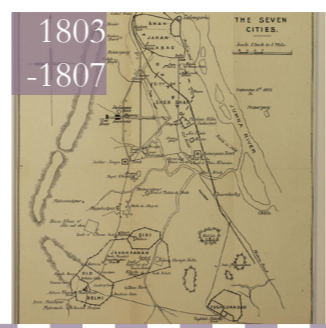




Rapid urbanization, driven by industrialization and population growth, caused fragmentation within city landscapes, dividing them into urban, peri-urban, and rural zones. Desakota, a fusion of 'desa' (village) and 'kota' (city), embodies the blurred boundaries between these regions. Found in quickly urbanizing areas, Desakota zones integrate agricultural, residential, and industrial elements, showcasing intricate interdependencies between rural and urban spaces. This hybrid approach emphasizes efficient management and resources for metropolitan growth while highlighting the necessity of a macro framework connecting rural and urban infrastructure.



14th Cent.
Silk Route
Linkage: Water and Road network. Indians from the northwest who resided close to the Ganges River were vital mediators in the China-Mediterranean silk trade.



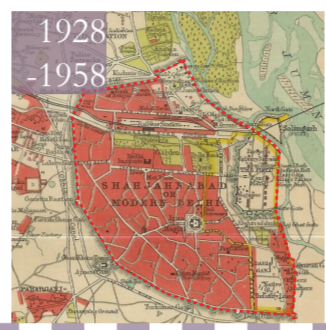
1803 -1807
The Seven Cities
Linkage: Major Arteries inside the fortified cities & small connections amongst the seven cities. The Yamuna River as the water route and road network used for trading and traveling.



1857 -1859
British Invasion
Linkage: Telegraph link between Delhi & the ports of India. Arteries roads & small bridges connected the new built areas. North-South and East West routes were the processional routes, as well as commercial arteries.



