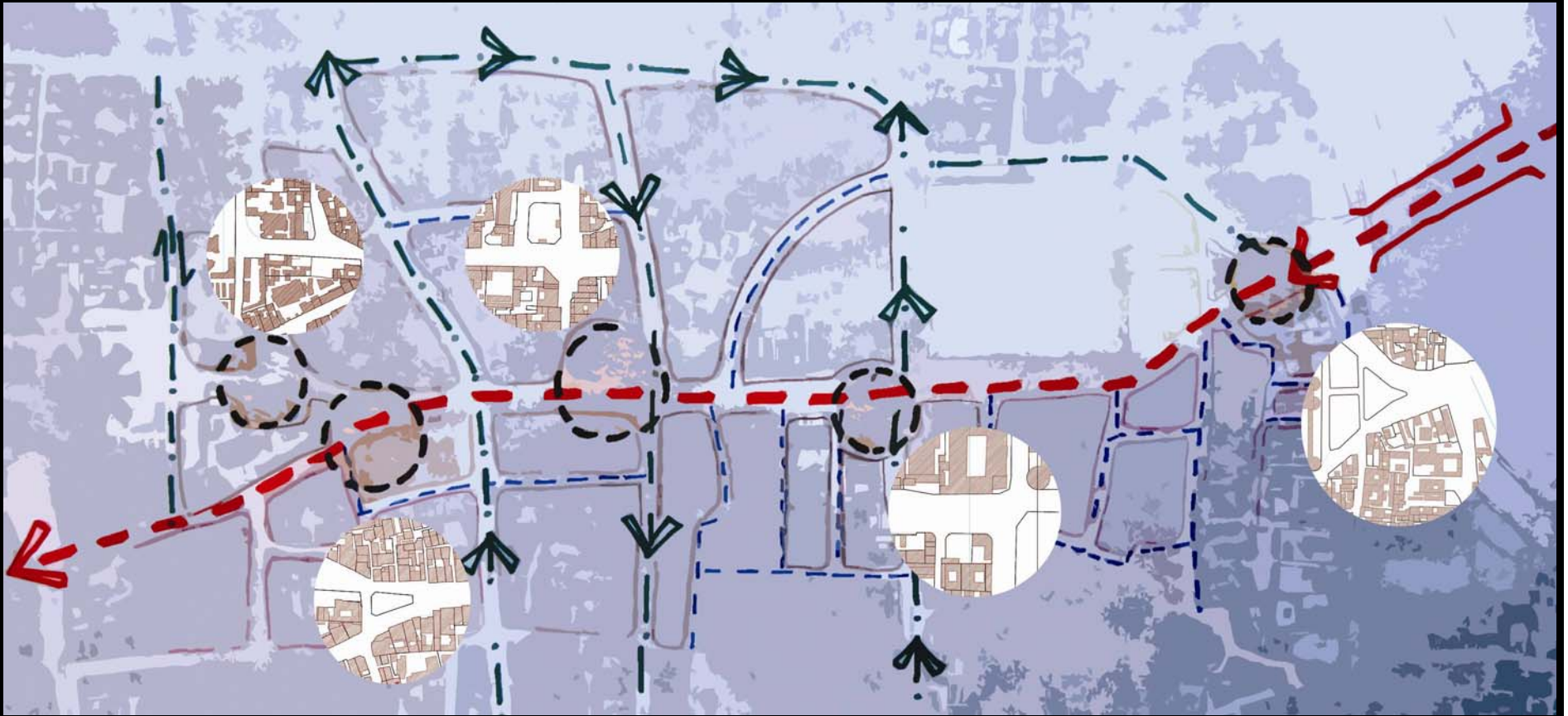
- Wider footpaths would be available on Shivaji road
- Vehicular connection between adjacent roads is possible

