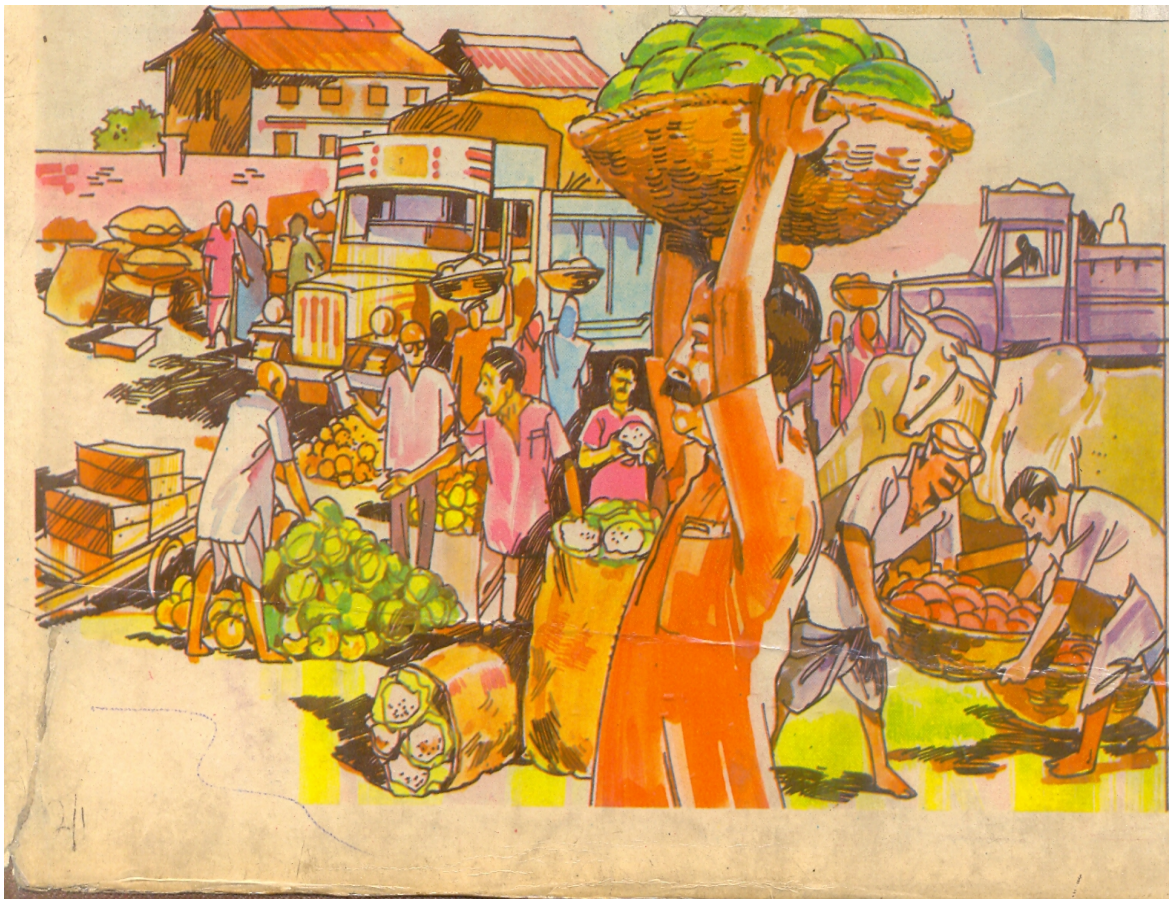


AZADPUR FRUIT AND VEGETABLE MARKET
Re-planning; Re-development and Re-construction of Infrastructures
(Physical, Social, Economic and Ecological)
Basis of MPD-2021 AD and Urban Spaces based on inventions and experiences

BACKGROUND & LOCATION:

Planning of the market was started in 1968 but implemented in 1975-76. It is bounded by planned Industrial Area in the north, G.T. Karnal Road in the east, Ring Road in the South and GTK Railway Line in the west.