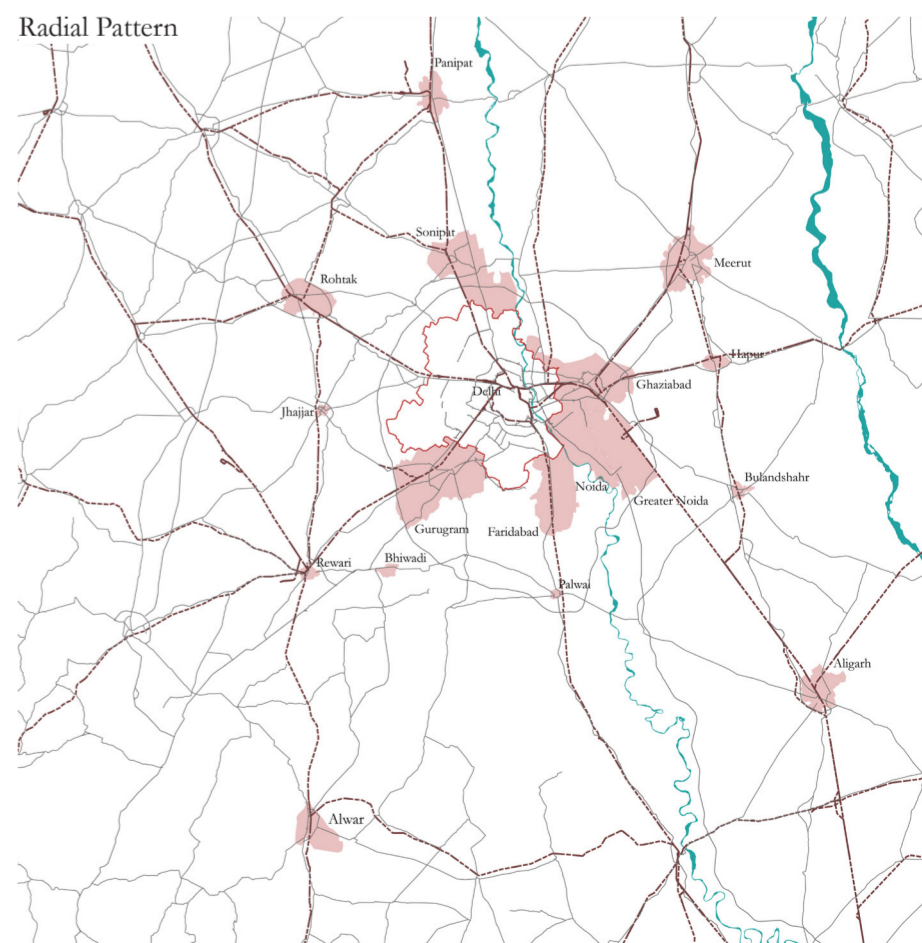
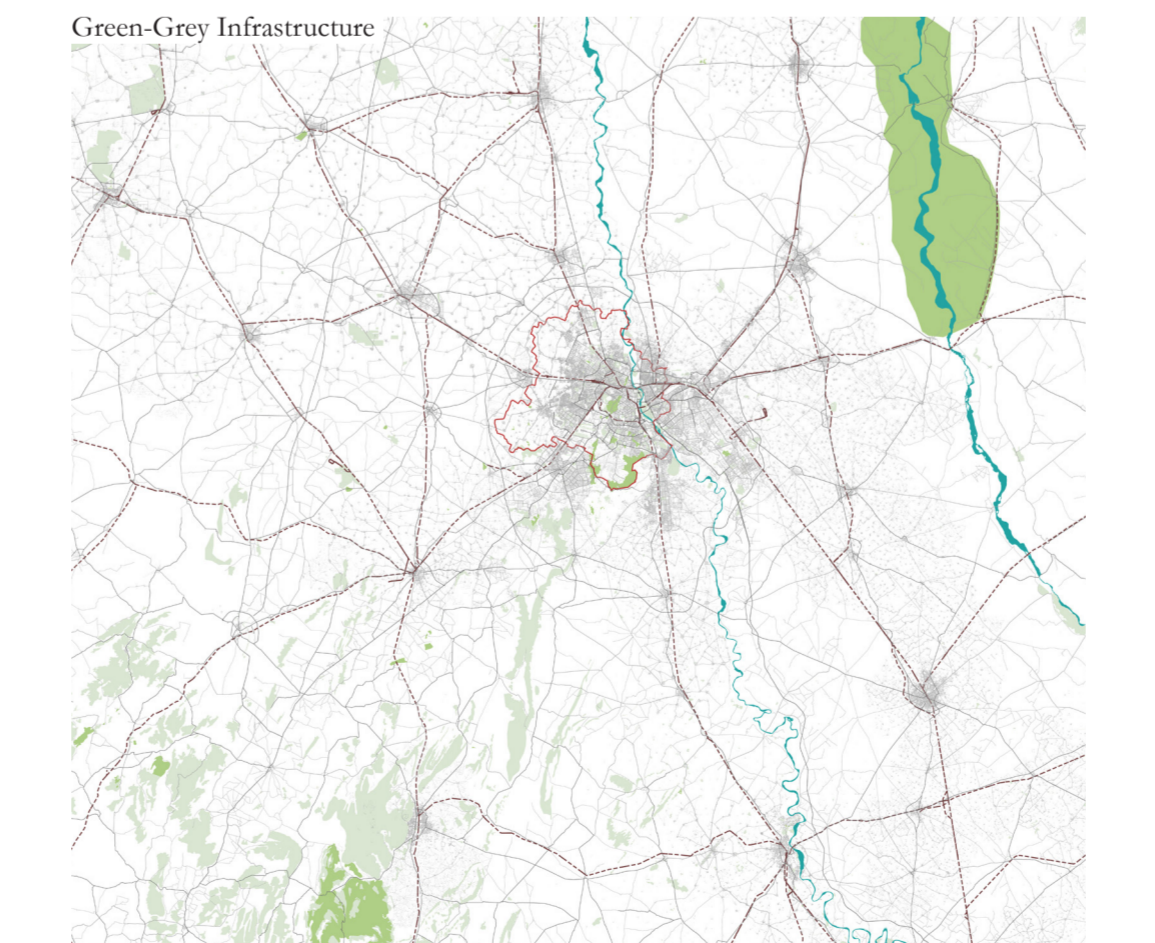
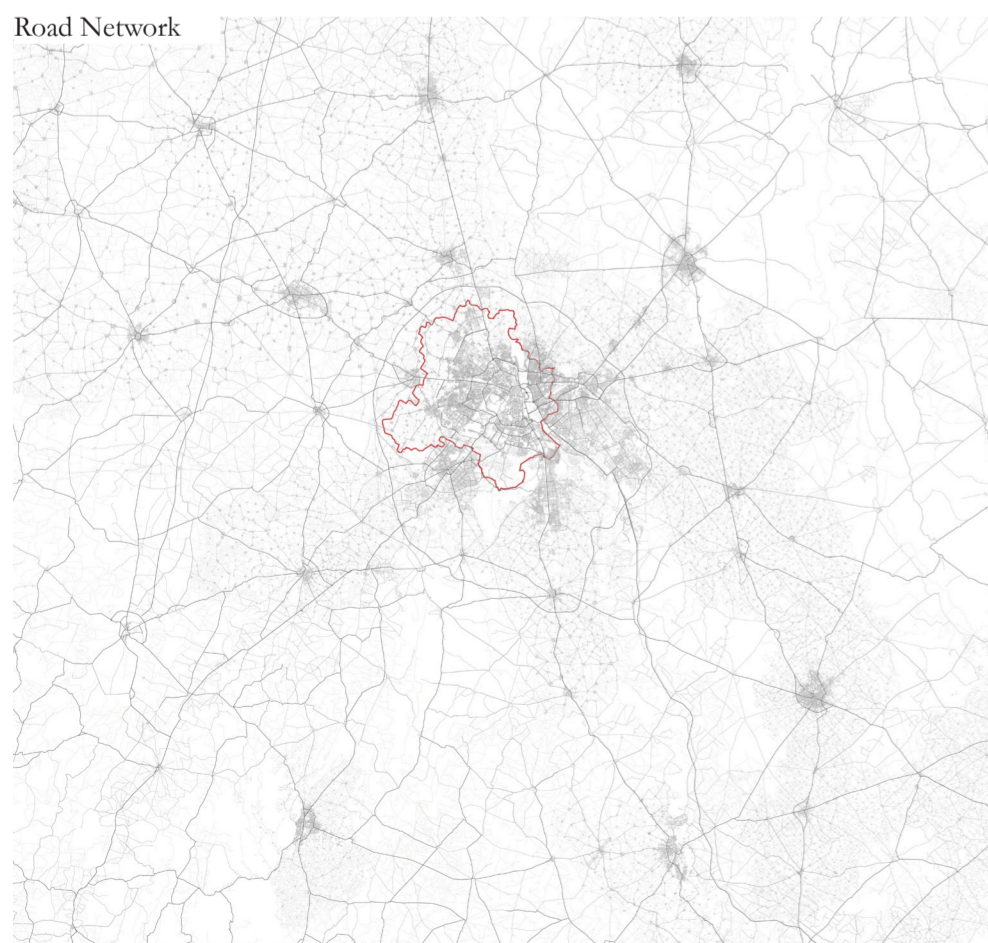
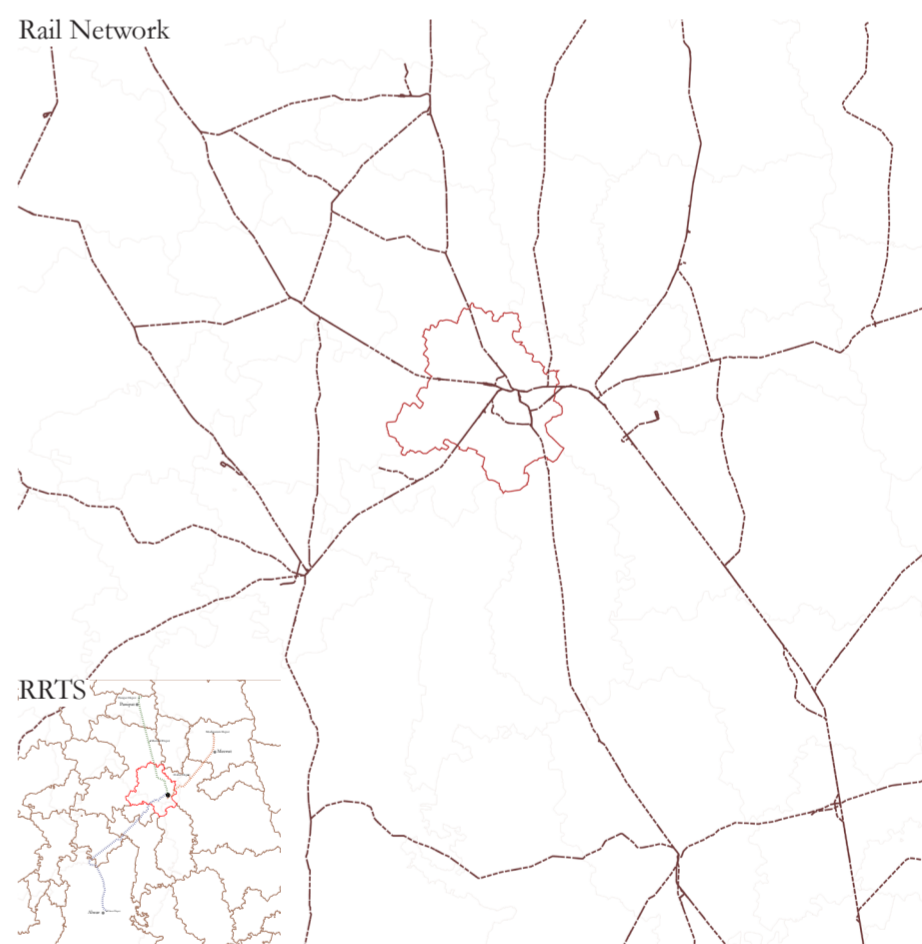
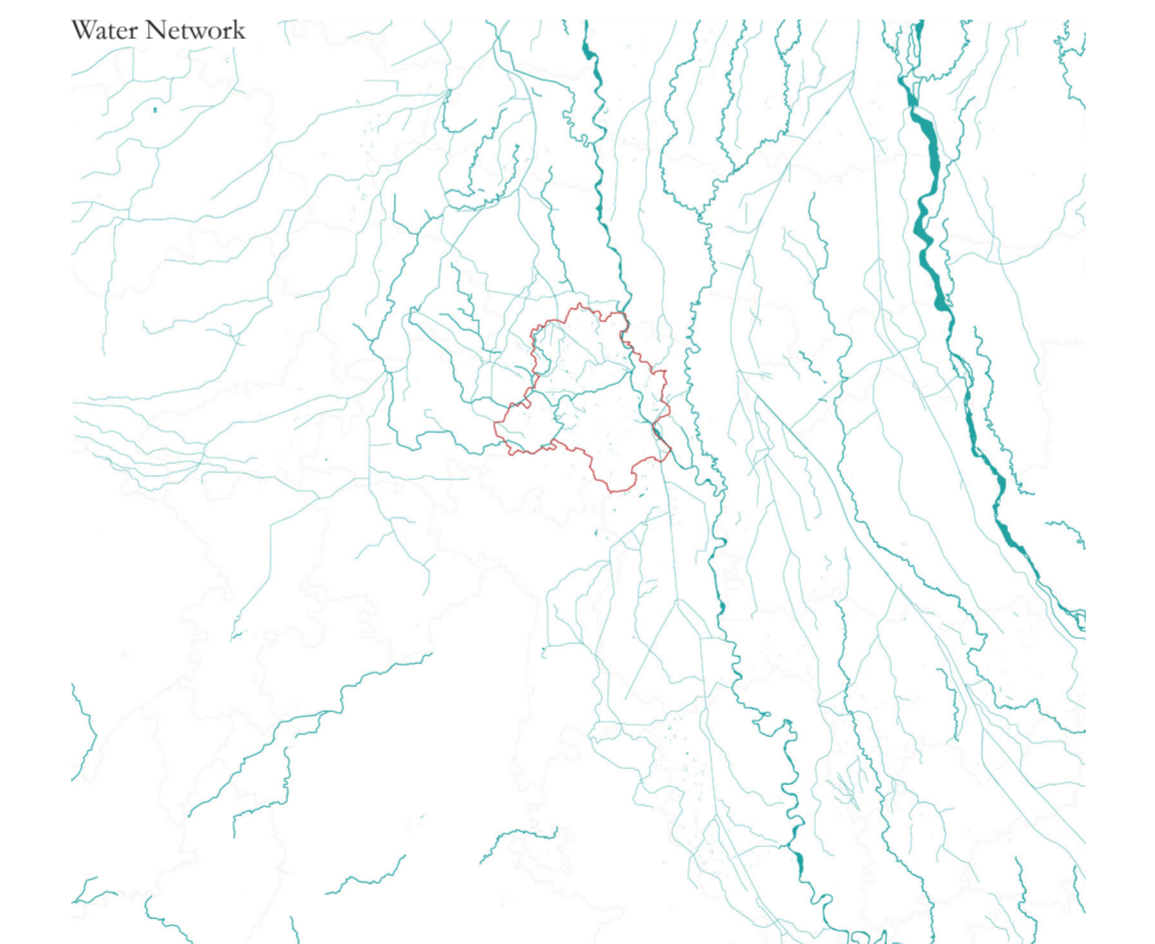
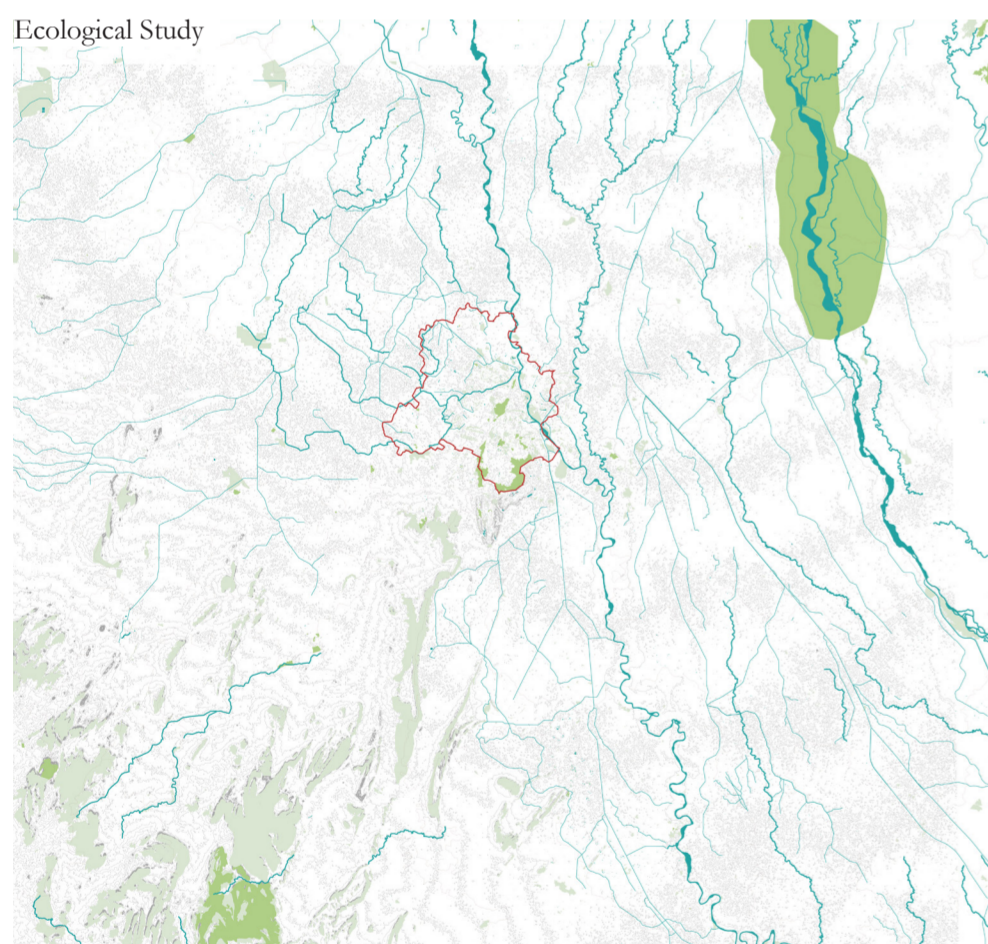