## CONS

- Loading and unloading would need time segregation

*Alternative 3*

# Traffic & Pedestrianization

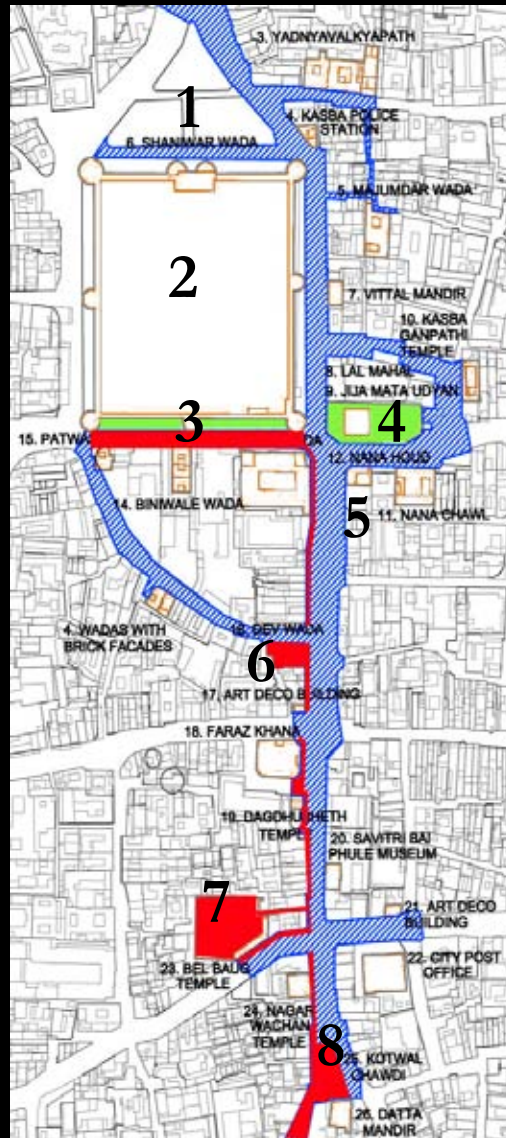


*Potential Micro-level Development Areas*



# Open Space & Landscaping

Creation of a link by introducing a pedestrian pathway along the road which will mark the heritage corridor

