INVITATION
The Coimbatore Municipal Corporation and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH jointly call all creative minds in the field of urban design, urban planning, architecture, landscape design as well as environmental and social experts to participate in the “Co(Vai)-Design” Open Urban Design Competition (UDC)!

The Co(Vai)-Design Competition is a national level Urban Design Competition that aims to jointly design and facilitate with a diverse set of stakeholders the implementation of integrated civic projects that are of key relevance to the sustainable development of Coimbatore.

WHAT AND WHY
The competition seeks to foster an integrated urban development of a site in Koundampalayam (Coimbatore). We are looking for creative ideas to design, develop and implement revitalization of the site to benefit the quality of life of the residents and encourage sustainable development. We are exploring ways to make this a participative process, which includes connecting various city stakeholders, understanding local context, opportunities and challenges and bridging technical, community-level and institutional gaps across various sectors. Thereby, it is envisaged to become a best practice model for sustainable urban development while increasing the implementation ability of the winning entries.

The Co(Vai)-Design Competition aims to generate dynamic, climate responsive and integrated design interventions that revitalizes the place in a contextually sensitive and sustainable manner.

1. Introduction
2. The City overview
3. The UDC Site
4. The Assignment
5. The Process
6. Regulations
7. Annexures
ORGANIZERS
Coimbatore City Municipal Corporation (CCMC) in collaboration with GIZ India are conducting the Co(Vai)-Design Competition, as a part of the “Sustainable Urban Development - Smart Cities” (SUD-SC) project in alignment with Indo-German Bilateral Technical Cooperation. The project supports the national Ministry of Housing and Urban Affairs and the State Government of Tamil Nadu in policy formulation on housing for all, basic services, planning framework, and monitoring of the Sustainable Development Goals (SDG’s).

The SUD-SC project also supports the smart city of Coimbatore in implementing concepts of integrated urban development. CCMC and GIZ are supported by Taru Leading Edge - Habitat Design Studio (Specialist in Urban Development and Design) as well as by Urbanista, a German participatory planning and design firm. This design brief has been generated through a participatory methodology under the guidance of CCMC officials. It has been prepared with the involvement of diverse stakeholders including government representatives and officials, urban practitioners, community organizations and residents.

WHEN
- Registration timeline: 13.01.2021 - 31.01.2021
- Additional Data Package availability for download: 03.02.2021
- Participant’s Queries/clarifications to be shared by: 21.02.2021
- Deadline for Submission: 17.03.2021 (11:59pm IST)
- Announcement of the winners: Mid of April 2021
2. The City overview

2.1 ABOUT COIMBATORE CITY

Coimbatore (கோயம்புத்தூர்) also known as Covai (கோவை), is a city located in the Indian state of Tamil Nadu. It is situated in the west of the state, bordering the Palakkad district of Kerala. With one million inhabitants in the core-city and two million in the metropolitan region (census data, 2011), it is the second largest city and urban agglomeration in state of Tamil Nadu and the sixteenth largest urban agglomeration of India. Coimbatore is often referred to as the 'Manchester of South India' as it is a major textile, industrial, commercial, educational, healthcare and manufacturing hub in Tamil Nadu, and one among the fastest growing tier-II cities in India.

The city is administered by the Coimbatore City Municipal Corporation (CCMC). It is also the administrative capital of Coimbatore district. Coimbatore was constituted as a Municipal Corporation in the year 1981.

Industrialization post-independence has resulted in the rapid growth of the Coimbatore region. In recent times, Information Technology (IT) industries and software services have also been contributing to the economic growth of Coimbatore. Coimbatore serves as the eastern entrance to the Palakkad Gap, the principal trade route between the west coast and Tamil Nadu.

It is surrounded by the Western Ghats mountain range to the West and the North, with reserve forests (Nilgiri Biosphere Reserve) on the northern side. The Noyyal River runs through the city and forms the southern boundary of the corporation. The river serves as backbone for Agricultural practices and several other canals like Sanganor Pallam, Kovilmedu pallam, Vilankurichi-Singanallur Pallam, Karparayan Koil pallam which serve as natural drains running within the city. Amidst these are several lakes including Singanallur, Valankulam, Ukka-dam Periyakulam, Selvampathy, Narasampathi, Krishnampathi, Selvachinthamani and Kumaraswami tanks contributing to the ground water lifeline as well as preserving wetlands surrounding them. The CCMC, under Smart City Mission, have considered the cultural importance of these lakes and have initiated restoration along with recreational activities.

2.2 URBAN PLANNING FRAMEWORK

present, several local, state and national agencies, missions, and programs are involved in the urban development processes of Coimbatore city (refer to the additional data packet for detailed information, which will be provided to registered, eligible teams). The participants should consider these ongoing missions/programmes while proposing the design intervention. Following is a summary of their goals and vision statements:

Smart City Coimbatore Vision (2017): Coimbatore will be an inclusive, secure and effectively governed metropolis that offers the highest quality of living for its progressive and diverse populace by providing universal best-in-class civic services, enabling seamless mobility, fostering a dynamic vibrant economy and nurturing clean, resilient and sustainable environment.

Key Strategic Focus Themes are:

- Theme i – Universal access to best-in-class civic services
- Theme ii – Seamless mobility
- Theme iii – Sustainable environment
- Theme iv – Transparent ICT-led governance/citizen engagement
- Theme v – Vibrant economy
District Development Plan Coimbatore (2017): To develop Coimbatore Local Planning Area as an economic region with locally competitive infrastructure, social amenities and have controlled developments to provide a better standard of living for the people in future by focusing on sustainable developments.

City Development Plan (2014) (under Jn-NURM): Coimbatore will be an inclusive, resilient, competitive and secure global metropolis that embraces citizen-centric, technology-enabled governance to foster a dynamic and vibrant economy, offer universal access to affordable best-in-class civic services and efficient transit orientation, nurture a clean, green, and sustainable environment, to provide the highest quality of living standards for a progressive, diverse and talented populace.

City Mobility Plan (2015): The vision for city mobility plan aims to improve connectivity and travel throughout Coimbatore Local Planning Area. To improve mobility within neighbourhoods, wards, zones and satellite towns to address inter and intra city transportation needs. To achieve efficient arrangement of land use and transport system to minimize overall travel cost. To offer viable and reliable transportation options that aim at reducing dependence on cars, with widespread use of non-motorized modes and mass rapid transit system.

The map of CCMC boundary highlighting the UDC site (Ward no. 9, West Zone)

Map download and source: https://www.coimbatoreguide.in/images/maps/map.png
3. The UDC Site

The area identified for Urban Design Competition is Koundampalayam area, adjacent to the Sanganoor Pallam located in Ward No. 9, West Zone of Coimbatore Municipal Corporation. The site has a size of around 105 acres abutting NH-181 to its east connecting the city of Coimbatore to Gundlupete in Karnataka state via Mettupalayam.