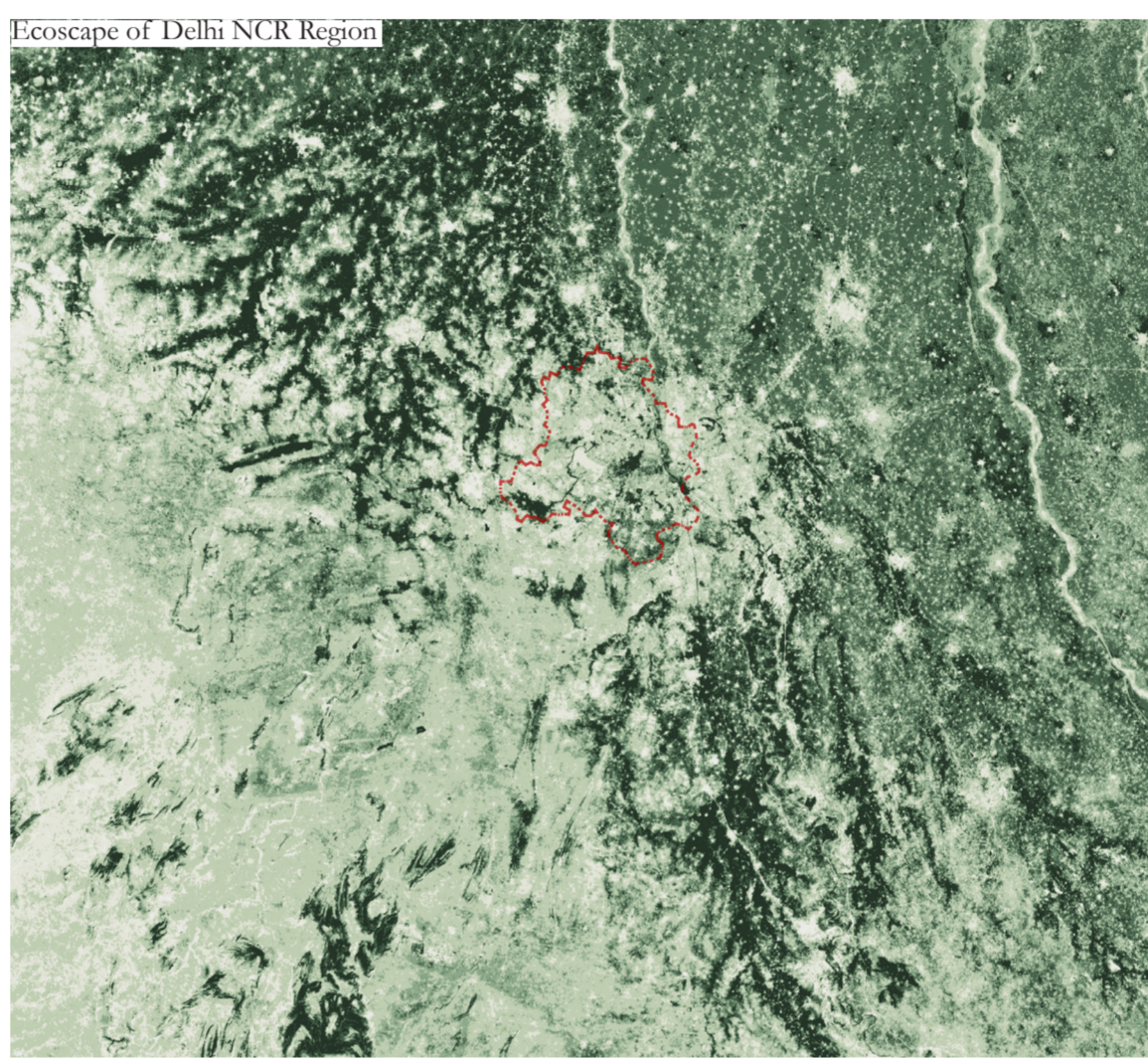
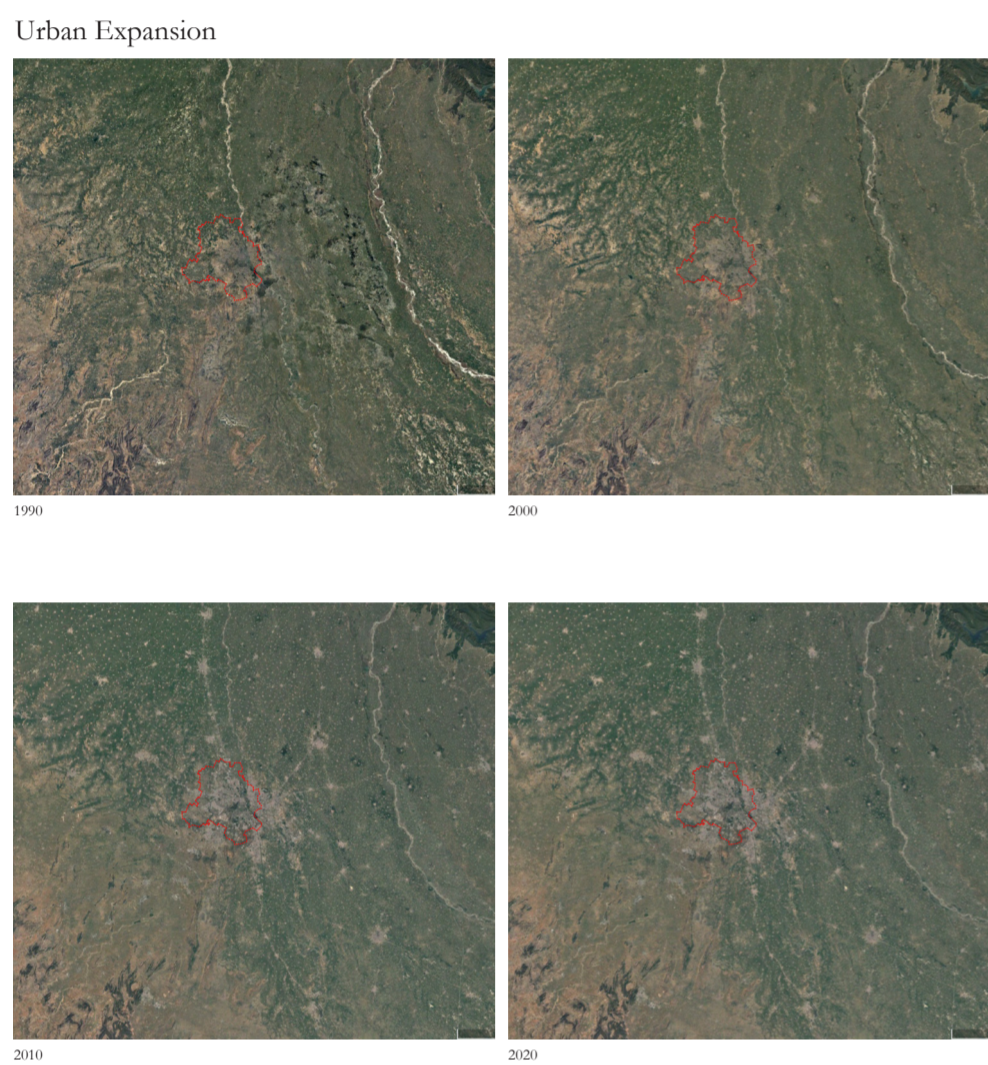
1962
The first Master Plan of Delhi
Linkage: Well planned road network between villages at the periphery and the interiors mainly, the urban part.