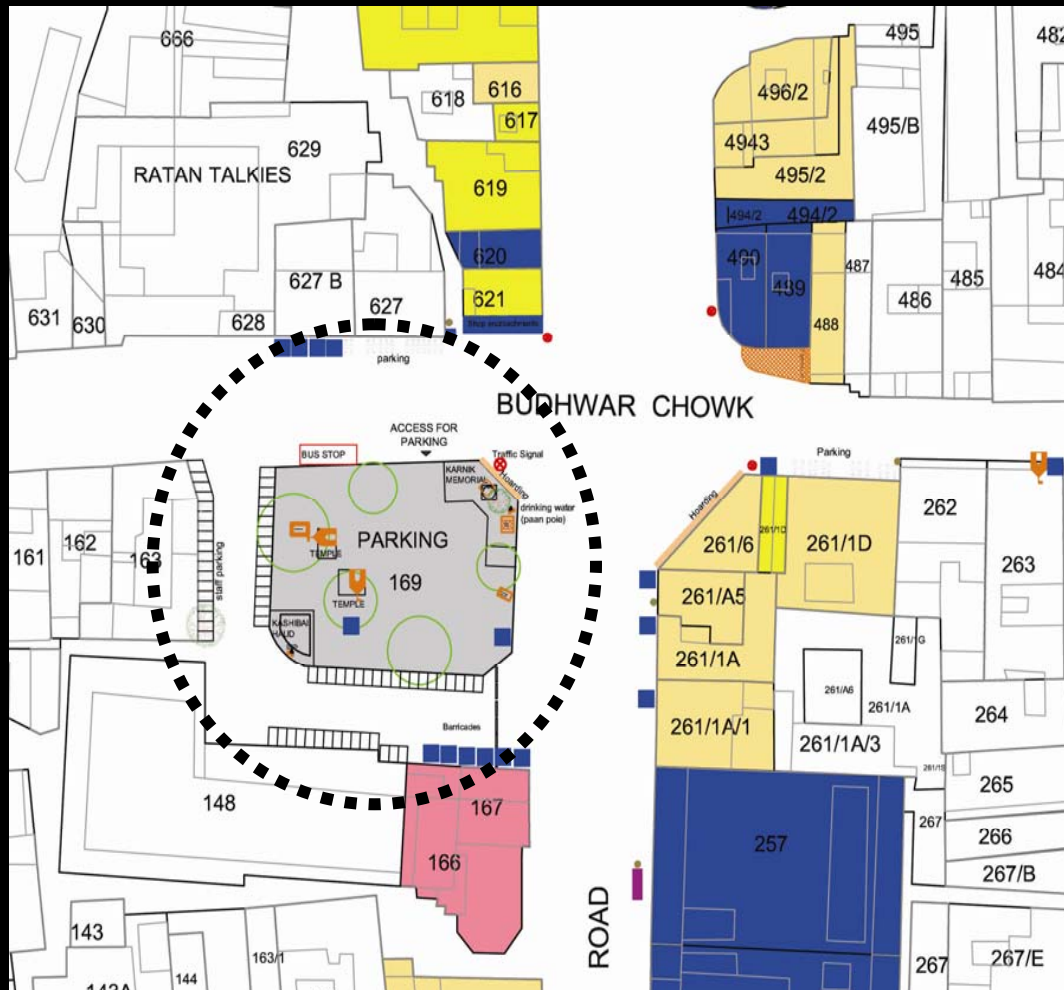


## LEGEND

1. SHANIWARWADA FORE GROUND
2. SHANIWARWADA
3. SHANIWARWADA SOUTH SIDE ROAD
4. LAL MAHAL
5. NANA HAUD
6. FARAS KHANA FOREGROUND
7. BEL BAUG TEMPLE
8. KOTWAL CHAWDI