Milieu of the UDC site consists of 1. Corporation solar power plant, 2; Public park developed from waste mound, 3; Waste collection and composting yard, 4; Tamil Nadu Housing Board Residential Development, 5; Sanganoor Pallam Bridge, 6; Government land allocated for proposed Dr MGR Market relocation project, 7; Open government land for proposed Muslim cemetery, 8; Open government land for Tamil Nadu Water Supply & Drainage Board. The park & solar field is about 17 acres adjoining 44 acres of residential neighborhood (to the west), open land parcel of 17 acres to its south which houses waste composting yard, Tamil Nadu Electricity Board substation, etc. The informal settlements along the Sanganoor Pallam are of about 19 acres and towards the north is 10 acres of the Tamil Nadu Housing Board Building Complex.
The map of CCMC boundary highlighting the UDC site (Ward no. 9 - West Zone) | Source: www.coimbatoreguide.in (Fig. 2)
3.1 THEMATIC CHALLENGES

Topography of the area 2 has a localized steep landform which rises the capped dumpsite to an approximate height of 15m from the neighboring land, while informal settlements are located alongside the canal. Sanganoor Pallam stream acts as a major natural storm water drain receiving the surface run-offs from neighboring areas. The informal settlements situated alongside of this stream, by virtue of its location on lowest part of landform, infers certain urban challenges associated with them. Etymology of 'Sanganoor' means a town covered with trees'. The UDC site offers huge scope for management of waste which otherwise makes way in open land and drain areas. The UDC site offers considerable amount of open spaces, out of which 45% are under government holdings. The pattern of built areas is majorly residential partly with small and medium scale industries, while the commercial settlements including automobile showrooms, furniture showrooms and eateries are located along the Mettupalayam main road.

1. Rejuvenating the Canal

The Sanganoor canal can have a comprehensive urban design proposal on both the north and south edge. The intervention can look at an opportunity of improving the mobility across the canal, from being fragmented parcels of land, and safety of the neighborhood from excessive flooding during rainy sea-

2. Establish better connectivity through a sustainable urban mobility system within the complete UDC site

An urban mobility system can be established inside the UDC site, that can help connect the immediate neighborhood with the UDC site. This UDC site is located at a strategic point of ingress and egress, with national highway on one side and dense residential neighborhood on the other side. These can be linked via sustainable urban mobility systems, like pedestrian networks, cycling tracks. The newly formed transport edge on the south of the site can be developed to enhance the safety of the street networks. The site with the dense residential neighborhood can be provided with basic urban mobility systems that can help develop an active edge for the neighborhood and its users. Safe neighborhood can be developed by activating pedestrian friendly networks. Walled programs like the solar park can be made accessible and made into an urban landmark with physical and visual connections with its city.

3. Establishing a unique landmark

The capped landfill area is one of its kind, manmade urban landscape, and has, with its surroundings the potential to be transformed into an important urban landmark of the city, which can offer great vantage. This visual entity can be given an urban character, with sustainable public placemaking design proposals. The idea of transforming a waste dumping mound into a place of community gathering, recreating, and learning can be explored.

4. Inclusive Urban Design

The new proposed urban design strategies can be aligned towards making the urban poor along the Sanganoor drain, an integral part of the location. The livelihood activities of the residents shall be given a new strategic direction that can help them to continue living in this neighborhood while incrementally facilitating an in-situ upgrading. The urban design systems can focus on integrating the formal and informal sectors, like street vendors, local artisans, and their marketplace, which is primarily along the Mettupalayam road – Highway [NH181].

The interventions can develop and create marketplaces for the neighborhood. The residents in the informal sector are active local artisans, a marketplace can be proposed considering an organized and spacious setting for the traders and also to give better visual connection with the immediate neighborhood and the city.

5. Improving urban services

The site shall be designed with urban services systems that help to provide a sustainable mix-use neighborhood. Basic services like toilets, drinking water facility, storm water drainage, hand washing systems, solid waste management systems, etc. shall be designed at strategic points/ cover the whole area to serve the whole neighborhood and all its residents.

3.3 PRINCIPLES FOR SUSTAINABLE AND INTEGRATED URBAN DESIGN.

We encourage all participating teams to follow a sustainable, integrated urban development framework. Only with a holistic view of the challenges and a participatory and a cross-sectoral approach of planning it will be possible to address the diverse tasks at site. The principles below and the opportunity areas above (Section 3.2) provide an overall direction towards the intervention ideas and shall be treated as points of guidance.

---

Principle 1: The eco-friendly neighborhood: Adequate basic services that are provided through sustainable solutions.

We encourage the development of nature-based solutions that regard the protection of the environment as one of the necessities to create quality of life at the local level. Solutions should be envisioned with an inclusive design approach, that can support environmental activities to grow.

---

Principle 2: The vibrant and dynamic neighborhood: Challenges and possibilities for education, cultural and economic activities at people’s doorsteps for an enhanced quality of life.

India’s civic and rural spaces have a long history of creating vibrant places for people to come together and offer spaces for numeric activities. We strongly encourage a development theme where education, cultural and economic usages go hand in hand to create multiple economic and educational opportunities for everybody.

---

Principle 3: The neighborhood for and by everybody: Where both residents and visitors feel safe and have a sense of belonging.

Diversity should be ensured by inclusion of all groups in society, including the vulnerable groups. The public space has to be designed with the fact in mind that we are creating a new urban space in a diverse environment and have multiple requirements from gender and age. Therefore, we encourage a participatory and flexible planning framework to enforce residents and visitors of the site to take the “ownership” of this new place to come and develop a responsibility of maintaining and enhancing it.
3.4 DETAILS OF THE SUB-SITES

Based on distinct features, the competition site is divided into five sub-sites which discusses several core prospects.

1. Sub-Site A:
   Government land for placemaking of ~17 acres

2. Sub-Site B:
   Informal Settlements of ~19 acres

3. Sub-Site C:
   Open Land Parcels of ~17 acres

4. Sub-Site D:
   Residential Neighborhood of ~44 acres

5. Sub-Site E:
   Tamil Nadu Housing Board residential apartments of ~10 acres

The teams shall develop and implement a holistic, cross-sectoral, sustainable approach for the Koundampalayam precinct in order to benefit the quality of life of all inhabitants and visiting persons.

The winning designs shall be advance towards a comprehensive master plan and Detailed Project Reports (DPRs) for further enactment. Therefore, the design solutions need to be innovative as well as realistic to be implemented on site.

Please note: Each participating team is mandatorily required to develop an overall master plan for the entire site and is required to develop detailed designs for 2 of the 5 sub-sites.

3.4.1 Sub-Site A: Government land for placemaking of 17 acres

Context
The area demarcated as sub-site A used to be an abode for migratory birds before it was turned into a waste dump yard and waste treatment center for the Coimbatore city. The waste dump yard / landfill site was closed in May 2003. In 2007, as part of the Jawaharlal Nehru National Urban Renewal Mission (JNURM) project for solid waste management and disposal, the site was capped and developed as a park. It was part of a larger solid waste management project (implemented in various parts of the city) of total Rs. 96.5 Crore, which included setting up of compost plants (waste processing facility), an engineered landfill (waste disposal facility) and capping of 3 old and abandoned dumpsites. North-eastern stretch of the site in discussion abuts sub-site B which contains informal settlements along the drain of Sanganoor Pallam. While the Western side is a residential pocket connotated as sub-site D, Southern side of this sub-site is an open land parcel connoted as sub-site C that is proposed for relocating the present Dr. MGR Market.

Features
The northern part of the sub-site A is owned by the government a portion of which was allocated for Muslim cemetery and rest of it for Tamil Nadu Water Supply and Drainage Board (TWAD Board). This area is presently used as a park which can be is accessed only from the northern side. There is a solar power plant in the middle of the site in discussion that generates electricity for supplying the grid.

