

# The Neighbourhood Planning in India: A Case Study of Magarpatta City

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## **ABSTRACT:**

The main objective of this paper is to study the concept of neighbourhood unit and study of Magarpatta City. Neighbourhood arranging is urban development at a scale more noticeable than family estimate but littler than that of a city region. The neighbourhood plan puts the planning approach for a neighbourhood zone for future improvement neighbourhoods cover distinctive concepts relating to the financial, social, common, components such as lodging, work, bequest and transport. This paper is endeavour to analysis the concept of neighbourhood. Neighbourhood can quickly influence the total city from different viewpoints, and eventually progress the quality of life of individuals. In this paper, the case study reveals the concept of neighbourhood within the Magarpatta City.

**KEYWORDS:** Neighbourhood Planning, Neighbourhood Unit, Concept of Neighbourhood

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## **I. INTRODUCTION**

Neighbourhood is basically an American idea. Neighbourhood area may be seen as specific area to provide all the functional necessity of people. Planning of neighbourhood unit affects our daily lives. It also determines which facilities are available locally and how far we go to the travel and much about our opportunities for interacting with our neighbours. The neighborhood unit concept may be a residential plan show credited to Clarence A. Perry for a neighborhood population of almost 5,000–9,000 residents, with school, places of revere, and recreational regions at its middle. Commercial employments were consigned to the edge of the neighborhood along arterial roads which characterized the boundaries of the neighborhood. People were able to move openly along insides curvilinear roads without obstructions from high-speed vehicular activity. The model utilizing curvilinear lanes, emphasized a break with the conventional neighbourhood grid-pattern road system of the early 1900s. Through his show, Perry trusted to encourage social interaction and cohesion among inhabitants living within the characterized neighbourhood. Arnold Whittick (1974) describes neighbourhood unit as an integrated, and planned urban area related to the larger community of which it is a part, and consisting of residential districts, a school or schools, shopping facilities, religious buildings, open spaces, and perhaps a degree of service industry.[1]

## **II. CONCEPTION OF THE NEIGHBORHOOD UNIT**

Clarence A. Perry suggested an ideal neighborhood plan and guidelines for neighbourhood unit. It is an early diagrammatic arranging show for private improvement in metropolitan area. He described the neighbourhood unit as an area in need of an elementary school with 1,000 and 1,200 students. 160 acres of land of arrive with 5,000 to 9,000 people was suggested to form a private neighbourhood unit. Centre the school within the neighborhood so that a child's walk to school was only about one-quarter of a mile and no more than one half mile and might be accomplished without crossing a major arterial street.[1]



(Figure 1 A diagram of Clarence Perry's neighbourhood unit)

Source: Google photos

The concept engendered by Clarence A. Perry was carried forward by a few others with certain varieties. The neighbourhood idea of Clarence Stein and Henry Wright, exemplified in their plan for Radburn, New Jersey. The plan of the Radburn neighborhood model was in essence a various leveled one comprising four levels. -enclave, block and super block. The essential component was an enclave of twenty or so houses. These houses were exhibited in a U-formation approximately a short vehicular road called a lane, really a cul de-sac court with get to person garages. Three or more of these enclaves were lined together to create a block (Usually four in number). A superbloc consists of several clustered 5 blocks together with the central parkway.[2]

### 2.1. Principles of the Neighbourhood

The core principles of Perry's Neighbourhood Unit were around these following design ideas:

- Placing all the arterial roads along the periphery of neighbourhood.
- In order to create unwanted traffic and safety of pedestrians' internal streets should be designed and planned through use of cul-de-sacs.
- Centre all community spaces, particularly schools in the neighbourhood, so a child's walk to school was only about one-quarter of a mile and no more than one half mile.
- The span of the neighborhood should be a maximum of one quarter mile in this way blocking a walk of more than that separate for any elementary school child.
- Shopping region should be located at the fringe of neighborhoods additionally ideally at major street crossing points.[3]

According to Clarence Stein, the elementary school at the centre of the neighborhood unit and within ¼ mile radius of all residents.[1]

### 2.2. Levels of Neighbourhood

Four levels of neighbourhood are recommended and they are determined by physical elements such as population, area, central elements, boundaries and socioeconomic homogeneity.[4]

#### 1. Face-block:

Face-blocks are groups of neighbourhood dwelling by a square block. Face-block are too small as 7 to 8 dwelling unit in one block and as large as 500 people with 7 blocks.