VIEW AT OLD SUBJI MANDI

2. AREA OF THE FRUIT AND VEGETABLE MARKET AT AZADPUR

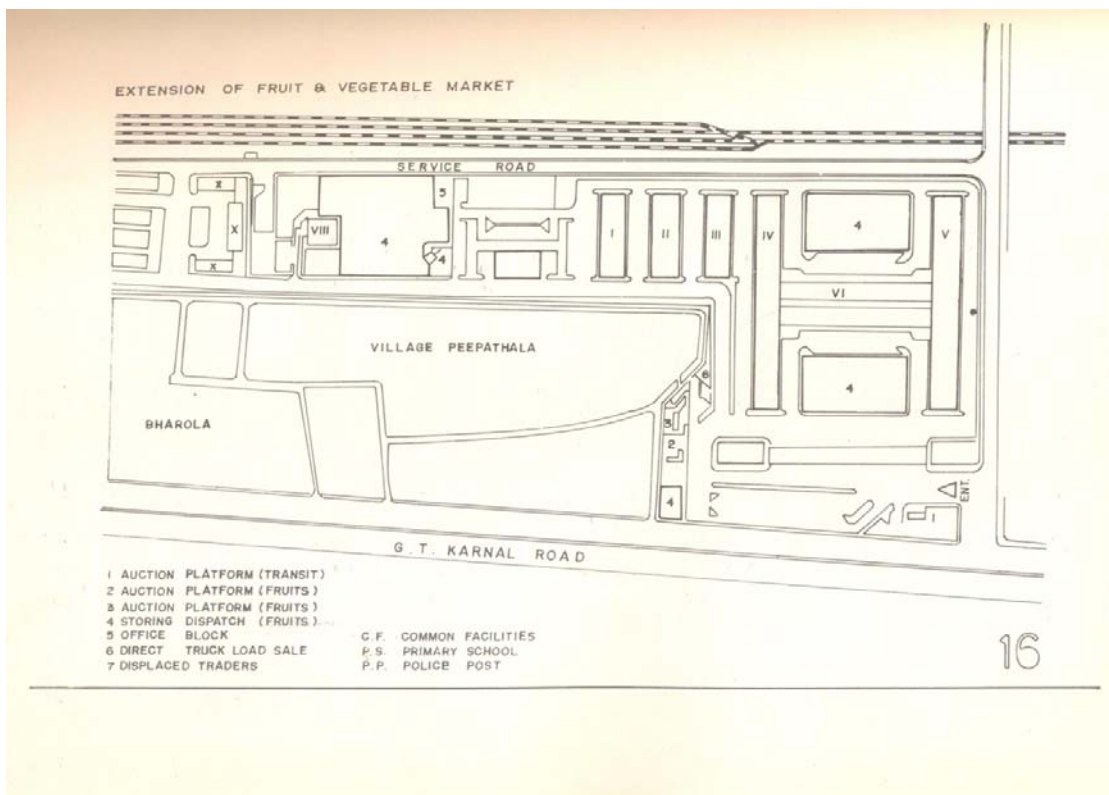
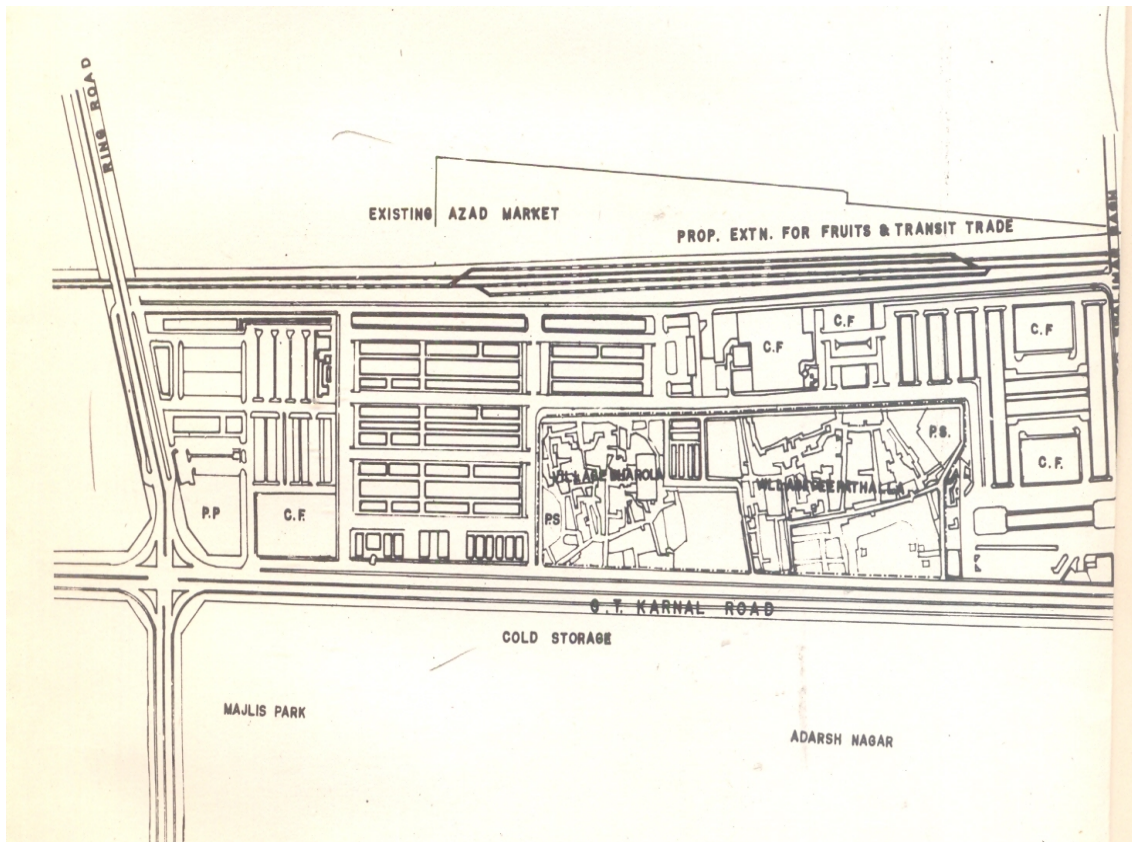
Item	Area in hect.
Transport Centre	9.0
Fruit and Vegetable (existing market)	17.5
Railway Station	0.5
Existing garden	2.5
Temporary godowns	2.0
Azadpur market – expansion	12.5
Total	44.0*