1928 -1958
Emergence of Railway
Linkage: Railway network from old (rural) Delhi to New (urban) Delhi.

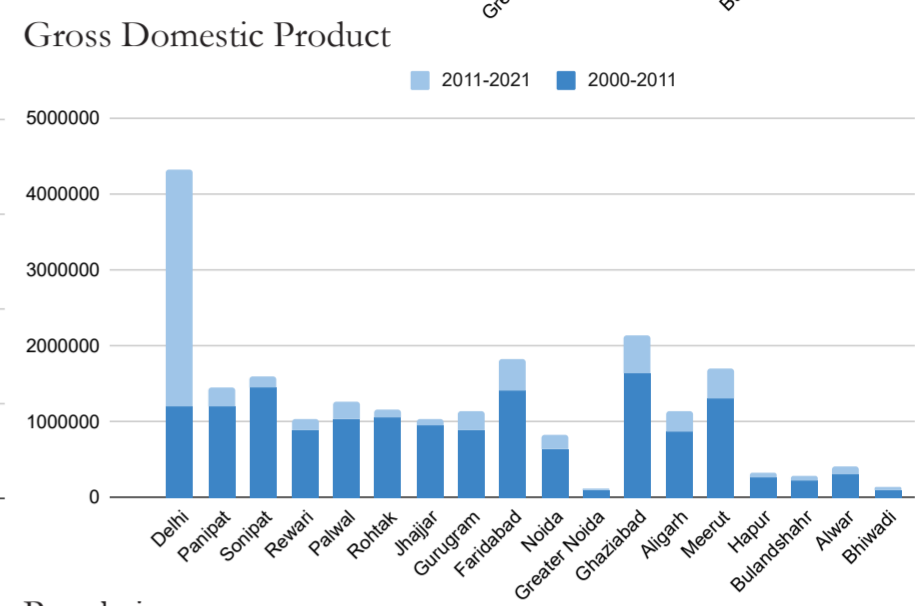
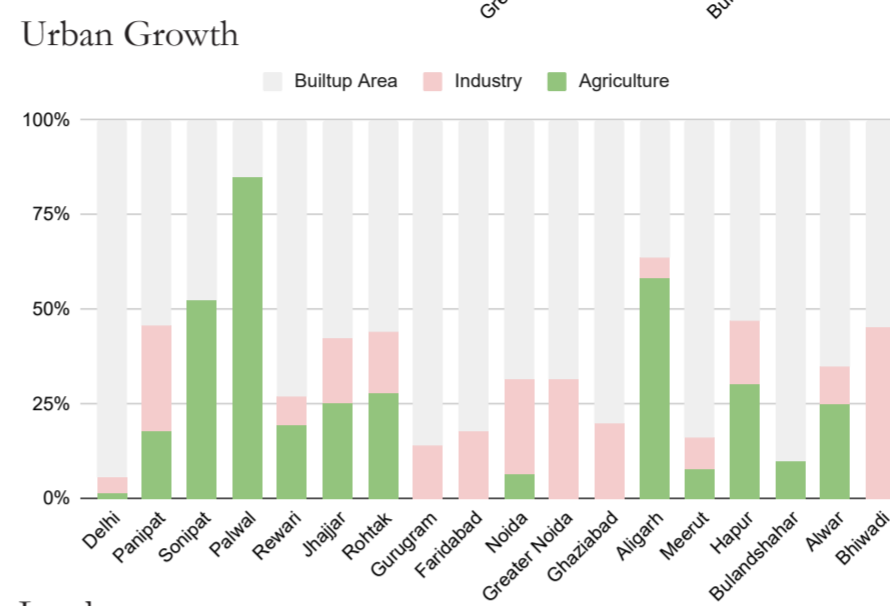
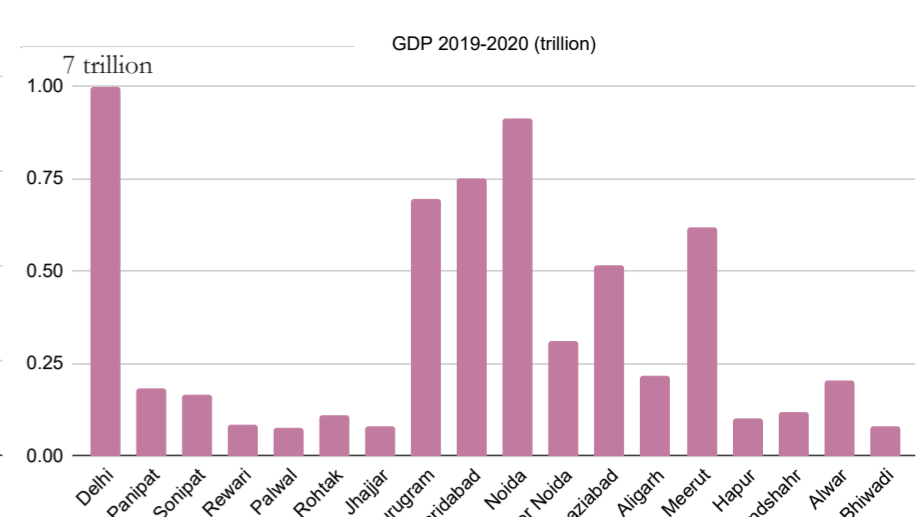
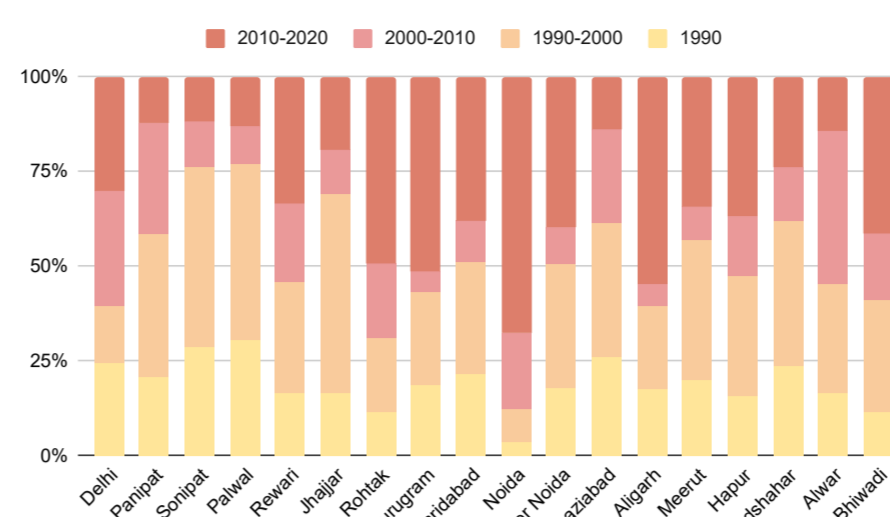
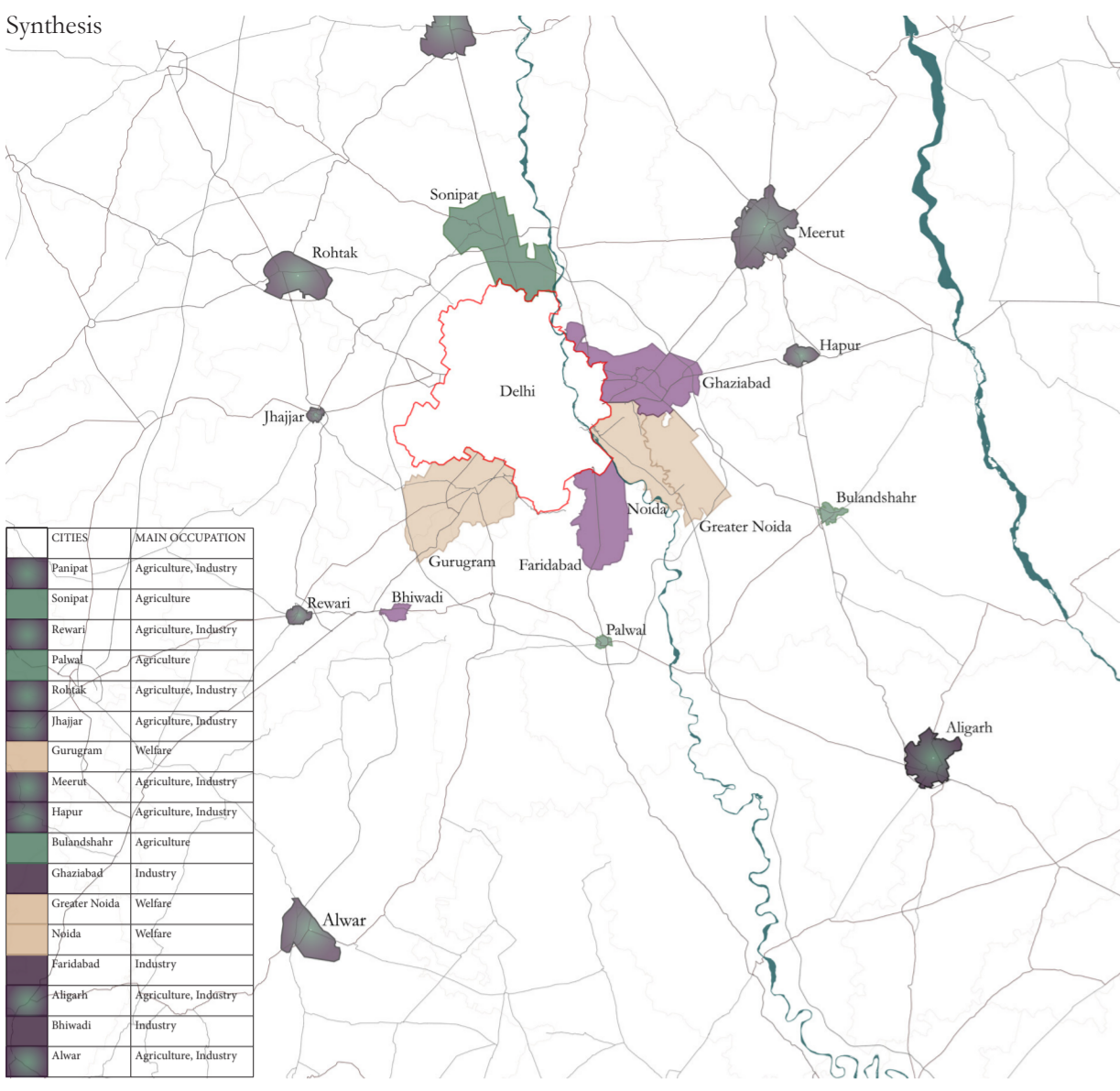