The most prominent feature of this site is the mound to its south which was developed as a park by capping the waste dump yard. The view from this highest elevation of the entire UDC site is inimitable. This walled area is only accessible via the Prabhu Nagar road, which connects the site from Mettupalayam main road. No other entrance is available.

Potentials
Exploring the man-made hill to make it accessible as a recreational landmark space for the neighborhood and the city. As per the Solid Waste Management Rules 2016, restrictions of interfering with the soil will have to be respected, however a variety of different activities can be proposed along with the existing park.
3.4.1.1 Recommendations from Stakeholders for Sub-Site A:

Creating a visible and accessible urban landmark for the city

- Enhance the park area by providing more children play areas with various outdoor equipment, entertaining spaces, walking space for elders, etc.
- Walkways can be used to connect the site and neighborhood encouraging people to use the park by providing recreational activities. Walking tracks can be drawn from the surrounding neighborhoods to increase accessibility.
- Enrich the quality of approach road to the park for it to become a proper public space with ease of accessibility.
- Providing openings on the boundary wall around the park site could give access across the west, north and south of the site and make the solar park accessible to public.
- Development of green belt along the periphery
- Discourage open defecation from site vicinity to encourage people to access the site
- This sub-site should be made gender-sensitive and inclusive in a way that allows stakeholders to easily and safely access it for recreation.
- The UDC should be used to create a lung space not only for the selected site but given the lack of contiguous green spaces in the surrounding area, it can be used as an instrument to design a continuous open public space with recreational facilities for the neighboring areas as well.
- The Koundampalayam area was known for migratory birds and their seasonal visits – this factor might be regarded as a theme for its redevelopment. It should be further explored if educational and knowledge sharing activities of either the flora and fauna of the area or the sustainable approach of a neighborhood improvement can be thought of in direct connection to the mound terrain.

3.4.1.2 Design Deliverables for Sub-Site A

Detailed designs incorporating the following components:

- Prominent features and placemaking interventions (pedestrian friendly and healthy citizen spaces including urban greens)
- Ideas for encouraging educational and recreational activities
- Increased accessibility to the public areas

Note: All designs should be made keeping in mind the needs of persons with disabilities, the elderly and aspects of gender inclusion, sustainability aspects, eco-friendly neighborhood, etc. Furthermore, please follow within the sub-site design proposals your concepts developed for the master plan.

---

Mound with walking path (Fig. 4)
Prabhu Nagar road leading to mound area & solar power plant (Fig. 5)
Solar power plant (Fig. 6)
Southern road abutting vacant government land in sub-site C (Fig. 7)
Unutilised path behind the mound (Fig. 8)
View of TNHB Housing from the mound (Fig. 9)
3.4.2. Sub-Site B: Informal Settlements of 19 acres and Sanganoor Pallam

**Context**
The area demarcated as sub-site B is an ecologically sensitive area. The Sanganoor canal cuts the site into 2 parts, having informal settlers living along the edge of the canal. These informal settlements include the slums of Dr. Ambedkar Nagar, Prabhu Nagar, MGR Nagar and Anna Nagar (refer Annexure 3 for details). The canal further continues south into the city of Coimbatore. The sub-site B shares its edge with sub-site C open land parcels on its south and sub-site A government vacant land on its west. The sub-site B shares its east edge with the NH-181 Mettupalayam road.

**Features**
Edges of the water channel are encroached by residential activities that developed in an organic way. The channel can be crossed via a bridge that is motorable connecting the north to the south part. Water channel is part of the water systems of Coimbatore city and is an important feeder to the Noyyal river. It is important to note, that there has been no significant challenges concerning flooding events in the area.

**Potentials**
Exploring the design possibilities to redevelop Sanganoor canal which is an important part of the water systems of Coimbatore. This edge can be transformed into a nucleus of multiple activities.

---

3.4.2.1 Recommendations from Stakeholders for Sub-Site B:

**Improve informal neighborhoods through enhancing building structures and basic urban services incrementally**
- Consider the use of canal banks as an active public space for activities like small markets, etc. Explore possibilities of enhancing / upgrading the general building structure in the settlement within the premise without provoking resettlement.
- Rejuvenating the canal and surrounding areas to facilitate recharging of ground water table. The canal water treatment can help in cleaning the surroundings and reduce disease outbreaks in the neighborhood.
- The canal edge can be treated to prevent from flooding and the residents can use it for water sports / amusement.
- Build more toilets and organize drainage system to avoid using the canal as a drain.
- Propose measures to improve the neighborhood with better urban services like waste disposal plan / or liquid waste treatment to prevent the Sanganoor canal eco system from polluting.
- Sustainable, innovative solutions at the neighborhood level should enhance the quality of life for the inhabitants. Optimum use and reuse of resources, recycling, closed-loop economy and renewable energy / new energy sources could be focused on.
- Drinking water schemes and permanent housing schemes for the slums are immediate concerns of residents. Providing regular water supply and widening roads would upgrade their quality of life.
- Children play area, entertainment park, walking space around the park, small markets for selling local produce would add on to the sustainability of the project.
- The goal should be to embark a sustainable city and building structures that manage to be climate resilient. Spaces - built or open should foster economic activities within the neighborhood.

---

3.4.2.2 Design Deliverables for Sub-Site B

Detailed designs incorporating the following components:
- Canal edges and basic services to be designed to incorporate a climate sensitive rejuvenation of eco-systems
- Features and placemaking interventions (pedestrian friendly and healthy citizen spaces including urban greens)

**Note:** It is to be kept in mind that re-organization of houses would mainly address augmenting the services in the area with proper waste and sanitation measures, and placemaking as a response to the canal’s landscape. Strategies should focus on the urban poor and the marginalized by providing spaces within the design, that enable their economic upgradation and an incremental development of services and buildings. There is a no-displacement approach regarding these informal settlements. Therefore, in situ upgradation of the same is advised. All designs should be made keeping in mind the needs of persons with disabilities, the elderly, and aspects of gender inclusion. Furthermore, please follow within the sub-site design proposals your concepts developed for the master plan.
Access point for Dr. Ambedkar Nagar road from Mettupalayam main road (Fig. 11)
Informal settlements along the MGR Nagar road supplied with drinking water tanks along the roadside water tanks along the roadside (Fig. 13)
Northern road, next to TNHB complex leading to Gandhi Nagar & Mettupalayam main road (Fig. 15)

Govt. school in Dr. Ambedkar Nagar road next to the TNHB complex (Fig. 12)
MGR Nagar slum road with indication for nearby public toilet built under Swachh Bharat mission (Fig. 14)
Open sewerage drain along the Dr. Ambedkar Nagar road (Fig. 16)

Sanganoor Pallam bridge connecting TNHB road and informal settlements of MGR Nagar and Anna Nagar (Fig. 17)
Street view of Prabhu Nagar informal settlements (Fig. 19)
TNHB residential development (Fig. 21)

Sanganoor stream polluted by sewage draining from abutting informal settlements (Fig. 18)
TNHB residential development (Fig. 20)
TNHB road from Gandhi Nagar road which emerges from Mettupalayam main road (Fig. 22)
### 3.4.3 Sub-Site C: Open Land Parcels of 17 acres

#### Context
The sub-site C was part of a waste dumping yard with an incineration plant for waste management by the corporation of Coimbatore until 2007. This site is directly accessible from the Mettupalayam road. Sub-site C shares its boundary with sub-site A on its north-west and sub-site B on its north-east. The site in discussion has Jeeva Nagar on its southern side which is a residential colony. The sub-site C shares its boundary with commercial establishments along Mettupalayam road on its south-eastern edge.