* This is as per old records now let us assume that area is 36.0 hect.

3. HISTORICAL PERSPECTIVE:

This market was working at Old Subzi Mandi. In 1968 fire broke-out there and it got completely burnt. In the same year; Govt. decided to shift this market and selected the present location. The allotment process of this Mandi started in 1969 but ultimately it was shifted in July, 1976. Initially, the planning of the Govt. regarding construction of this market was only for a period of 25 years. But now 40 years have passed with the result that many dimensions (volume of goods, traffic, dealers) have changed. Moreover, there is a growth of families, business and traffic. For all these new spaces are required for expanding the market horizontally, vertically and below the ground.

This market has 438 big shops of size 12'X53', 826 small shops size of 10'X18' and 5000 wholesale traders. 50 varieties of fruits and 68 varieties of vegetables have been notified. This Market functions round the clock 24X7 days. According to the quantum of arrival of Fruit & Vegetable and also is per Limca Book of record it is the World's biggest Fruit & Vegetables Market, Moreover, it has been declared a Market of **National Importance**. Now the position is not good, therefore, the market should be Re-planned, Re-developed and Re-constructed and then property managed & maintained.



4. DEVELOPMENT CONTROL AS GIVEN IN THE MPD-2021 AD

Use / Use Premises	Maximum			Parking Standard ECS / 100 sq.m. of floor area	Definition	Activities Permitted
	Ground Coverage %	FAR	Height (m)			
Integrated Freight Complex / Wholesale Market	30	80	No Restriction subject to (i)	3	Wholesale Market. A premise from where goods and commodities are sold and delivered to retailers. The premises include storage and godown, loading and unloading faculties.	Wholesale shop, Godown and storage, Commercial office (restricted to 25% of the total floor area)

Notes:

- (i) Height: subject to clearance from Airport Authority of India, Fire Department and other statutory bodies.
- (ii) In case of plots up to 300 sqm. Common parking is to be provided.
- (iii) In case of plots of size 300 sqm. and above, the utilities such as E.S.S., underground water storage tank, roof top water harvesting system, separate dry and wet dustbins, solar heating / lighting system etc. are to be provided within the plot.
- (iv) In case of individual plots not forming part of any comprehensive / integrated development scheme, the development controls shall be as per already approved scheme/layout plan.

5. PRINCIPLES OF PLANNING ON THE BASIS OF INFERENCES FROM MPD-2021 AD

- (i) **Re-planning** of the entire complex based on development controls of MPD-2021 AD and new requirements, at least of 20 years perspective.
- (ii) **Re-development** of Trunk (Physical, Social, Economic and Ecological Infrastructure)

(iii) **Re-construction** of new spaces specially for parking not only on the ground floor but on 2 and 3 basements on the Innovative Technology – “Robotic Parking Garages” given in the Appendix No.1 .

(iv) **Pubic Private Partnership (PPP)**

Traders should start Re-planning, Re-development and Re-construction with the help of by making Cooperative Societies / Associations etc. with the help of Mandi committee, DAMD, MCD & DDA based on their experiences and day to day problems of handling goods and parking spaces.

This would be first time in Delhi.

(v) **Use of TDR (Transfer of Development Rights)**

The encroachment in the complex should be rehabilitated in part of the same plot and lost FAR in the process be added in the balance available plot with the Mandi.

(vi) **Higher FAR** along High Intensity Traffic Corridors; meaning thereby FAR along G.T. Karnal Road / Metro should be much more than today. From this existing cold storages and other structures can Re-built multi stories as well as 2 to 3 basements to accommodate parking @ 3 ECS per 100 SM and building services including power back up etc.

(vii) **Full parking provisions** for the entire Mandi of 35 hect. for heavy vehicles and light vehicles are to be made @ 3 ECS per 100 SM; not necessary on the ground floor but in 3 to 4 basements. Parking be done on the basis of Robotic parking garages as per details given in appendix no. 1

(viii) **Good street furniture**

(i) Electric poles, (ii) Tree plantation with tree guards along roads to the possible extent, (iii) Dustbins, dhalaos, garbage depots, (iv) Hoardings, painting of roads, zebra crossing, neon signs, (v) Street lighting on different roads, (vi) Car parking, scooter parking, rickshaw parking, slow vehicle parking, taxi stands, (vii) Sculpture pieces at suitable locations along with water fountains, (viii) Development of parks, playgrounds, open spaces along with railings, sitting benches, tree plantation and other landscape features.

- (ix) **Movement of Goods & Garbage Mechanically.**
Separate entry and exit for different types of activities like wholesale and retail trade; heavy and light vehicles etc. and movement of garbage should be made. For this, studies of existing mandi in New Mumbai be made and done.

- (x) **Dimensions of Physical Infrastructure** - Physical infrastructure internal & trunk in terms of water supply, sewerage disposal, storm water drainage, Scavenging & solid waste disposal on Scientific Lines in terms of Segregation, Collection, Transportation, Transformation, power including backup & solar radiation & telecommunication, Maintenance of services.

- (xi) **Social Infrastructure** in terms of police station (already in existence), fire station, dispensary/clinic, small hospital, public library, community hall, educational facilities upto limited level, milk booths, barracks for labour, adequate no. of public toilets, enquiry booths.
 - (i) Post Offices
 - (ii) Administrative Offices.
 - (iii) Association Offices.
 - (iv) Check posts, Weigh Bridges.
 - (v) Training Institute
 - (vi) Conference Hall
 - (vii) Telephone Exchange
 - (viii) Fire Station
 - (ix) Administrative Blocks

- (xii) **Ecological infrastructure** in terms of full control of water, air, noise and soil pollution.