1914
Delhi-the capital city
Linkage: Disappeared linkage. Britishers barred any connections with Shah-jahanabad (now rural).

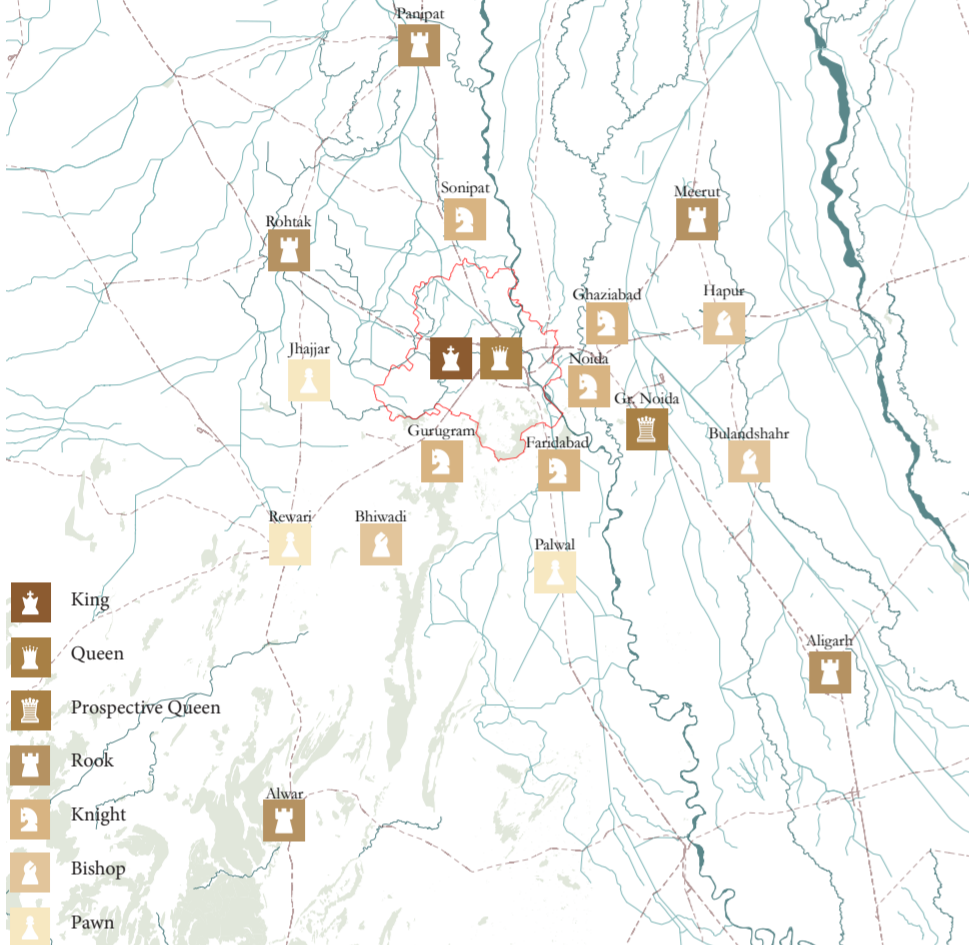




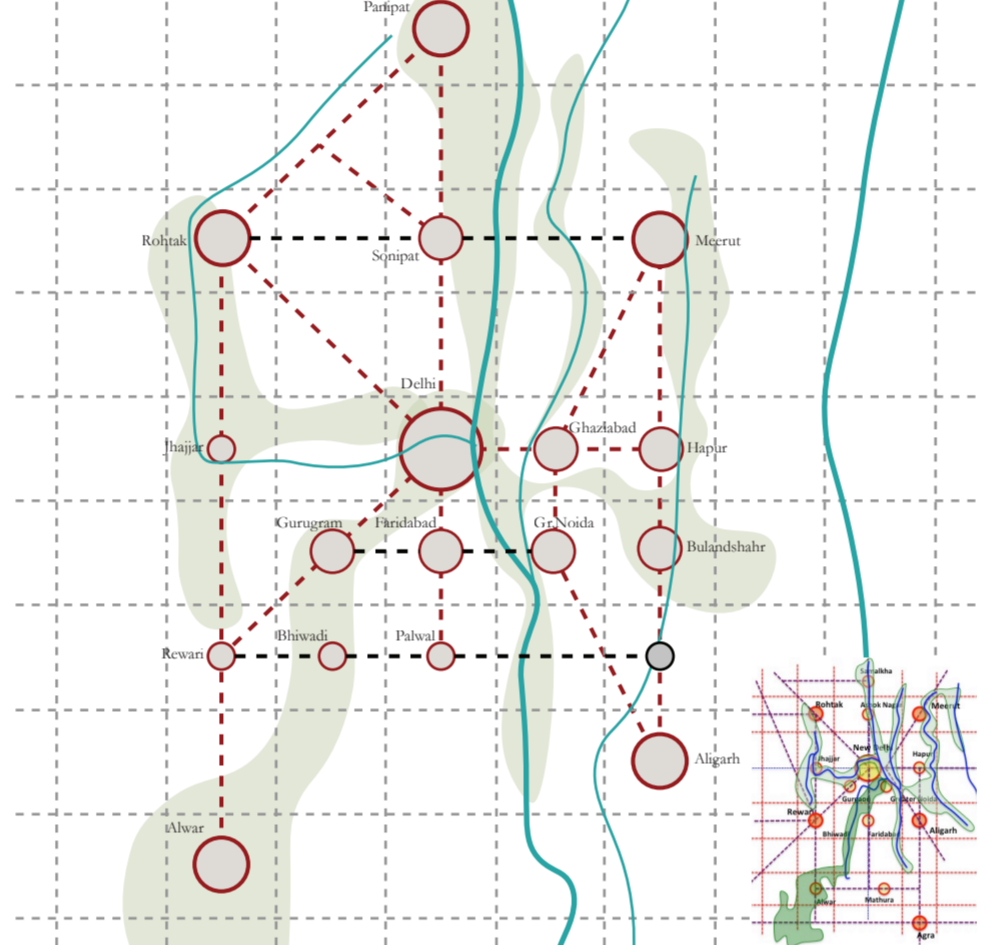
Synthesis



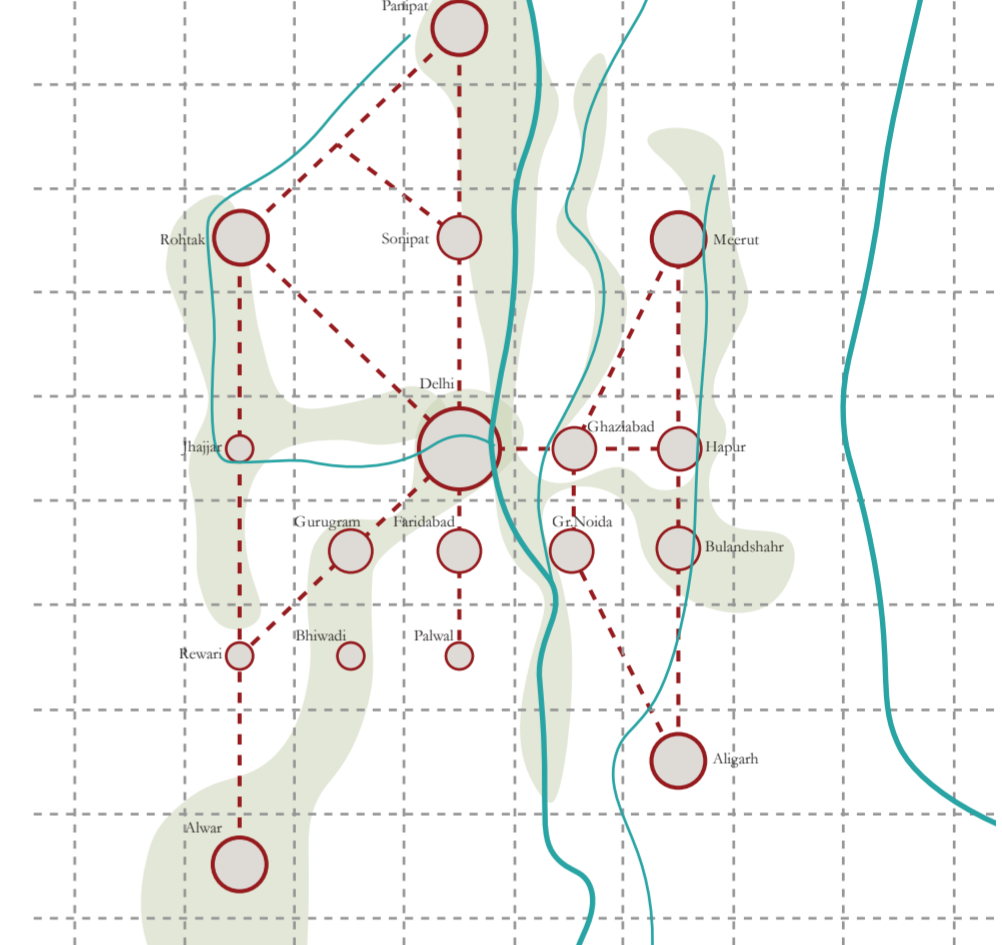
Chess Web- M-scale



Existing Metro-Matrix



Proposed Metro-Matrix



CRITERION		
ENVIRONMENTAL	ECONOMICAL	SOCIAL
Water systems Green systems Air quality Resilience	Efficiency & prosperity GDP Main occupation	Collective transport system Exchange of people & activities Link between cities Social facilities
		GOVERNANCE
		Territorial dynamics Policies Discontinuity Historic elements