#### Features
The sub-site C has direct connectivity with Mettupalayam road and shares its boundary on north-west with sub-site A which is a vacant land. The recently cleared informal areas along Jeeva Nagar have given a new road edge to this sub-site.

#### Potentials
The sub-site C has high potential to develop into public space with virtuous connectivity by means of Mettupalayam road. This sub-site also shares its boundary with a newly formed road on its south giving way to develop public activities along the periphery.
3.4.3.1 Recommendations from Stakeholders for Sub-Site C

- There is severe need for segregation of waste and manage it efficiently.
- Foster economic viability through active commercial edge with enhanced connectivity to Mettupalayam.
- Restructure and design as a community space with commercial engagements, gathering spaces, cultural spaces, recreational area, etc.
- Corporation has proposed this area for relocation of Dr. MGR wholesale market. (refer annexure 4). Thus, a conceptionsal proposal to relocate the wholesale market to the marked sub-site C could be developed, which connects to the surrounding neighborhoods.
- Indicate how the new location is logistically accessible from the Mettupalayam road and explore possibilities to open up the market and create synergies with the adjoining urban spaces.

3.4.3.2 Design Deliverables for Sub-Site C

Detailed designs incorporating the following components:
- Ideas for enhancing the commercial use of land through developing a viable model for designing a wholesale market with the following requirements:
  - 125 no. of shops measuring 40 * 60 ft. each
  - Circulation space of 80 to 100 ft needs to be provided to accommodate two-way movement of transportation vehicles
  - Provision of common shed for cleaning in an area 0.5 acres
  - 1 acre of parking space
  - Provision of three parallel sectors for different category of vegetables
  - Provide access roads to the market – one from Compost Yard Road and another to exit towards Jeeva Nagar Road
  - Provision of two entry points to the market on Jeeva Nagar road
  - details pertaining to waste, health (especially concerning Covid 19 measures) and sanitation management

Note: This area is planned to accommodate the Dr. MGR Vegetable Market. All designs should be made keeping in mind the needs of persons with disabilities, the elderly and aspects of gender inclusion, sustainability aspects, eco-friendly neighborhood, etc. Furthermore, please follow within the sub-side design proposals your concepts developed for the master plan.
3.4.4 Sub-Site D: Residential Neighborhood of 44 acres

Context
The sub-site D is mainly a planned residential neighborhood connected with sub-site A through non-motorable narrow pathways and is adjacent to Saibaba Colony in the South. Next to Jeeva Nagar road in the south-west is the informal settlement Indira Nagar located. Furthermore, Sub-site D shares its edges on the western side with ward number 8 and SKR Nagar on the northern side.

The north, west and south sides of the sub-site in discussion is surrounded by residential neighborhoods. The corporation park, which is part of sub-site A is towards the east of the sub-site.

Features
The sub-site D is a residential neighbourhood with good accessibility and close proximity to Mettupalayam road with some commercial activities along its fringe. While other basic services like roads have been partially implemented, water supply schemes are under execution by the corporation.

Potentials
Develop sustainable urban transportation for residents considering its proximity with NH-181 Mettupalayam road. With the site featuring partial cover of trees and walkable streets, a sustainable urban mobility with a focus on Non-Motorized Transportation (NMT) can be developed.
3.4.4.1 Recommendations from Stakeholders for Sub-Site D:

Facilitate better civic infrastructure abetting connections between UDC site with the adjacent neighbourhoods

- Propose urban design movement strategies to connect the site with Sanganoor canal through a pedestrian network.
- The site has a strategic location, closer to Saibaba colony which is a dense and well-developed residential neighbourhood, and Mettupalayam road, which can be used to create a connectivity using pedestrian and NMT corridors, giving residents better access to all the basic services.
- Basic facilities like schools for children, safe streets for all, skill training centres can be developed for the women to enhance their skillsets.
- The site is seeing a transformation happening, with the demolition of the Jeeva Nagar slums in 2019, giving way to better road connectivity to Mettupalayam road. This new edge can be developed into a visual axis with activity nodes planned along this edge.
- Aiming for a better standard of living along with safety and health concerns. Utilization of available open space in the site for recreation and entertainment purpose of residents.
- Design and develop a sustainable residential neighbourhood, to have connectivity with the corporation park and Sanganoor canal, and enhance the basic urban services like water supply, sanitation and waste management.

Note: All designs should be made keeping in mind the needs of persons with disabilities, the elderly and aspects of gender inclusion. Furthermore, please follow within the sub-side design proposals your concepts developed for the master plan.

3.4.4.2 Design Deliverables for Sub-Site D

A detailed design incorporating the following components:
- A non-motorized transport (NMT) or bus stop feature along with placemaking interventions (pedestrian friendly and healthy citizen spaces including urban greens)
- Social and/or basic infrastructure improvement measures

3.4.5 Sub-Site E: Tamil Nadu Housing Board Building Complex of 10 acres

Context
Sub-site E comprises 1800+ dwelling units by Tamil Nadu Housing Board with a project cost of 300 crores that are primarily meant for government employees. This sub-site has connectivity with Mettupalayam road towards its east. (refer Annexure 2 for details) Sub-site E shares its boundary on north with Gandhi Nagar residential colony and sub-site B towards its south. This site also abuts NH-181 on the eastern side

Features
Sub-site E shares its edge with the informal settlements of sub-site B along the Sanganoor canal. It has easy access from NH-181 Mettupalayam road with public transport connectivity to different parts of the city. This sub-site is close to the corporation park in sub-site A.

Potentials
Scope lies in place making around the apartment towers and its streets with public spaces for the new residents of TNHB housing project. By virtue of its adjacency to Sanganoor canal, it can be used to develop activity nodes. The sub-site E is within close proximity to two important public places - Sanganoor canal and the corporation park on sub-site A that are at walkable distance. Connectivity and quality of the public spaces can be explored.
3.4.5.1 Recommendations from Stakeholders for Sub-Site E:

Develop better visual & physical connectivity for residents across the canal encouraging mixed activity nodes
• As the neighborhood requires quality urban spaces & recreational spaces, an urban design strategy can be developed to enhance connections to the south of the site towards Sanganoor canal and the park.
• TNHB has earmarked 10% for Open Space Reserve (OSR) according to the guidelines. The green infrastructure or recreational activities can be planned in this area.
• The neighborhood should be designed acknowledging safety for all and should have mixed activity nodes that can keep the connectivity corridors active.

3.4.5.2 Design Deliverables for Sub-Site E

A detailed design incorporating the following components:
• Prominent features and placemaking interventions (pedestrian friendly and healthy citizen) along with development of commercial complex or community centre and connectivity to the southern areas of the UDC site.
• Development of strategies for the 10% open areas under open space reservation (OSR) along with planning of green infrastructure or recreational activities e.g. usage of roof tops for community activities and urban horticulture.
• Strategies for sewage (decentralized units) and solid waste (micro composting centres of at least 5 tonne capacity) management.