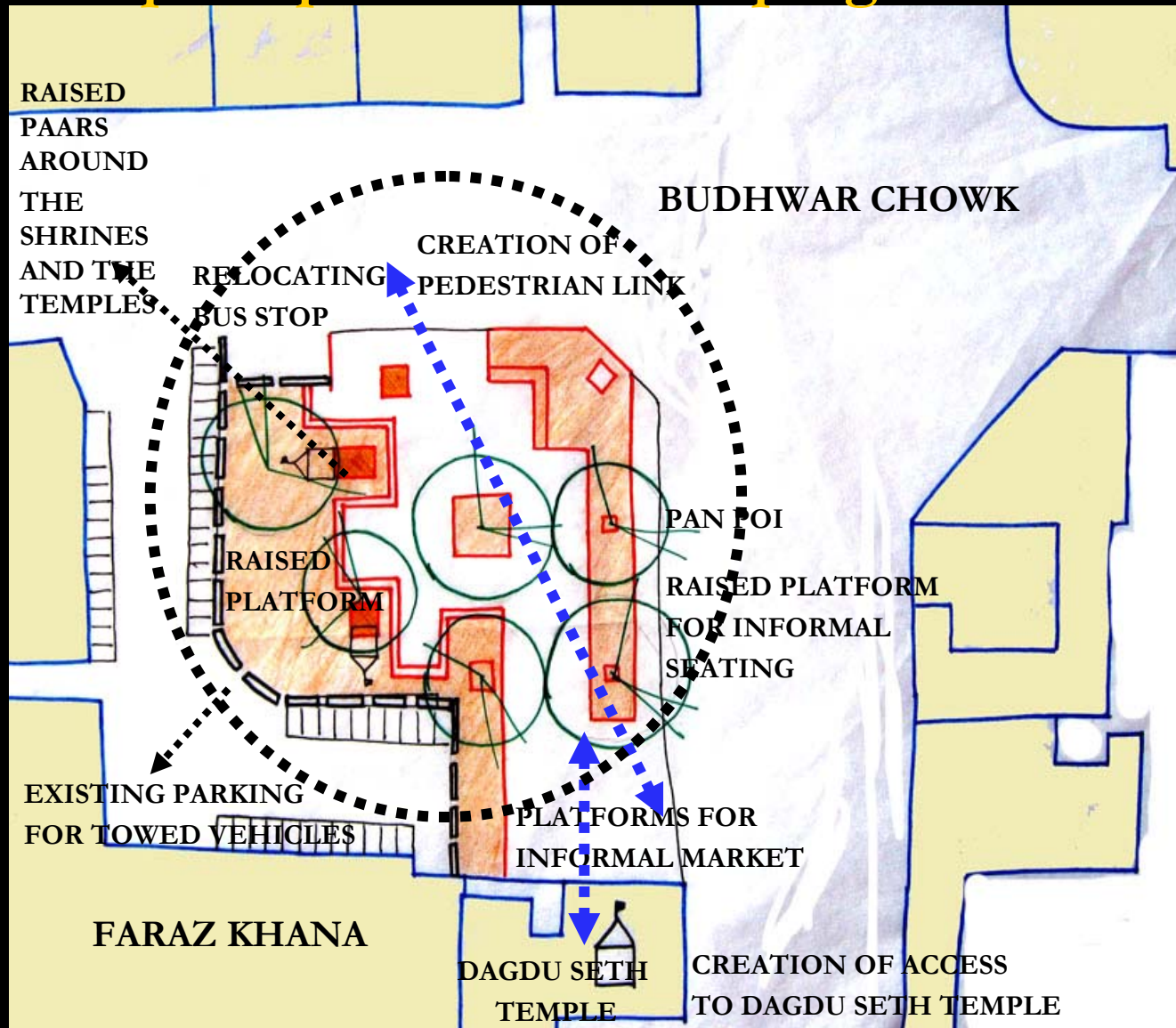
# Open Space & Landscaping



*Budhwar Chowk- Paar*



# Open Space & Landscaping

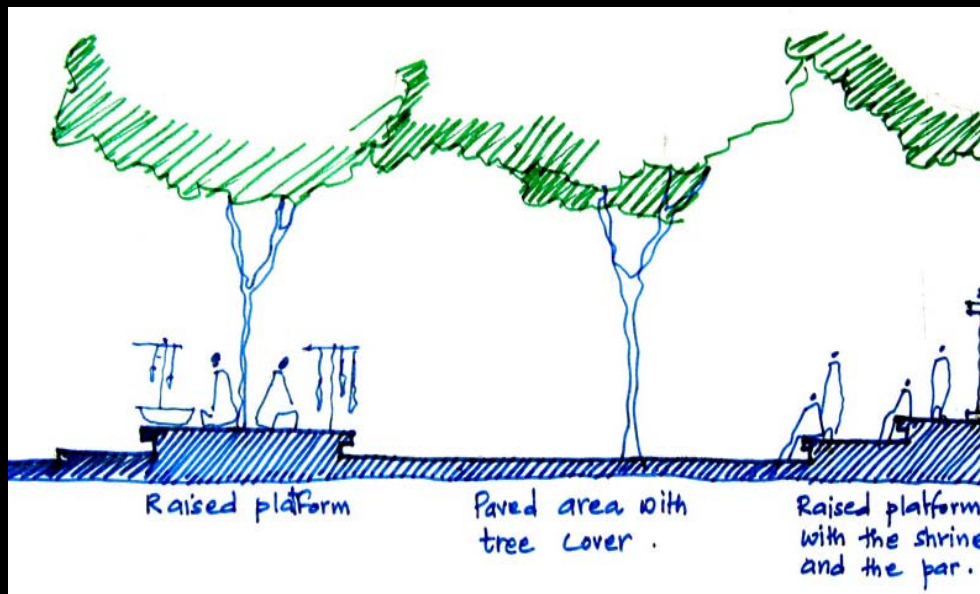
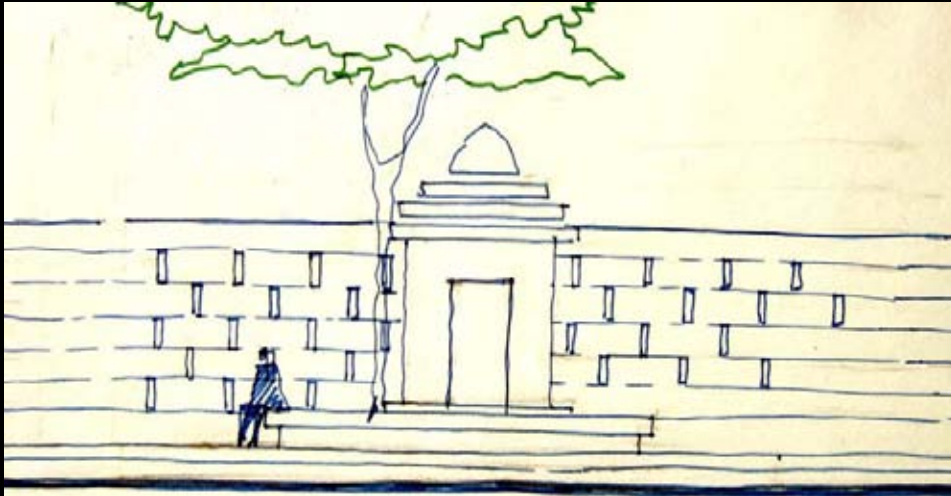


Large parking lot in front of Faraz khana could be relocated and the open space could be articulated to function as a multi activity plaza which would act as a foreground for Dagadu seth Halwai temple too.