Chess Coins	M-Scale	S-Scale (City Scale)
King	Central historic district	Administrative or Historic centre
Queen	Main productive infrastructure- port/airport	Main productive infrastructure: airport/airstrip
Prospective Queen	Prospective airport/port	
Rook	Main secondary metropolitan centre	Educational area
Knight	Territorial sub-centre	Main railway station
Bishop	Industrial & entrepreneurial production centre	Industrial/production centre
Pawn	Residential municipalities	Residential area

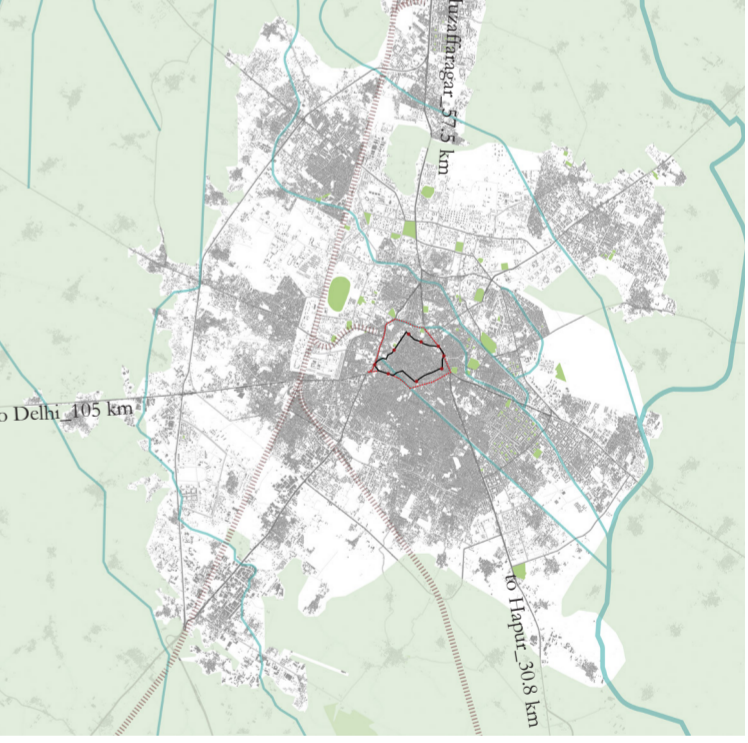
Delhi-Meerut Corridor



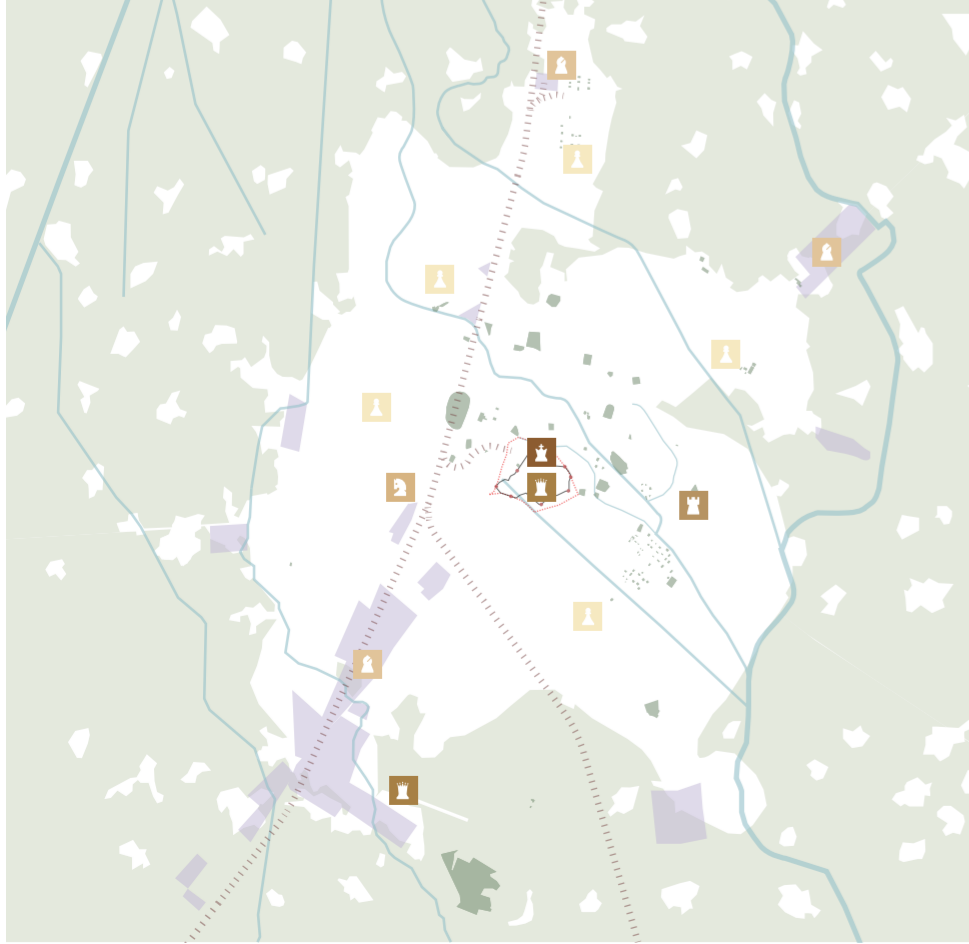
Delhi-Meerut RRTS Network



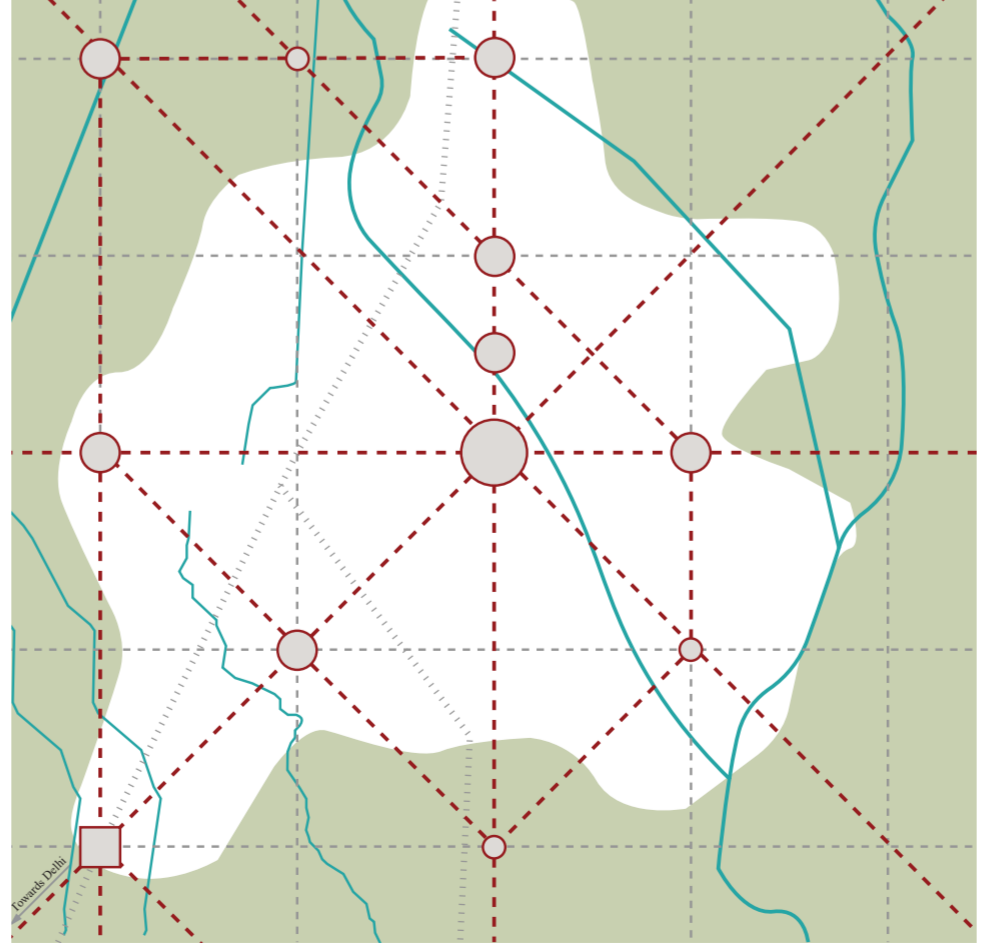
Existing Meerut Masterplan



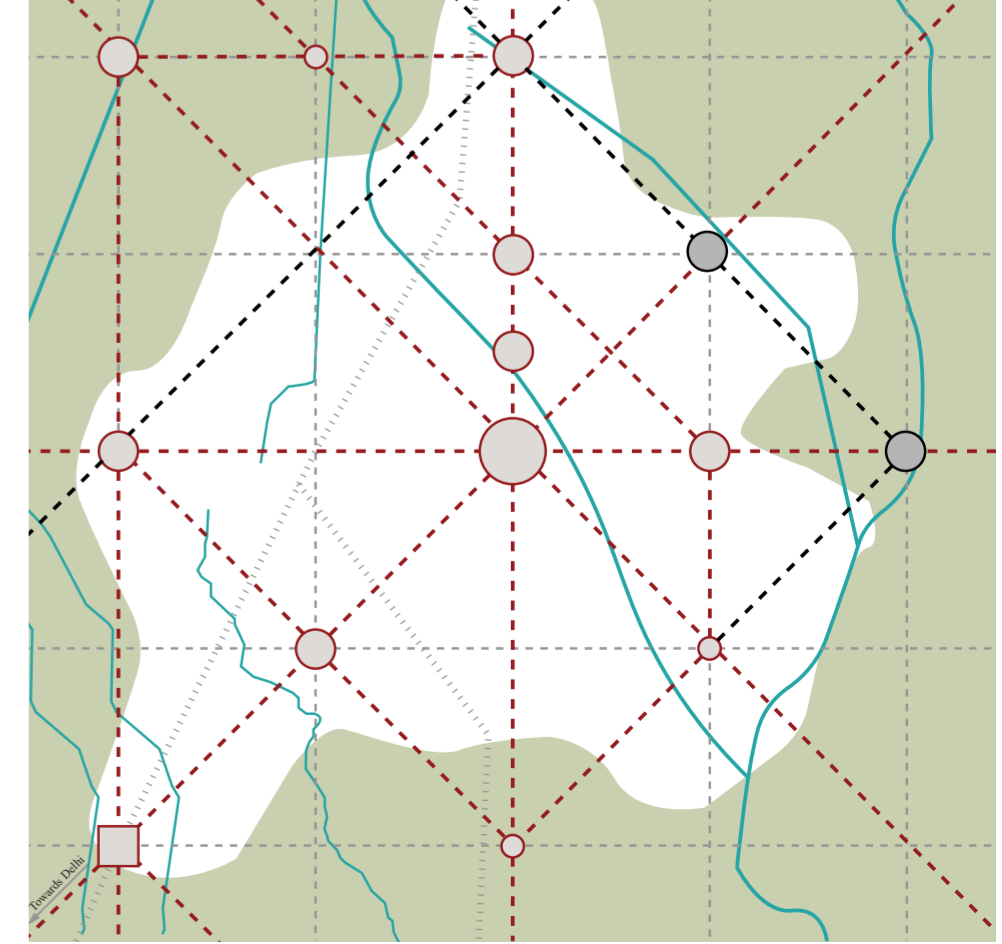
Chess Web- Local scale

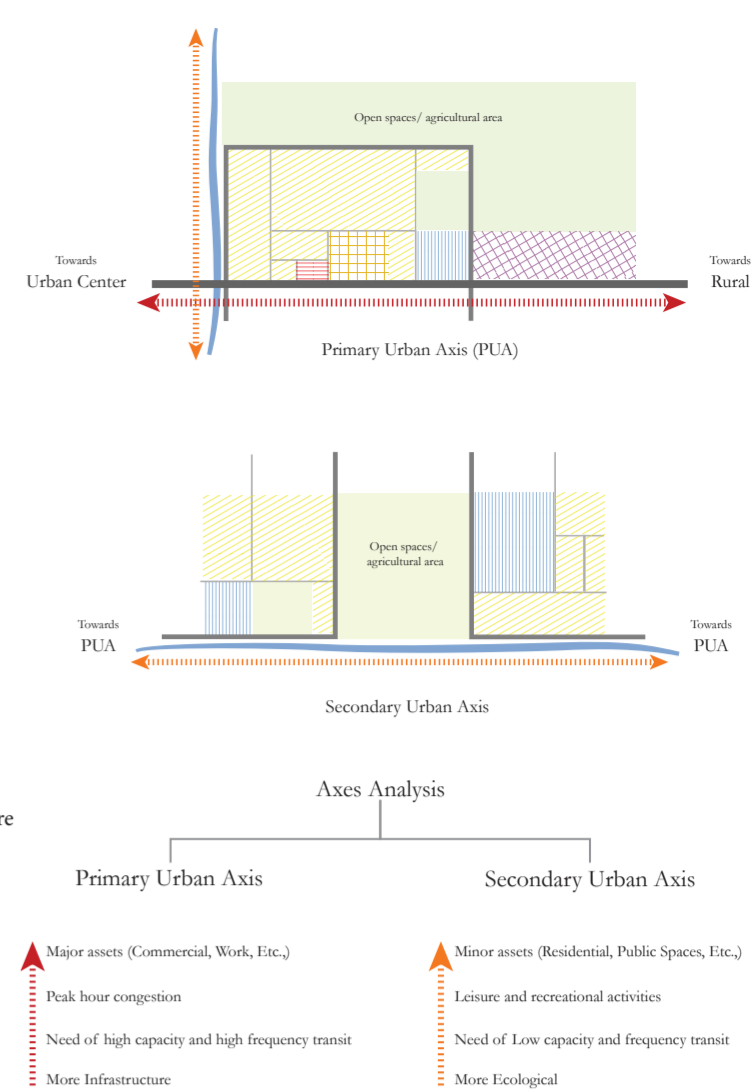
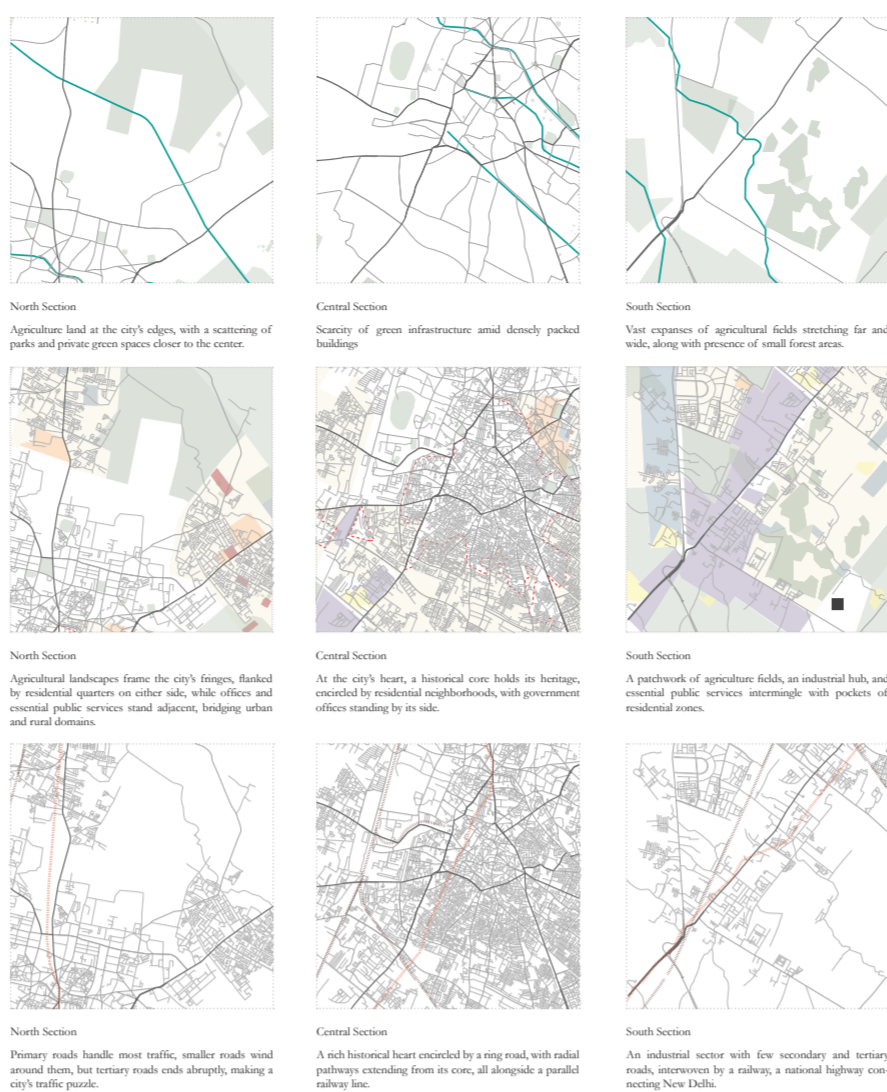
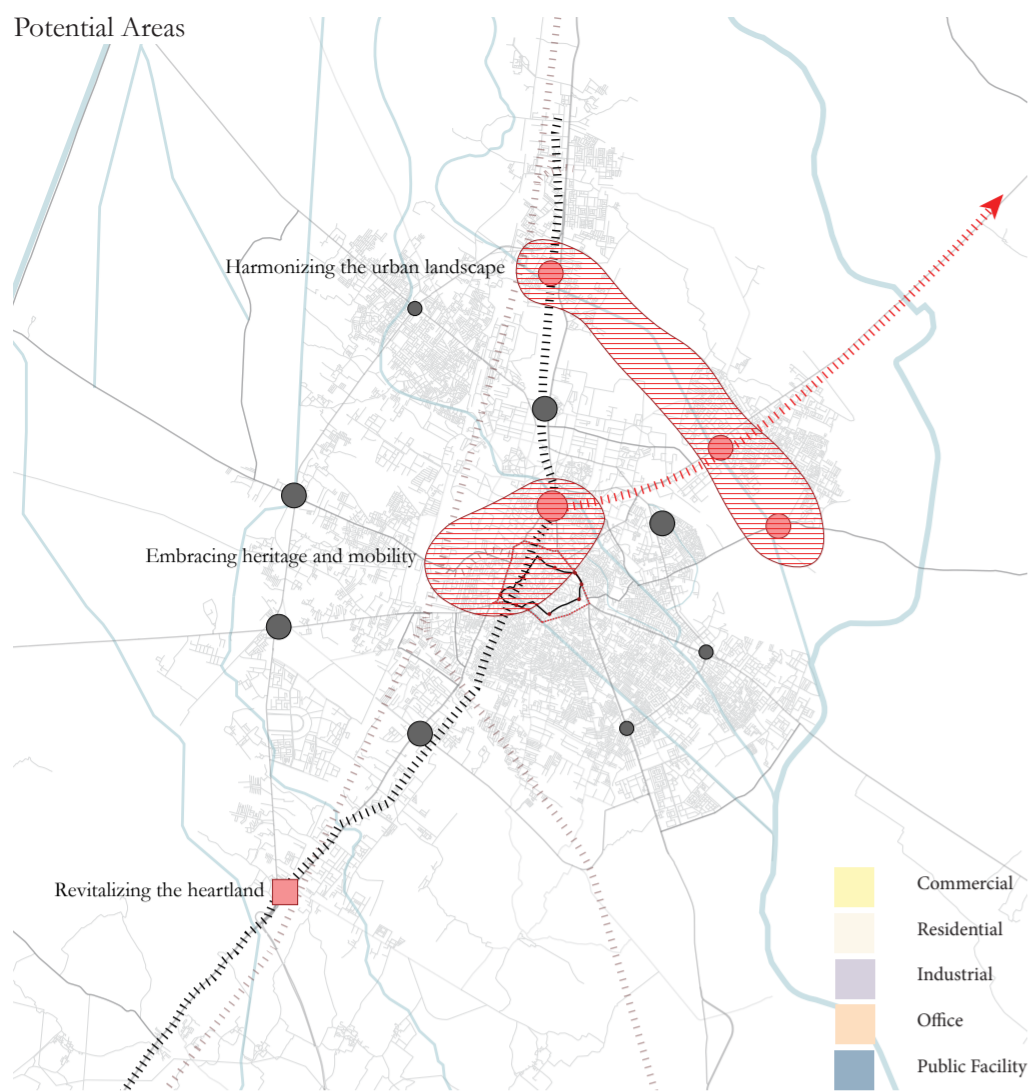