Note: All designs should be made keeping in mind the needs of persons with disabilities, the elderly and aspects of gender inclusion, sustainability aspects, eco-friendly neighborhood, etc. Furthermore, please follow within the sub-side design proposals your concepts developed for the master plan.
4. The Assignment

„Reimagining the Koundampalayam neighbourhood“

This design competition shall attract creative minds and experts (please refer chapter 6 for team details) to generate innovative and ‘out of the box’ ideas that can be in the form of physical interventions, design of participatory approaches, information campaigns or multi-stakeholder models for implementation, that contribute in designing an inclusive neighbourhood that is safe, well connected with its surroundings having sustainable urban mobility systems and is ecologically sensitive to its environment.

The design challenge intends to develop the neighbourhood of Koundampalayam as an integral part of Coimbatore, sharing its ecological heritage with the city and its immediate neighbourhood. These ideas should be tied with the basic principles of urban design, that consider environmental, social, and cultural sustainability of the neighbourhood and its residents. The integrated planning approach and alignment towards Sustainable Development Goals (SGDs) have to be adopted here. Implementation of integrated urban design is directly connected to the socio-economic conditions, legal frameworks, technological potentials of the site and its contexts. The design ideas should also emphasis on the gender equality and participation of the stakeholders.

The participants are welcome to design the proposals understanding the micro and macro level impacts for this site. These shall be planned in the form of a short-term, medium and long-term vision. Since the site has a character of organic growth, the ideas shall follow this concept and propose an incremental growth on the site and its immediate precincts. Following an integrated planning approach, the principles (mentioned in chapter 3.3) along with the areas of opportunities should be followed while designing.
4.1 OVERALL DELIVERABLES

1. Development of a master plan for the entire site and detailed designs for 2 of the sub-sites keeping in mind the established principles and evaluation criteria:
   —b. One A-1 sheet: Detailed design proposals for any two of the five Sub-sites based on the description provided in this brief- scale of 1:500.
2. Sections and visually appealing 3D views/ sketches/ sections etc. explaining the proposed concepts and designs.
3. A summary text (written in English language) with max.1000 words which details:
   • The main concept, especially referring to aspects of socio-economic integrated urban development
   • The level of interventions focused upon
   • The opportunity areas intended to be tackled
   • The target groups or beneficiaries

4.2 EXPECTED OUTCOMES

— Creative development plans/ideas for a new urban paradigm
— Spatial analyses with effective graphical representations
— Spatial concepts for regeneration of the infrastructural services
— Sustainable short- and long-term strategies and site-specific solutions
— Phase wise implementation strategy of design interventions
— Encourage sustainable modes of connectivity
— Climate responsive design to support a healthy lifestyle
— Response to the local contexts of the site and its surrounding, the present urban development plans/ programmes
— The design proposals should be economically viable for its sustenance and maintenance
— Inclusion of the marginalised and urban poor into the neighbourhood’s future growth
— Ecologically sensitive design for the water channel and its edge, which can establish visual connectivity, accessibility and encourages recreation activities.
— Winning teams will be expected to help realise the projects by bringing them to an implementable level in the form of Detailed Project Reports (DPR) under the guidance of the overall master plan.

4.3 EVALUATION CRITERIA

The proposal of the team:
— Clearly articulates an innovative conceptual approach of the master plan for the rejuvenation of the Koundampalayam site
— Is environmentally sound, especially from a climate adaption and mitigation perspective
— Is promoting urban biodiversity and nature conservation
— Is inclusive in impact and participatory in its approach considering the local communities and relevant stakeholders and aims to improve the quality of life for all inhabitants
— Adheres to all existing norms and regulations of development
— Demonstrates a multi-disciplinary approach to the challenge
— Promotes social, health, cultural and ecological benefits
— Includes a youth/ gender/ user/ community balance in the proposal’s approach and promotes a barrier free development
— Is an economically viable, sustainable, and implementable solution
5. The Process

5.2 SUBMISSION REQUIREMENTS

1. Submission must be legibly composed on 2 A1 sheets (59.4 cm height & 84.1 cm width).
2. Following techniques are applicable: sketches, diagrams, 3D visualizations, physical model photos, AutoCAD drawings and text.
3. Participating team’s unique identification code number, which will be sent during the registration process, must be clearly mentioned in the bottom right-hand corner of each sheet.
4. Except of the unique identification code number, the submitted sheets must not include ANY information that could disclose the team’s identity. Infringement leads to disqualification. Anonymity of the participants are key to this competition process.
5. A working title for the proposal must be included in the A1 sheets.
6. A 1000-word (maximum word limit) summary text in English, explaining the project idea must be included along with the A1 sheets. The summary text must cover following aspects:
   • Main concept, especially referring to the aspects of ecology, inclusivity of communities and sustainable urban mobility
   • The level of intervention which the proposal is focused on
   • Opportunity areas that the proposal is aiming to tackle
   • Target group/beneficiaries of the proposal

5.3 SUBMISSION METHOD

The following 3 DELIVERABLES must be uploaded via a shared link with the Team Code Name in the subject line:
1. High-resolution PDF (suitable for printing) of the two A1 sheets showcasing the project idea. Both A1 sheets must be combined into one PDF file.
   • Maximum file size of PDF: 20MB
   • Name of the PDF file: “team code*.pdf (e.g. 0001.pdf)
2. 150 dpi resolution JPEGs (suitable for web page viewing) of the two A1 sheets showcasing the project idea.
   • Maximum file size of JPEG: 1MB

5.4 STEPS AFTER AWARDING OF THREE TEAMS

Detailing of winning designs - Phase II
• Phase II comprises the development of the overall master plan and the development of Detailed Project Reports (DPRs) for sub-sites in a participatory manner.
• The winning team will be expected to develop a master plan for the whole UDC area and will be additionally responsible to develop one DPR. The master plan will guide detailed project reports (DPRs), which are to be developed by the other two winning teams.
• The top 3 winning teams are expected to work collaboratively and self-organized with each other.
• Stakeholder meetings will accompany the process of master plan and DPRs development.

5.1 EXPLANATION OF THE COMPETITION’S KEY STAGES - DETAILED SCHEDULE

13.01.2021 noon IST Registration opens
31.01.2021 11:59pm IST Registration closes
03.02.2021 05:00pm IST Detailed working material (maps and in-depth background information and site impressions) will be available for download to registered and eligible teams
21.02.2021 11:59am IST Deadline for receiving questions and clarifications concerning the brief
17.03.2021 11:59pm IST Deadline for submission

Due to COVID-19 circumstances the following dates will be announced on the website: Announcement of short-listed entries, announcement of winning design ideas, award ceremony & exhibition.
6. Regulations

6.1 ELIGIBILITY (TEAM COMPOSITION)

The competition is open to teams (no individuals) made up of professionals and students. Minimum size of the team is 3 members. All team members have to be above the age of 18 years and can be either:
- Indian nationals / OCI card holders / Non-Indian professionals holding an Aadhar card/ PAN card and working in India

• **Stream 1 Member (Mandatory):** The Stream 1 member must be a professional in the fields of Architecture/ Landscape Design/ Urban Planning/ Urban Design. He/ She furthermore has to be registered with the Council of Architecture (CoA) or Institute of Town Planners of India (ITPI) and has to possess a valid registration.

• **Stream 2 Members:** Teams are **highly encouraged to be multidisciplinary** with at least two members of the fields of Environmental science/ Ecology/ Public Health/ Hydrology/ Transport planning/ Transit node designers/ Civil Engineering as well as Sociology/ Anthropology/ Gender Studies/ Public Policy.