*Budhwar Chowk- Paar*



# Open Space & Landscaping



*Budhwar Chowk- Paar*

# River Connection and Ecology

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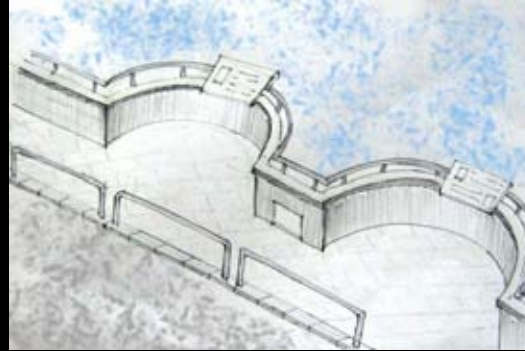
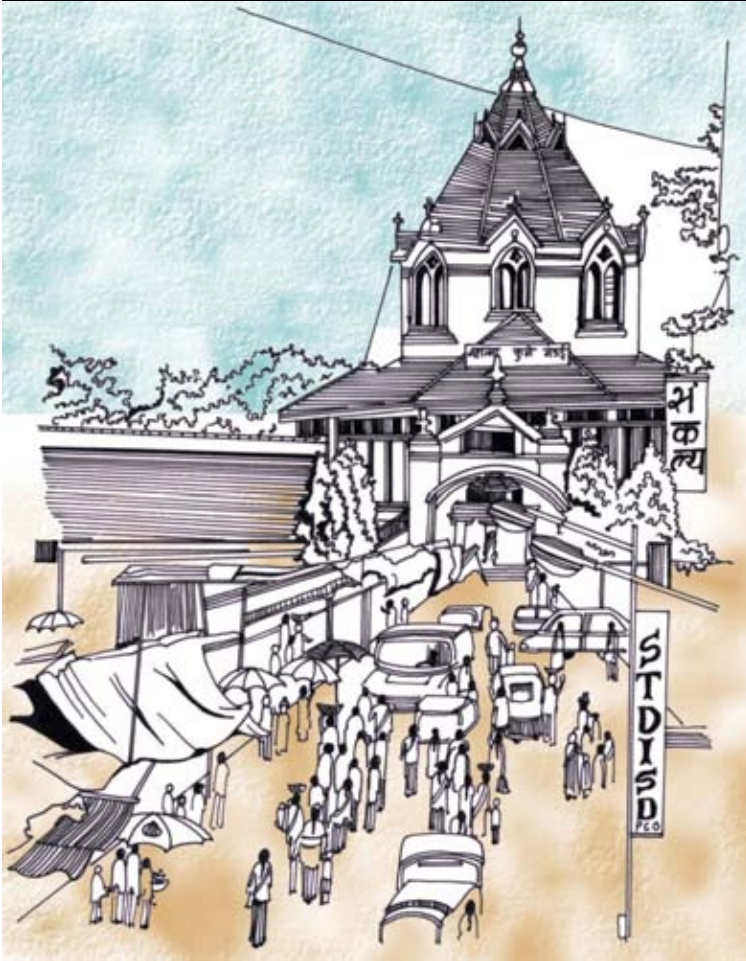


- Revive the Ghorpade ghat , Restore Shivaji bridge, Clean the garbage dumped in the river , Introduce cycle tracks along the river

*Actions*



# Heritage Preservation and Evolving Typology



- SHIVAJI BRIDGE: DOWN THE RIVER
- YADNYAVALKYPATH: THE STREETScape
- NANAHAUD: DOWN LAL MAHAL AND NATU CHAWL
- THE SARDAR LANE: PATWARDHAN – BINIWALE – NANA PHADNIS
- THE BRICK DESIGN FACADES: RANGARI WADA AND DEO WADA
- FARASKHANA: FROM DAGADUSHETH TEMPLE TO MANDAI
- BELBAUG JUNCTION: DOWN TO LAXMI ROAD AND MANDAI (PANDAL)