Existing Metro-Matrix

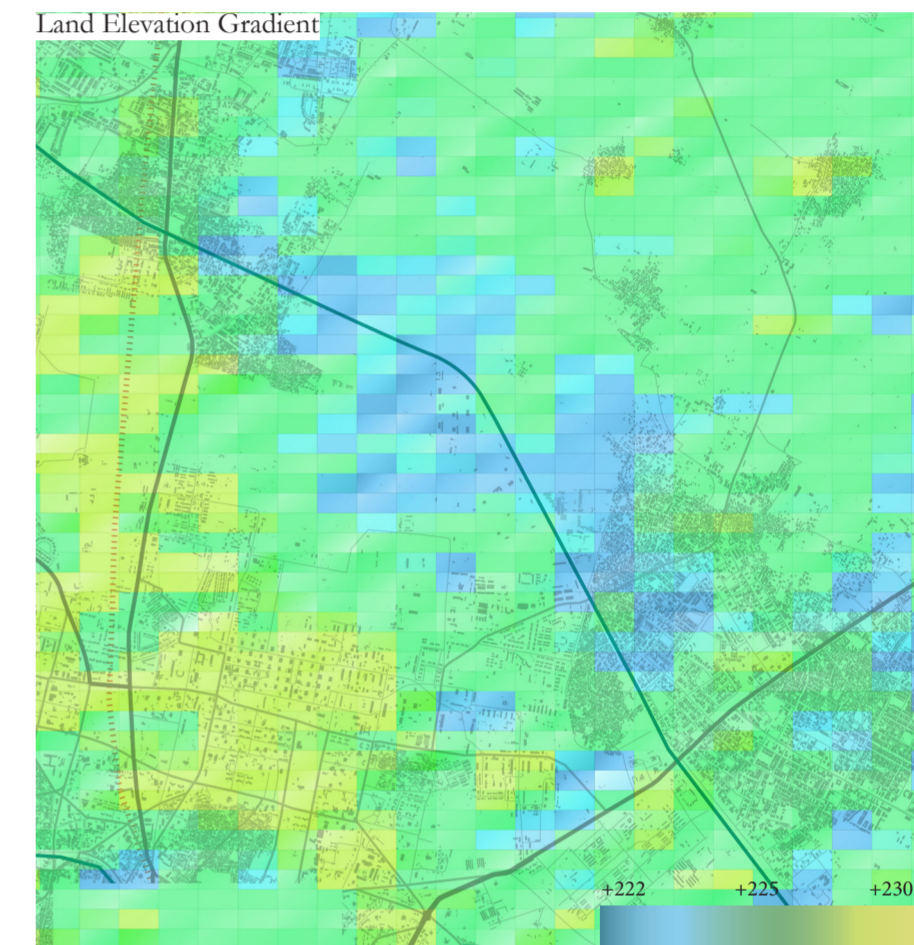
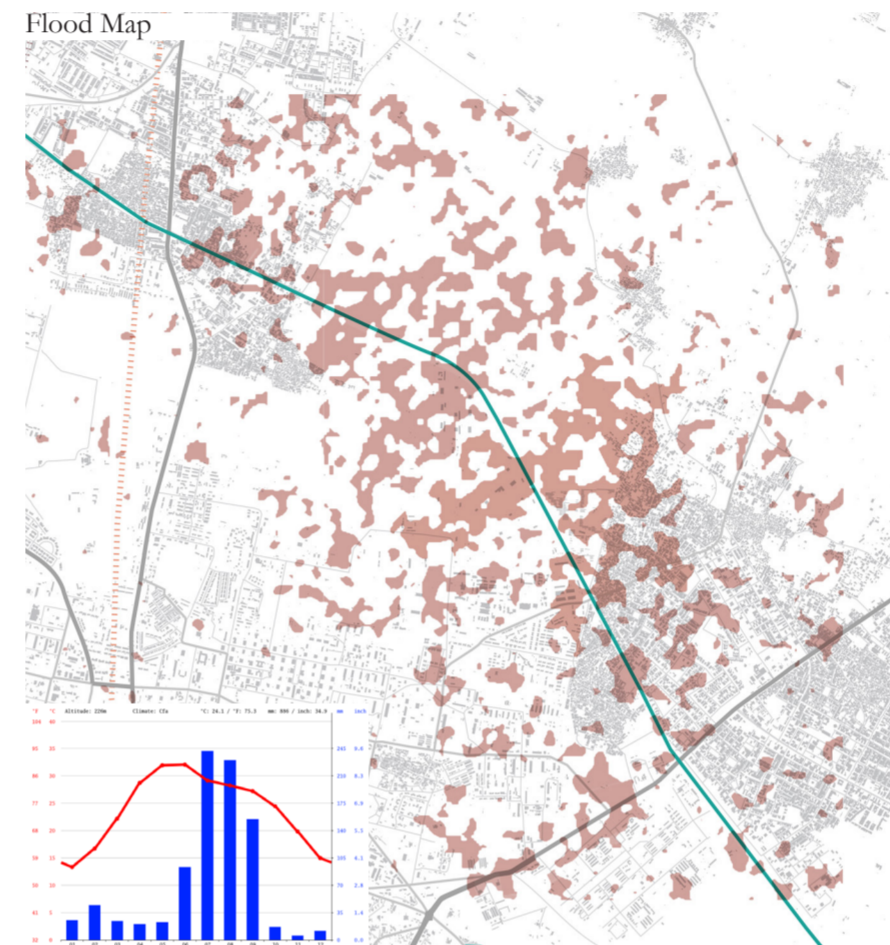


Proposed Metro-Matrix

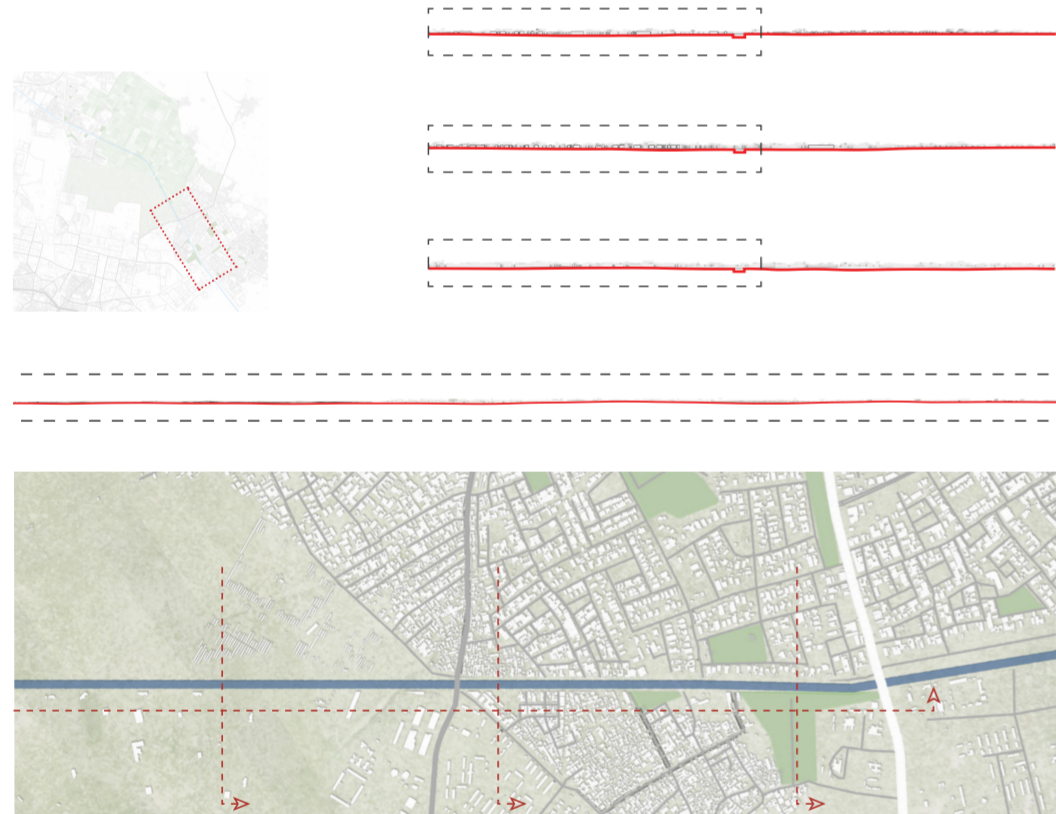




Scale Reference 2 Km



Section Study: Land Profile



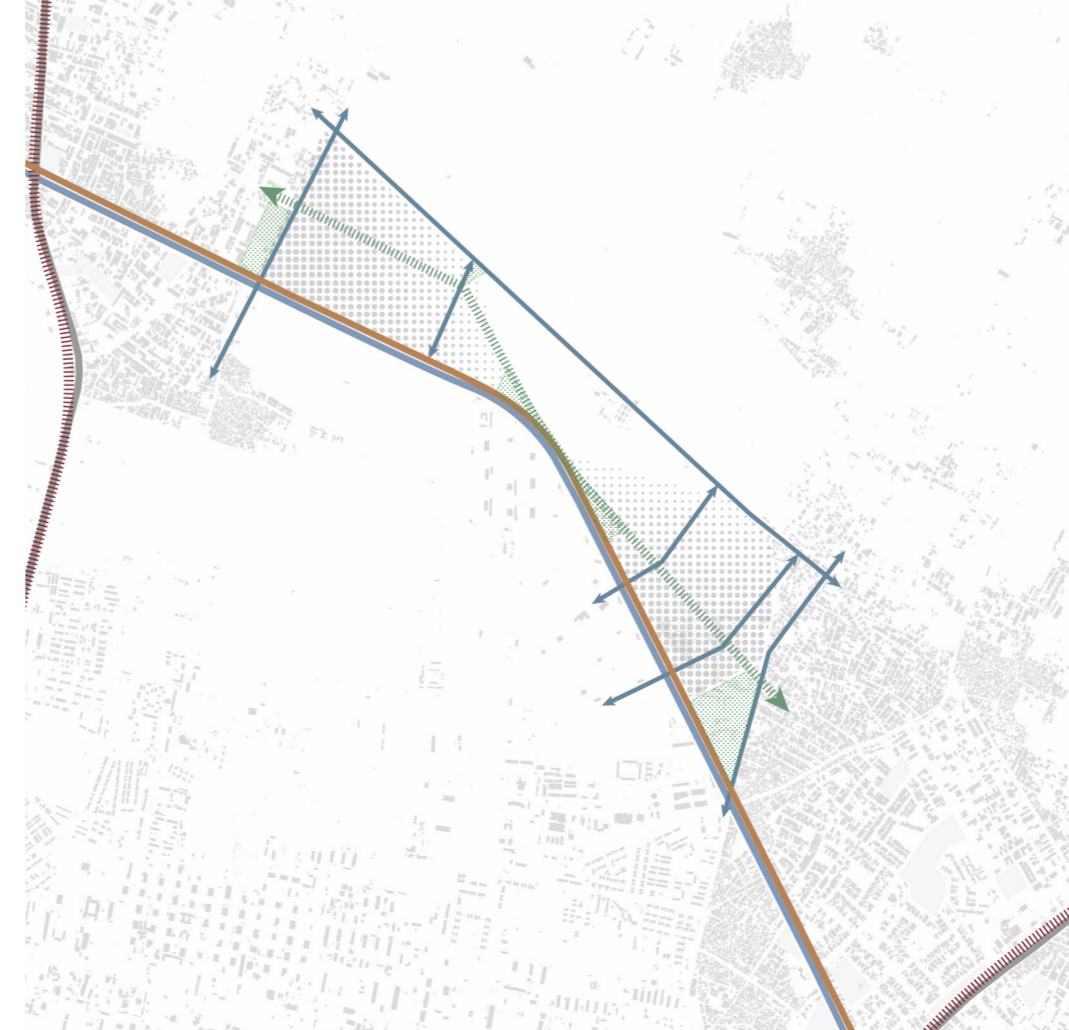
Concept- Contrast



Synthesis



Design Process: Prelim Plan

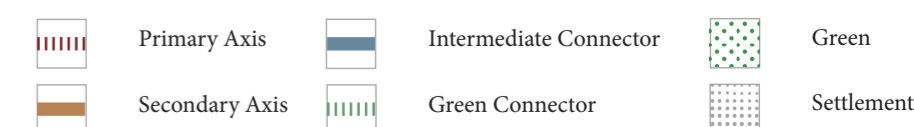


Focusing on the north section for intervention results from a meticulous analysis using strategies inspired by chess analogy and insights from the metro-matrix study. Key factors reinforcing this choice include a strong diagonal pattern from Delhi, vast ecological spaces, and a significant canal connecting primary roads. This aligns with a holistic view seen on the map, emphasizing settlements, green spaces, infrastructure, and water bodies.

The area breakdown into urban, peri-urban, and rural segments offers a comprehensive city fabric understanding. Urban clusters along primary roads, while peri-urban zones connect indirectly via secondary pathways. Yet, the south-east lacks an intermediate transition zone. Rural regions connect through tertiary routes, distanced from urban activity.

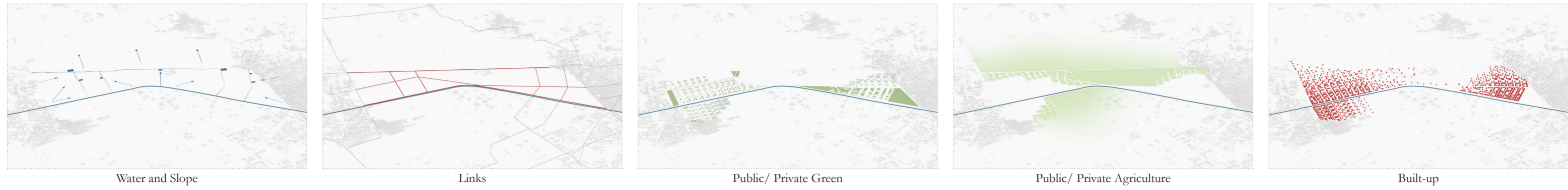
While these areas interconnect, some ambiguities contribute to discontinuities in the overall network. The planning phase integrates morphological studies, land use, and green infrastructure, establishing a secondary axis bridging urban-rural segments. Intermediate connectors link settlements to the canal. Enhancing public green spaces via a green boulevard unifies these diverse areas.

Implementing a fading settlement pattern prioritizes reduced volume in rural zones, gradually decreasing density from urban to rural areas. This strategy respects each zone's unique character and needs in the broader urban-rural spectrum.