*STREAM 1 REQUIRED:* Bachelor's degree with min 6 years of work experience or master's degree with min 3 years of work experience and a valid COA or ITPI registration.

**STREAM 2 RECOMMENDED:** Degree or Work experience (min. 2 years)

Note: Academic research projects will not be included under work experience, if they are done as part of a Bachelor or master's degree. However, PhD research experience can be counted as work experience. Both, work undertaken individually or as part of a team, will be considered as relevant experience. Please indicate your contribution.

**All team:** CVs of all team members to be uploaded during the registration process. The team leader will be asked to fill in required details at the time of registration. Please be aware that team members cannot be added after the registration is completed. Furthermore, team members cannot be part of 2 teams simultaneously.

**Contracting:** One team member, on behalf of the winning consortium or firm, has to be capable of contractually engaging with GIZ as a legal entity (he/ she has to be part of a registered Indian company/ firm to engage in a contract for him/herself and the other team members)* to carry forward the design competition ideas into a complete and implementable Master Plan and/or Detailed Project Reports (DPRs). The respective team member must be holding a PAN-card/an Aadhar card and an Indian bank account. The registration number of the firm has to be provided while registering.
We also encourage the involvement of a local practitioner from Tamil Nadu in the participating team to ensure contextually relevant solutions, a key criterion to be judged as a winning entry. However, this is not a mandatory requirement. Moreover, please note that the winners will be required to closely work for the next steps in coordination with the Coimbatore City Municipal Corporation (CCMC) for implementation of a financially viable ‘good for funding’ DPR.

Persons involved in the organizing and judging of this competition, including members of their families and professional colleagues from their respective organizations are not eligible to participate in this.

6.2 REGISTRATION

Online registration can be completed on the official website: www.covaidesign-competition.org until 31.01.2021 at 11:59 pm IST.

A confirmation email will be sent with a unique code number for the participating team within 48 hours of completing and submitting the registration form. Forms without complete details will not be considered.

For registration, the participating team has to upload:
- Team Leader - CV including 3 relevant projects (up to 1MB PDF)
- Other team members - CVs (+ relevant projects if registering under stream 2) (up to 1MB PDF)
- Firm registration number and owner of the same under which the winning teams are able to be contracted
- All team members have to be mentioned by their full name in the registration form
- Eligibility of registered teams will be cross-checked, and teams will be informed about the outcome.

6.3 MATERIAL PROVIDED

General information will be available for the potential participants on the official website: www.covaidesign-competition.org

For all eligible registered competitors, the following material will be made available from 03.02.2021 at 05:00 pm IST via direct download from the website.
- AutoCAD file of the UDC site
- Base map
- Land ownership map
- Traffic and Mobility Map
- Urban Services Map
- Activity Mapping (Social and Economic)
- Detailed maps of each sub-sites
- Site and Sub-Site Sections
- Site photographs (Physical Conditions, Interviews/FGDs with the residents, Housing & settlements)
- Aerial photographs - Due to COVID-19 situation drone photographs could not be made available. Therefore, kindle utilize services like Google Earth.

6.4 QUESTIONS & CLARIFICATIONS

In case of any questions related to the competition brief, please email us at contact@co-vaidesign_competition.in with COMPBRIEF in the subject line. Last date for sending in questions is 21.02.2021 at 11:59 pm IST.

If relevant, questions received will be shared and answered on the FAQ page of the competition website for the benefit of other participants. Participants are therefore advised to check the FAQ page of the website for additional information from time to time. Answers to questions under FAQ are considered as “additions or changes” of competition regulations & guidelines. Questions & clarifications to any other email or wire are not official and the organizing committee will not answer the question.

6.5 PRE-QUALIFICATION AND JURY

All competition entries will be reviewed by a professional group of technical experts. The 20 highest ranked entries will be handed over to the jury for review. The jury will be announced later at www.covaidesign-competition.org.

Due to COVID-19 circumstances, the jury session might happen online.

The Jury will consist of 7/9 members:
- 1-2 citizen delegate
- 1 Expert with an extensive knowledge of local context (relevant to the project)
- 1 international expert
- 2-3 national Experts from specialized fields
- 1 local government delegate
- 1 representative from GIZ

The Jury will consist of 7/9 members:
- 1-2 citizen delegate
- 1 Expert with an extensive knowledge of local context (relevant to the project)
- 1 international expert
- 2-3 national Experts from specialized fields
- 1 local government delegate
- 1 representative from GIZ

6.6 AWARDS

• The top 3 winning teams will have the opportunity of a contract to further evolve their ideas collaboratively into tangible implementable solutions.
• The top 3 winning teams - as identified by the jury - will be provided contracts jointly worth INR 20,00,000 with a minimum contract value of 5,00,000 INR. The values will be according to the ranking.
• Each team will be contracted for a total amount of min. 120 person days to further evolve their ideas into tangible, implementable solutions in the form of a master plan and DPRs over a minimum period of 3 months as per GIZ rules.
• All three winning teams will get an opportunity to present, discuss and develop their ideas with international experts from Germany and India. Within the public exhibition (subject to COVID-19 circumstances: physical or online) all shortlisted entries will be displayed.
• All three winning teams will get an opportunity to present and discuss their ideas with the concerned authorities in Coimbatore.
• Option for further publications may be applicable along with outreach and networking events.

• This is not a simple open urban design competition; implementation ability of the design is key during the whole process. In case a winning team is not willing to be contracted, no remuneration will be provided, and the next ranked entry shall be considered.

6.7 AWARD CEREMONY

Due to COVID-19 circumstances, the details of award ceremony and exhibition will be conveyed at a later stage.
This competition’s aim is to generate a range of ideas that can be presented as alternate visions for the site and its surroundings through a participatory approach. The submitted documents cannot be returned. The participants of the competition declare to agree by submitting the competition entry that the contributions can be published in different media. Shortlisted entries will be summarized in a public exhibition.

Authors retain a copyright for their work. However, all submissions become the property of the GIZ, which has the right to publish all or any part of the submitted material.

By entering the competition and ticking the box marked ‘Submit’ on the Website application form, Participants agree to be bound by the following Terms & Conditions:

1. **Registration and submission of entries implies acceptance of the copyright conditions as follows:**
   
   Copyright in all submitted material remains with the authors of the submission, but submissions are made on the explicit understanding that the organizers are free to publish and exhibit the contents of the submission, and advocate, adapt/amalgamate any of the ideas in parts or full, provided the authorship of the ideas is at all times appropriately acknowledged, and in all cases without compensation, regardless of whether the authors have been declared as winners or not. No compensation can be sought only by the virtue of participating in the said competition.

2. GIZ reserve all the legal rights to reject any proposal. A proposal will be excluded from participation under following conditions:
   - If it is not sent before the deadline.
   - If the documentation does not comply with the requirements.
   - This is an anonymous competition, and the 6-character unique identity code is the only means of identification. The name of participants should neither appear on the plates nor as part of the file names as this will result in disqualification and exclusion from the competition.

   - Participants who try to contact members of the jury will be disqualified.
   - Entry is open to all persons except Jury panelists, Steering Committee, Technical Committee, the organizers, their immediate families, or business partners.

3. The Submission Proposal must not infringe the intellectual property rights of any third party. This includes the use of third-party trademarks, images and/or copyright.