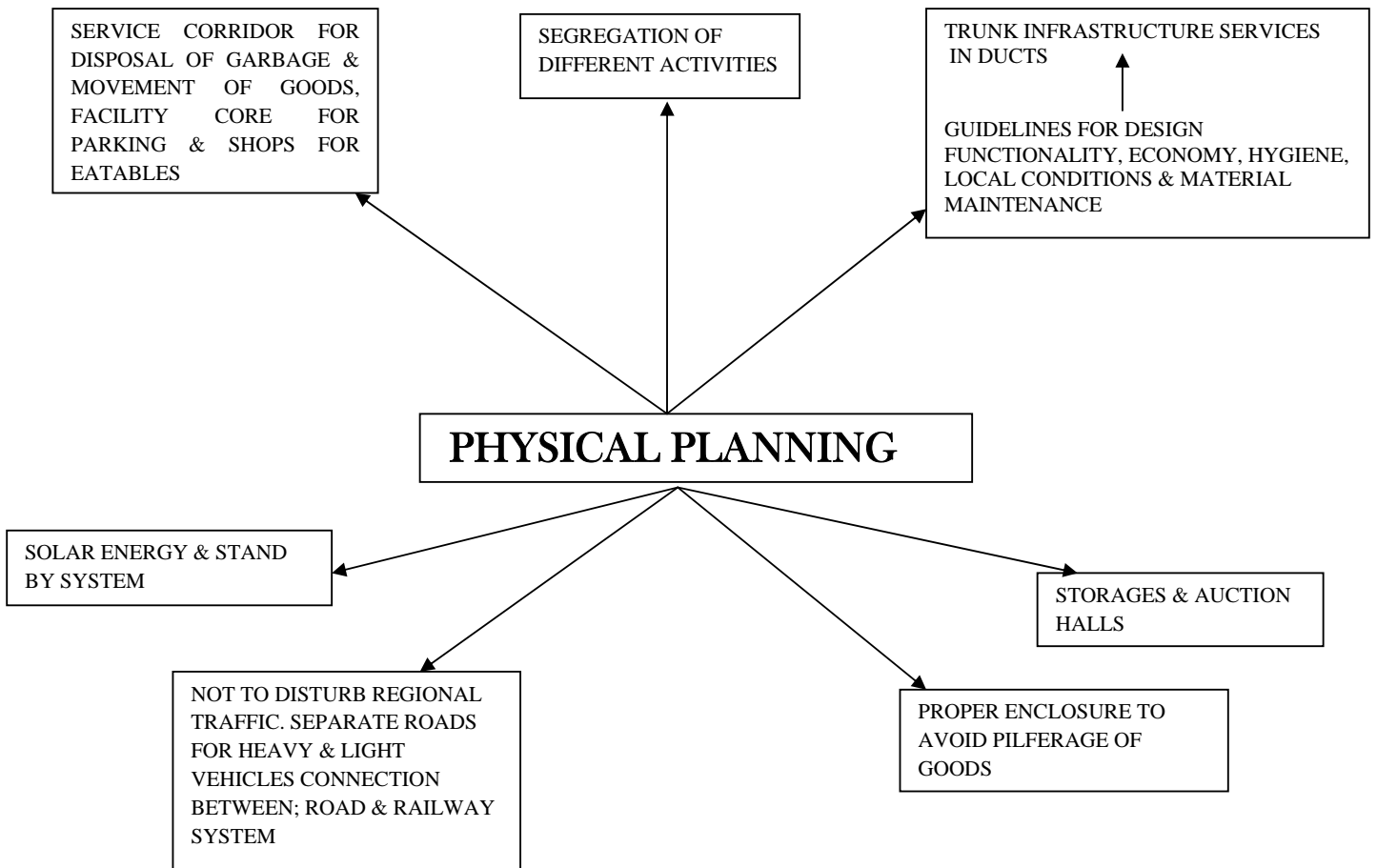
- (xiii) **Transparency** between Delhi Agricultural Marketing Board, Azadpur Market Committee and Traders