**2. Residential neighbourhoods:**

Residential neighbourhood are the small unit. It relatively homogeneous in terms of physical and socioeconomic neighbourhood. This neighbourhood is sufficient to put for one or two centre facilities such as a nursery, an elementary school, community middle ordinary private neighbourhood.

**3. Institutional neighbourhoods:**

Institutional neighbourhood are the largest neighbourhood and can be known as separate boundaries in space. It contains various residential neighbourhoods such as Health centres, recreational and social facilities, or shopping centres. which are available to residents, workers, and visitors.

**4. Community:**

Community may be a cluster of districts of a city like townships or suburbs. It covers large areas and sometimes the area extends to the whole city. It is likely to have cultural and administrative centres, or colleges available for a large number of the population including residents and visitors.

### **III. CASE STUDY OF MAGARPATTA CITY**

The whole development area of Magarpatta City covered 430 acres and was owned by about 120 farmer families with more than 800 individuals. The zone was marked for rural utilize but fell inside the limits of Pune Civil Organization. The title 'Magarpatta City' comes from our clan title. Most of the individuals who lived in this zone were called Magar; and Patta, as we all know, alludes to a belt of land.[5]

Magarpatta is a privately owned community located at Hadapsar in the city of Pune. Magarpatta city has a residential area, central parks, schools, shopping complex and security services. Through its sustainable development model, Magarpatta City has introduced eco-friendly development and has green spaces that make up for 30 per cent of the area. Almost 30 percent area of Magarpatta it had been reserved for greenery. About 120 acers area had a natural green cover. In order to adopting eco-friendly practices such as solar water heating, rain water collecting, garbage segregation and waste management, biogas plant, vermiculture and solar water heating. Arrangement that created a self-sustainable framework and assist improvement of the environment. The recreational spaces are ordinarily found distant off in any city, but at Magarpatta City they are right around the city such as a Social Centres, Shopping and Entertainment centre. Broad wide roads, traffic islands, block parks are designed in accordance with international procedures[4]

#### **3.1. Planning in Magarpatta City**

It was ordinarily planned as a walk to work concept coordinates township the taking after features were perfectly joined in its plan.[6]

##### **3.1.1. Walk-to-Work /Walk-to-School concept:**

Planned as neighbourhood unit development, all city level civilities and highlights are coordinates into the region, all these offices are effectively open, effectively walkable. This shapes a significant planning parameter to Magarpatta City's success. It could be a known truth that more than 90% of the every day trips made from domestic are for work and school / college. By putting these units within the region, a greater amount of important travel time can be spared coming about in a much better social and a family life. Magarpatta City has been arranged in such a way that Workplaces are almost ten minutes strolling separate absent from any private division. The City Public School is put so that students can walk or cycle from their houses in a safe and secure pedestrian need walkway, a few of minutes away from their home. Incredible plan emphasis has been laid on the plan of these roadside pedestrian walkways; it moreover joins boundary free plan concepts. Generally blue-collar work opportunities are accessible in Magarpatta City. Magarpatta houses different IT/ITeS companies like WNS Worldwide, Accenture, SAS, HCLEXL. and different worldwide banks just like the Bank of Unused York Mellon, Deutsche Bank, etc. Other ranges of business within the region incorporates Malwadi, Mundhva, etc which are found inside 8 - 12 km of the region.