4. Participants accept that the Website is offered on an “as is” and “as available” basis. The Organizers do not warrant that the Website will be uninterrupted, timely, secure or error-free, that defects will be corrected, or that the Website or the server that makes it available are free of software viruses or bugs or other defects.

5. The organizers do not have full control over, and disclaims all responsibility or, any content which Participants may encounter, or events which may occur as a result of any Participant’s use of the Website, to the fullest extent permitted by law, and the organizers shall not be liable for any damages or other losses of any type whatsoever incurred by Participants as a result of their use of the Website.

6. Implementation of the winning entries is the sole discretion of the authorities involved. There is no legal claim to contract value or corresponding assets.

7. The Organizers reserve the right to withdraw or amend the Competition and these Terms and Conditions in the event of any unforeseen circumstances arising outside their reasonable control.
ANNEXURE 1: DETAILS OF THE UDC SITE

1. Topography
The site located in the larger topographical land gently slopes towards the south and forms a local depression. Furthermore, the capped dumpsite has a localized steep landform which rises to an approximate height of 15m from the neighbouring land. When overlooked on the topographical context of the study area, the Sanganoor Pallam stream act as a major natural drain receiving the surface run-offs from throughout the area. Also, serving as one of the longest rainwater catchment body flowing from the North west to Singanallur tank on the South Eastern part of the city. The landform of the study area with respect to its settlements infers certain urban challenges associated with them. One of the challenges being the informal settlements situated along either side of the Sanganoor Pallam stream as well as their location at lowest part of landform’s elevation profile. These informal settlements act as a barrier or a blockage for a natural surface run-off flow into the Sanganoor drain.

2. Water Supply and Sewerage
The Koundampalayam area receives water supply through the Athikadavu Water Supply Scheme. The residential apartments and houses receive individual household level piped water supply. However, the water supply connection is non-metered. The informal settlements have access to water for domestic use through the community taps and water tanks. About 7 drinking water tanks (Refer Services and Sanitation mapping sheet) are placed along all the informal settlements. These tanks are managed and supplied with drinking water by the CCMC. The challenge here is the location of the water tanks above the roadside sewerage drains in case of informal settlements like Prabhu Nagar slum.

This will be provided at a later stage in the additional Data Packet/ Design Brief Packet to the eligible registered teams only.
Sewerage and sanitation: Like most Indian urban areas, the study area has a limited amount of basic infrastructure for sewerage disposal on an individual household level (Refer Services and Sanitation mapping sheet*). The different types of settlements within the UDC area contain either conventional or underground type drains:

**Type 1** – Under Ground Drainage (UGD) adjacent to built-up spaces: The newly planned residential communities along the Marudhu Nagar streets (emerging from the Jeeva Nagar road) are developed with underground drainage systems along the roads receiving sewerage waste from residences. The latter are connected with the UGD main lines.

**Type 2** – along the main roads. Only the Indira Nagar slum residents and few houses from the other four informal settlements have an individual toilet and sanitation facilities.

**Type 3** – Conventional Drains: These are majorly seen in informal settlements and also in some planned residential streets wherein the drains are located adjacent to built-up spaces and lie open on ground along the roadsides. They also receive surface water run-off during rainy seasons. Areas like Indira Nagar slum, Nagammal street, Pattiannan layout are built with such drains. It is also to be noted that in some informal settlements like Dr. Ambedkar Nagar, these conventional drains are covered with concrete slabs. Other informal settlements adjoining the Sanganoor Pallam such as Prabhu Nagar, Anna Nagar and MGR Nagar have an open drainage system and the sewage outlets are directed into the canal.

**Challenges include:**

- **Pollution due to conventional drains:** Residential community experiences pollution arising out of these drains when filled completely. This is for example the case during heavy rains when the surface run-off water mixes with sewerage water and over-flows on roads.
- **Unauthorized disposal into the Sanganoor Pallam stream:** Due to a lack of a sewage system, unauthorized sewerage pipelines emerge out of residences of settlements adjoining the stream. Disposal of sewerage directly into the Sanganoor canal impacts the water quality of the stream.

**Public Toilets:** The study area, especially the informal settlements are provisioned with public toilets at regular intervals, built under Swachh Bharat Mission. Proper signage boards with indication of distance to nearest public toilet are placed for public notice. Four public toilets were built for informal settlements of Dr. Ambedkar Nagar, Prabhu Nagar, Anna Nagar and MGR Nagar (Refer Services and Sanitation mapping).

---

2 This will be provided at a later stage in the additional Data Packet/ Design Brief Packet to the eligible registered teams only.
3. Solid Waste Management
CCMC manages solid wastes generated within the study area with variety of waste collection methods adopted for different types of settlements. In the planned residential communities vehicle arrive every day for collecting the wastes from every household. The waste from households of informal settlements is collected with mobile waste collection carts for the ease of access in road with less width. Apart from these, there are very few road junctions where secondary waste collection bins are placed for bulk waste collection (Refer Services and Sanitation map*).

Challenges include:

a. Unauthorized waste disposals: The open lands along the Pattiannan layout are experiencing unauthorized waste disposals by locals and there are no waste clearances or restrictions imposed for such activities. This is due to lack of secondary waste collection bins placed within residential settlements at regular intervals.

b. Waste disposal in Sanganooor Pallam stream: There seem to be waste disposal activities happening on the Sanganooor Pallam stream. This impacts the flow of water especially during the rainy season and furthermore has negative health impacts.

c. Odour affecting nearby neighborhoods: It has been a serious issue for the residents near to the composting yard along the Jeeva Nagar road as they experience unpleasant odour coming out from these yards.

4. Land use pattern
The study area possesses almost equal proportion of areas with respect to open and built-up properties. The open lands are categorised into Government/CCMC’s properties and Private lands contributing 45% and 55% respectively. When looked into the pattern of settlements, the residential communities are located along the western and northern part of the study area along with other industrial settlements including metal engineering workshops; heavy vehicles repair workshops and several other small and medium scale industries. The commercial areas including automobile showrooms, furniture showrooms and eateries are located along the Mettupalayam main road.

5. Road networks and Mobility
The UDC site area is equipped with sufficient road networks for building its relationship with other parts of the city. At the macro level, the Mettupalayam main road is the major point of access to the UDC area. There are several other roads that are branching out from Mettupalayam main road, such as:

a. Jeeva Nagar road (on the South-eastern edge) – Connecting with streets of planned residential communities of the UDC area on west, Saibaba Colony in the south and Edayarpalayam road on the west.

b. Prabhu Nagar road (on the Eastern Edge) – Leading to the informal settlement Prabhu Nagar. Dr. Ambedkar Nagar road (on the North-eastern edge) – Leading to informal settlements Ambedkar Nagar.

d. Gandhi Nagar road (on the North-eastern edge) – Leading to the TNHB residential apartment complex and the Sanganooor Pallam bridge.

Still, there are certain challenges associated with the interior road planning of the area, impacting the development opportunities. These challenges include:

a. Accessibility to the corporation park: It was built to accommodate walking paths surrounding the capped landfill and solar field, aiming to attract local people and to transform it into a recreational area. However, at present, it stays underutilised by locals due to lack of connecting road and entrances from the residential areas to the park. The Prabhu Nagar entrance road serves as the only access point, which residents find too cumbersome to access as the way is too long. (cf. Map 4).

b. Accessibility to land parcels around the corporation park: These land parcels have approx. an area of 11.5 acres and are owned by the Government. They provide a larger scope for public infrastructure developments. However also they are only accessible via the Prabhu Nagar road from the Mettupalayam main road. As the width of the road is just 5m, it would currently not be suitable for accommodating the traffic flow if any public infrastructure projects would be developed.

c. Lack of North-South connectivity: There is an insufficient road network existing to commute between the northern and southern part of the UDC area. Thus, partly informal paths are developed on open land which are utilized by the locals.