- (xiv) **Central Facilities Sector**
 - a. Large shopping center with restaurants, Hotels and Cinema Hall
 - b. Commercial Offices
 - c. National & International Agricultural Trade Centre
 - d. Shops for spare parts dealers
 - e. Banks, financial Institutions and Insurance Companies
 - f. Other big establishments of Social Infrastructure
 - g. Industrial plots / Offices plots

(xv) Other Large Components

- a. Railway siding with Platforms & Booking Office
- b. Conveyor Belt System
- c. Water Treatment Plan
- d. Sewage Disposal Plant
- e. Solar Energy System
- f. Land Fill Site / Compost Plant / Incineration Plant
- g. Truck Repair Centre
- h. Cold storage & Warehouses
- i. Retail markets

6. PRINCIPLES OF PLANNING



ACHIEVEMENTS EXPECTED TO BE MADE :

1. The market which at present in 36 hect. would get additional FAR as per MPD-2021 AD = 36 hect. x 80% = 2.88 lakh SM – existing FAR which is 2.0 lakh SM = 0.88 lakh SM or 88,000 SM.

This additional FAR would be used either by existing shops with the help of Re-planning, Re-development & Re-construction or in the existing encroached open spaces.

2. 438 big shops each of 12'x33' and 826 small shops each of 10'x18' would get benefit in terms of addition of extra floor area.
3. Towards southern side of the market there is a huge encroached open area already allotted by DDA to DAMB but cannot be used due to its character and difficult to get it vacated.

In this case formula of TDR as given in MPD-2021 AD should be used. From this, existing users would be rehabilitated then and there in multi storey blocks and lost FAR would be compensated by adding it to the vacant plot after getting it vacated by the existing users.

4. Along G.T. Karnal road / Metro line, higher FAR is permissible as per provisions given in MPD-2021 AD.

If this point is explained to existing cold storages and other users then they may like to demolish their existing structures and construct multi stories above the ground and 3 to 4 stories below the ground, of course within the permissible FAR of the entire plot of 36 hect.

5. Use of Public Private Partnership (PPP) – another Planning Instruments of MPD-2021 AD.

Traders should make their registered Societies / Associations block wise and make new plans, do development and new construction by themselves.

Part of the expenditure would be incurred by DAMB & the balance by Traders.

Role of the government would be to Coordinate, Integrate, Evaluate and Monitor the Planning (Physical & Financial), Development (Internal Peripheral and External) and Construction.

APPENDIX NO. 1

“ROBOTIC PARKING GARAGES” – INNOVATIVE TECHNOLOGY

Robotic parking system has improved upon the mechanical model and achieved the automated parking process with its patented Modular Automated Parking System (MAPS). This system, which uses the latest electronic and automation technology, has been chosen as the engineering foundation for the first modern and fully automated parking facility. The implementation of these robotic parking garage will have a major positive impact for city planning. Robotic parking garage is a perfect solution to lack of parking in all cities particularly in Metro Cities where people want to park close to where they want to go. Nobody wants to walks. Truly this is an amazing concept. It allows a greater development on a piece of land and more parking on a smaller area. The robotic garages are much smaller than conventional parking areas. They do not need ramps or stair wells or extra space for opening car doors. They are safe because no one has to walk through a dark, deserted garage to get to their cars.

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Chairman-AVAM (H),

Ex-Consultant-CBSE, Ex-Secretary-DTTG, Ex-Member Planning-GGS-IPU, Ex. A. Comm. Planning-DDA; Ex-Consultant DSIDC; DTTDC; DAMB; Slum Deptt., DLLPC; Respected visit of “ Rajdhani Unnayan kartripakkha, Rajuk Bhaban, Dhaka in 1994.

Ex. Advisor-NCR-Planning Board, Ex. Consultant ” in Urban Planning and Infrastructure Development to “Delhi Jal Board - Delhi Govt” in 1998, Appreciation of “Work of Planning of Sikkim” by Hon able governor of Sikkim.

Ex. Sr. .P. Secy. JC PPV (Joint Parliament Committee on Protection of Plant Varieties & Farmer’s Rights) in Parliament.

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