Design Process: Phases

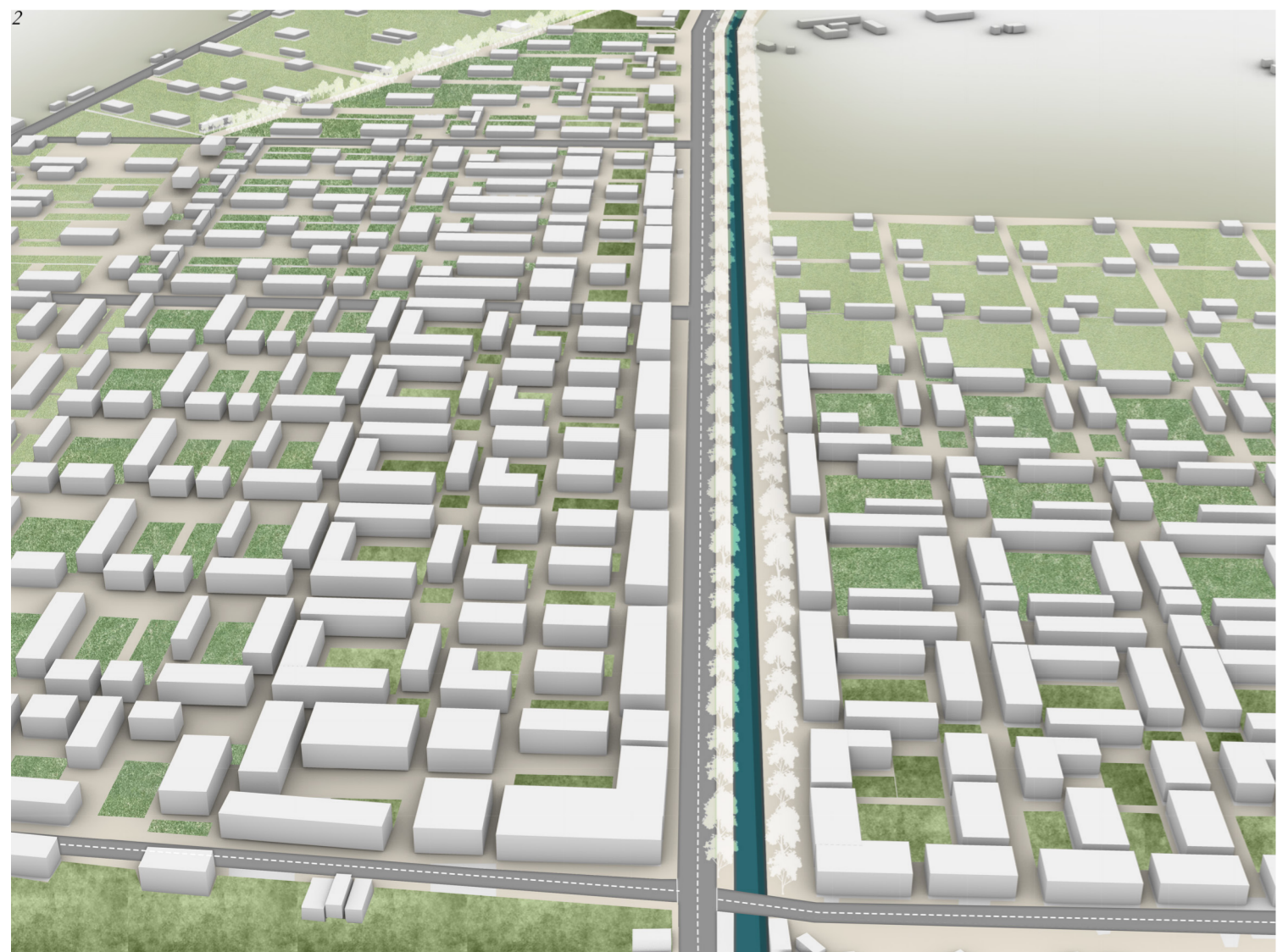
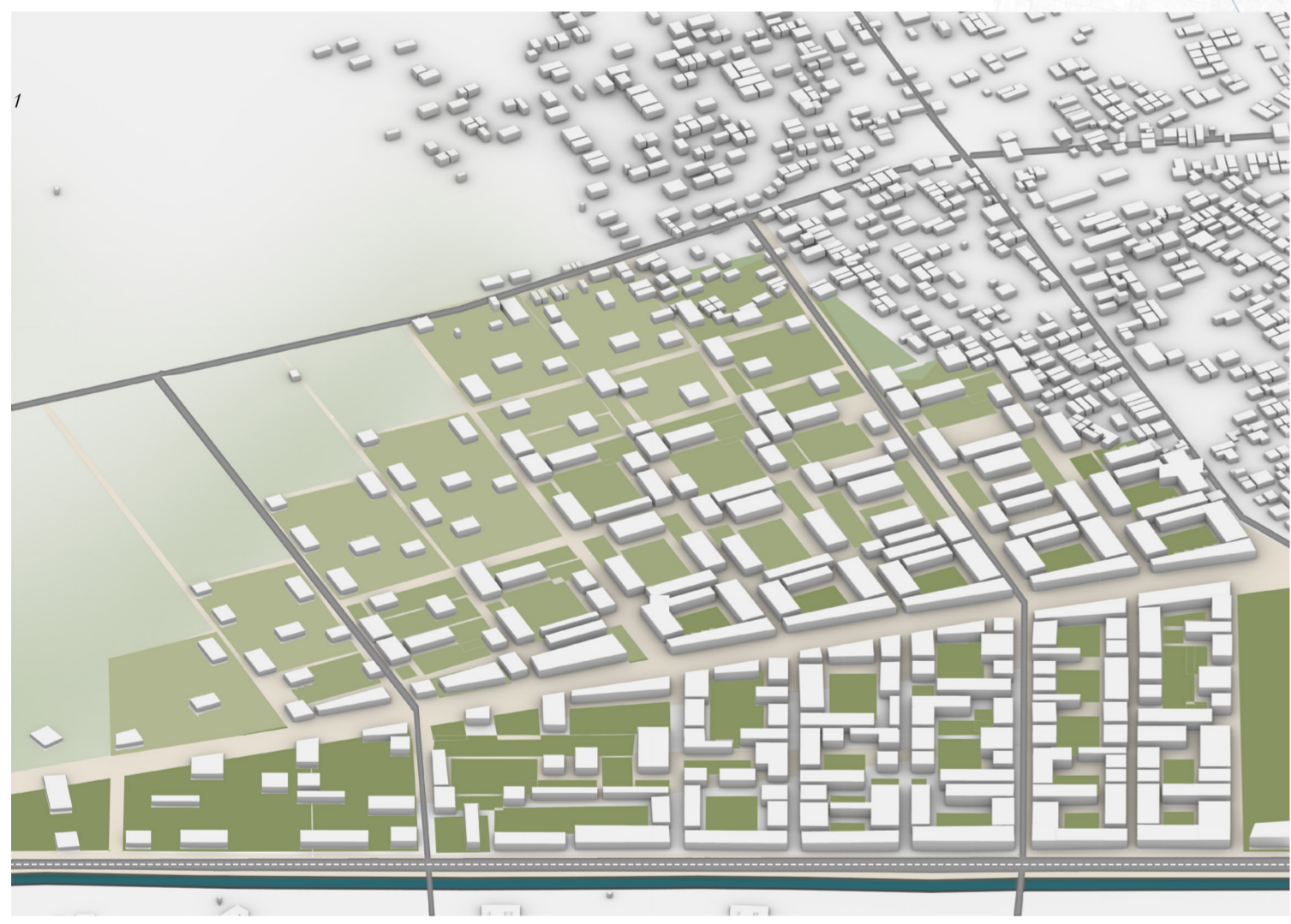


Design Detail



Design Illustrations

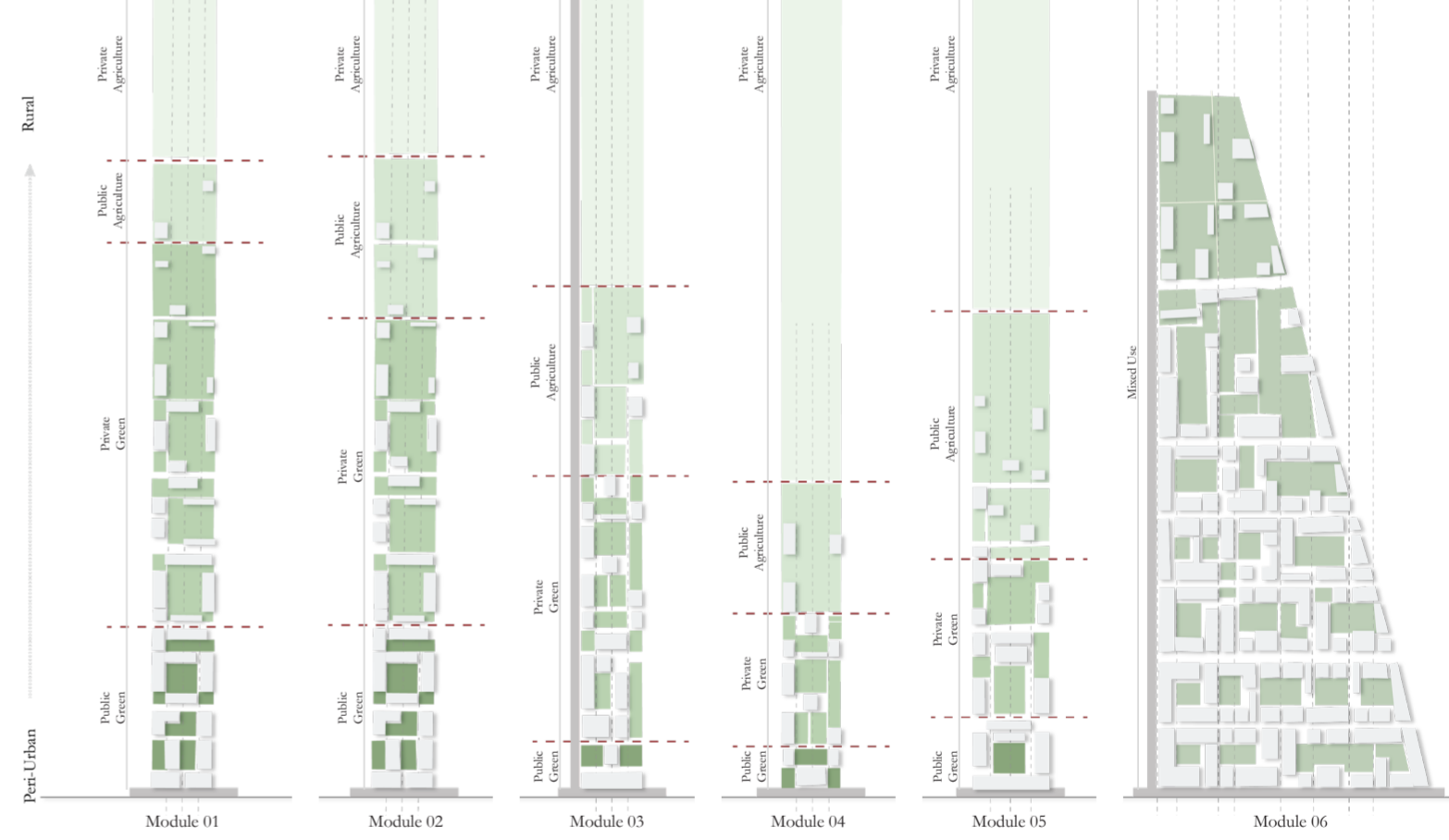
1. The illustration shows the right flange of the design project consisting of mixed use settlement and merging into agriculture.
2. This illustration shows the composition of the space from Peri-urban smoothly transitioning to the rural.



Masterplan



Typologies & Modules



Design Illustrations