*Vistas- Viewpoints along the Heritage Corridor*



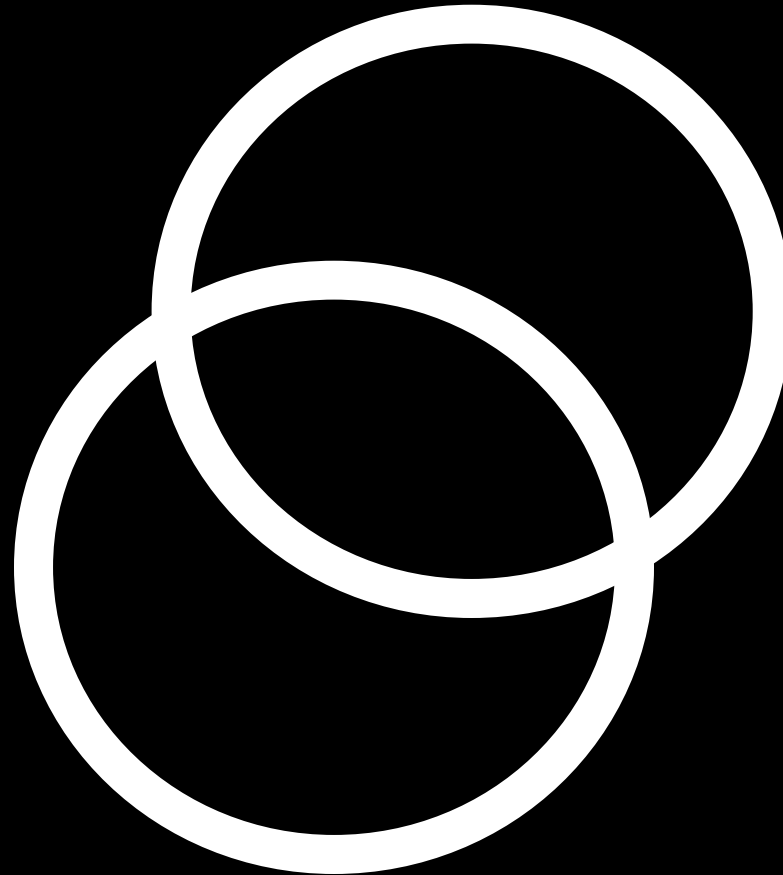
## Day 4

Further presented to receive feedback and turned into vision guidelines for further interventions in the area