##### **3.1.2. Affordable Housing:**

A critical rate of the overall housing stock is saved for smaller flats, estimated in a reasonable range, to guarantee that blue-collared servicemen too discover put inside the city. As a matter of reality, the housing stock is changed, with different choices extending from 1 room to 4 room pads, to guarantee a more advantageous blend of citizenry and socio-economic inter-reliance.

##### **3.1.3. Access to Economic Facilities (Work Centres):**

For resulting in no wastage of time and fuel and also quality of family life the city planning model of making residences without developing work centres nearby the houses. Magarpatta City created around 6 Million Sq. Ft of commercial workplaces, managing an account on the IT boom of the final decade to form a

city level commerce goal for which the residential development became a sustainable proposition and comfortable liveability feature based on the tried-&-tested LIVE-WORK-PLAY-LEARN convention.

**3.1.4. Road Hierarchy for Reducing Vehicle-Pedestrian Conflict:**

Magarpatta City includes a huge network of streets that encourage vehicular development in an arranged progressive way, and pedestrian development passages nearby the carriageways. Special plan is laid on the plan and specifying of the pedestrian corridors and pathways. Intersections are well treated with traffic systems to guarantee intra city vehicular traffic is careful of the pedestrian priority of Magarpatta City's planning. Visual corridors are pre-planned to guarantee tall visibility amid turning, hence ensuring superior predictability on approaching pedestrian / vehicular activity, and hence reducing conflict possibility.

**3.1.5. Integrated Amenities:**

All necessary social and physical infrastructures are integrated in planning to ensure that the township is self-sufficient. These include:

- School
- Multi-Speciality Hospital
- Worklplaces (IT Offices, Professional Offices, others)
- Shopping Centre
- Restaurants
- Banks / ATMs
- Gymkhana / Sports Facility
- Cultural Assembly Space
- Security Checkpoints
- City-level Public Parks
- Auto Stands / Bus Stands / Transit Interchange Point.

**3.2. Master Plan of Magarpatta City:**

Magarpatta City planning is conceptualized by Mr. Satish Magar which entails the idea of Integrated Township. The planning and engineering improvement of Magarpatta City was attempted by Associated Space Designers Pvt. Ltd, Pune, under the stewardship of Ar. Prakash Deshmukh.

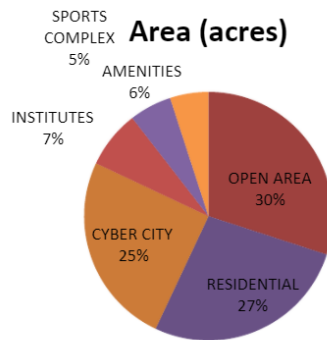
The master plan of Magarpatta City balances mixed use building typologies to form an economical urban community which has social and commercial framework withing walking distance. The courtyard is the repeating thought for the organization of the built environment. The region has great network with rest of the city through Kharadi Bypass and National Interstate 85. The Hadapsar Railway Station is generally near(3km) to Magarpatta City. Pune International Airport is around 9km.



**(Image -1 Master Plan of Magarpatta City)**

Source: <http://www.meramagarpattacity.info>

### 3.3. Land Use Pattern at Magarpatta City:



(Figure 2 shows the land use pattern at Magarpatta City.)[6]

Magarpatta City endeavours to make a better approach of life within the over-stressed cities – empowering a networked community with emphasis on appropriate environment control, great living standards, modern educational framework and state-of-the-art working conditions with add up to security. Great quality environs, a walkable city and planning an comprehensive city for all makes this improvement a success.[6]

#### IV. CONCLUSION:

Neighbourhood concept is well built up as a fundamental unit of planning of city. Magarpatta City is a good locality surrounded by IT companies, schools, malls also inclusive of basic amenities and services which is required to form a neighbourhood. The concept of walk-to-work and walk-to-school, the city promotes and ensure that the people who live there will be able to live a healthy and better lifestyle.

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