**PUBLIC**



**PUBLIC**

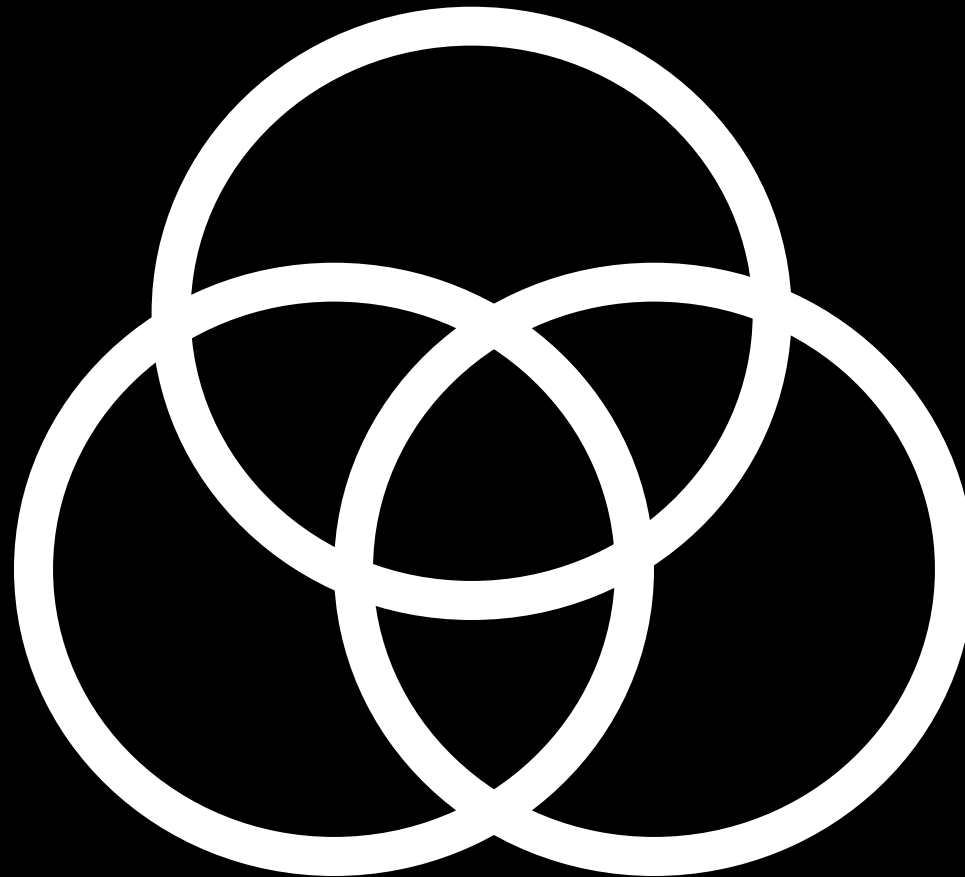


**PRIVATE**





**PUBLIC**



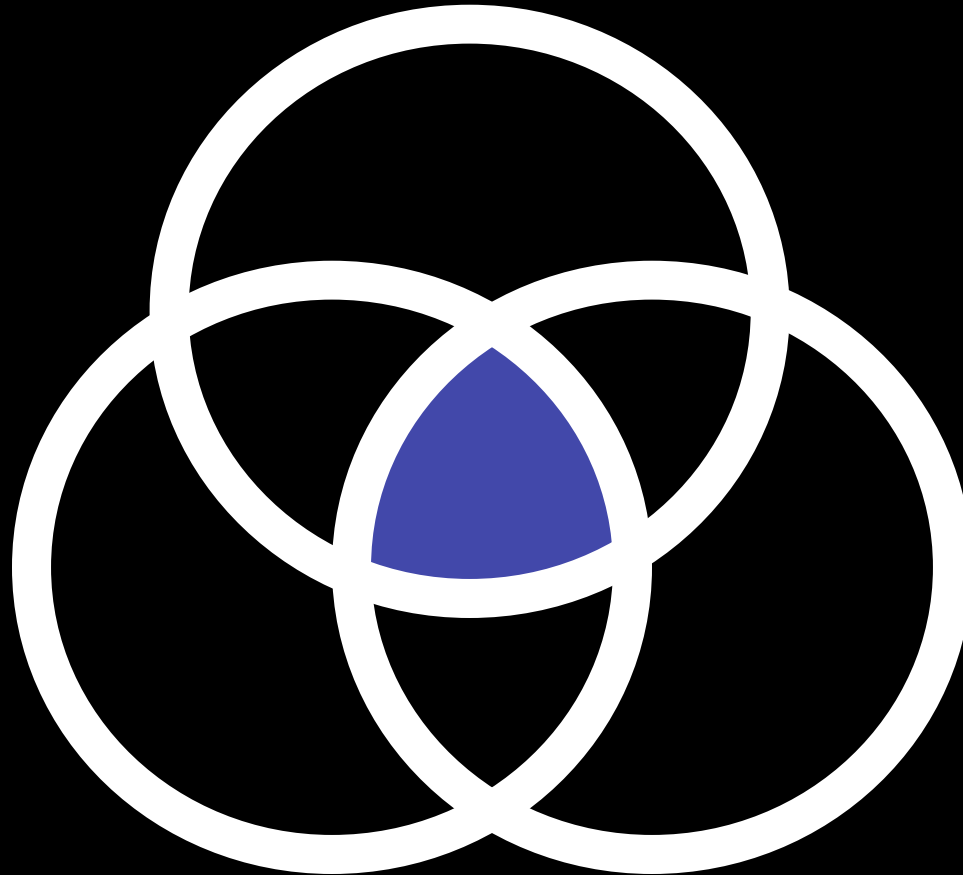
**PRIVATE**

**COMMUNITY**

**PUBLIC**

**PRIVATE**

**COMMUNITY**



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## The Charette Method

- Short Circuits Intentions towards **Outcomes**
- Can facilitate **Local Area Planning** (Introduced in 2007 by MPD 2021 ) or Neighbourhood Planning, Precinct Development etc.
- Base for partnership with local bodies (**No single consultant**)
- Helping their financial development through Local Area Planning to operationalize TOD, Mixed Use levys etc.

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*Thank You*

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