Unauthorised waste disposal by locals in an open land near to Pattiannan (Fig. 56)
- Waste disposal by residents of informal settlements in Sanganooor Pallam stream (Fig. 57)
- Pollution from Waste collection and Composting Yard to residential settlements nearby (Fig. 58)
The provision of ample public transportation facilities also contributes to a potential development of the area: All types of public transportation facilities viz., Bus terminals, Railway station, Airport can be reached at a proximity of 13kms (Refer Mobility and Transportation mapping sheet 1). The nearest bus stop available within the study area is ERU Company bus stop at the entry point of Jeeva Nagar road on Mettupalayam main road.

From a simple traffic study carried out on strategically identified locations within the study area, it could be seen that the major transportation mode utilised by residents of the study area is a two-wheelers contributing, which contributes to 68% of total traffic (Refer Koundampalayam Traffic study sheet 1).

3This will be provided at a later stage in the additional Data Packet/ Design Brief Packet to the eligible registered teams only.

On-going development projects: CCMC is undertaking a road widening project of Jeeva Nagar road. Eradication of informally built residential structures along the road took place. The project aims to utilise the road for commuting from western parts to reach the Mettupalayam main road.

6. Electricity
The study area receives supply of electricity from the Tamil Nadu Electricity Board (TNEB) substation located adjacent to Jeeva Nagar road. Apart from these, CCMC also has built a Solar Power Plant near to the corporation park/ capped landfill site supplying 1MW of electricity to the grid.

Map indicating the connectivity and access roads to the site (Fig. 59)

1 MW Solar Power generation plan located near to the mound site (Fig. 63) TNEB Substation located near to the mound site and adjacent to Jeeva Nagar road supplying electricity to the locality (Fig. 64)
7. Ecology

**a. Flora**

Coimbatore district is richly endowed with hills, forests, rivers and wildlife. The Western Ghats of the district are the home of rivers such as Bhavani, Noyyal, Aliyar and Siruvani which provide the drinking water and irrigation water for the people and farmers of Coimbatore. The forest of Coimbatore district is spread over an area of 693.48 sq.km against the district area of 7433.72 sq.km. The greater part of the Coimbatore Forest Division is situated extending towards the Western Ghats and the Nilgiris. The Coimbatore forest division is part of the Nilgiris Biosphere Reserve, where it forms a part of the core zone of the same.

The Nilgiri Biosphere Reserve is very rich in plant diversity. About 3,300 species of flowering plants can be seen here. Of the 3,300 species, 133 are endemic to the reserve. Among others, the genus Poeciloneuron, Adenoon, Calycanthus, Baeolepis, Freerea, Jarodina, Wagatea, Poeciloneuron, are exclusively endemic to the Nilgiris. Of the 175 species of orchids found in the Nilgiri Biosphere Reserve, eight are endemic. These include endemic and endangered species of Vanda, Liparis, Bulbophyllum and Thrixspermum. The Shola montane temperate grasslands of the reserve are a treasure house of rare plant species. About 80% of flowering plants reported from Western Ghats occur in Nilgiri Biosphere Reserve.

This provides an overview of the vegetation within the context of Coimbatore district. However, the UDC site itself is not a part of the Nilgiri Biosphere Reserve.

**b. Fauna**

Because of its proximity to the Western Ghats, the district is rich in fauna. Coimbatore district is home to Indira Gandhi Wildlife Sanctuary and National Park. The park and the sanctuary are the core of the Nilgiri Biosphere Reserve and is under consideration by UNESCO as part of the Western Ghats World Heritage site.

The park is home to a wide variety of flora and fauna typical for the South Western Ghats. Many lakes and ponds were constructed near the Noyyal river in ancient times. The city of Coimbatore has nine lakes (wetlands). In most of the urban ecosystems, these wetlands are the major life-supporting component with high concentrations of birds, mammals, reptiles, amphibians, fish and invertebrate species. The Coimbatore urban wetlands harbour more than 125 species of resident and migratory birds, with August – October being the peak season. Spot-billed Pelican, Painted Stork, Open Billed Stork, Ibis, Spot-billed Duck, Teal, Black Winged Stilt are some of the migratory birds that visit Coimbatore wetlands regularly.

8. Socio Economic Structure and Economic Activities

The area along the Mettupalayam road – Nal lampalayam road junction is involved in classic clay pottery activities. Potteries are usually displayed along the roadside for sale by the locals, serving as a major economic activity for the community.

Apart from these, the residents of the informal settlements are dependent on the construction industry, industries surrounding the study area and industries along the Mettupalayam main road like Texmo, Taro pumps, Roots Industries.
ANNEXURE 2: TAMIL NADU HOUSING BOARD BUILDING COMPLEX DETAILS (SUB-SITE E)

- There are in total 1848 units in the new building complex. 56 of the units are 3BHK apartments while the rest are 2 BHK apartments. The project is under construction. It is targeted to be finalised by December 2020.
- Post completion, the application process for renting the units will be floated. The units are available only for rent and primarily for government employees.
- The complex is exclusively for residential purposes and there are no shops or offices within the complex. While there are no additional amenities, 10% of the project site has been earmarked for CCMC under Open Space Reservation (OSR), which is envisaged to be used to develop recreational parks by CCMC in the future. Aside from them, it is planned to utilize rainwater harvesting concepts.

ANNEXURE 3: TAMIL NADU SLUM CLEARANCE BOARD DETAILS (SUB - SITE B)

- As the map indicates, there are 5 existing informal settlements on the site namely, Dr. Ambedkar Nagar Slum, Prabhu Nagar Slum, MGR Nagar Slum, Anna Nagar Slum and Indira Nagar Slums. As per TNSCB, the Dr. Ambedkar Nagar slums consists of approx. 220, Prabhu Nagar slums consist of approx. 390, Dr. MGR Nagar slum consists of approx. 190, Anna Nagar slums of approx. 90 and Indira Nagar Slums of approx. 60 households. The site also consisted of Jeeva Nagar Slum which was recently demolished.
- Indira Nagar settlement is already regularised and TNSCB is in the process of awarding sale deeds to the residents. Also, the Dr. Ambedkar Nagar settlement is in the process of being regularised and sale deeds are planned to be transferred to the residents. Further, MGR Nagar and Anna Nagar fall under the Tamil Nadu Urban Development Project (TNUDP) scheme and are regularised settlements.
- The Prabhu Nagar settlement was declared as untenable area due to its proximity to the Sanganoor Pallam.
- Residents of the informal areas have access to limited basic services (water, electricity etc.). Due to the unregulated development, the access roads inside the settlement are furthermore, very narrow.

- All the informal settlements receive drinking water supply through the community water tanks and have access to public toilets. The Indira Nagar slums and few houses from the other four informal settlements have individual household level sanitation services (refer Annexure 1). Map next page indicates the locations of water supply and sanitation services:
ANNEXURE 4: DETAILS OF THE VEGETABLE MARKET AREA (SUB - SITE C)

Existing Market
• There are around 112 shops in the current market area. Further, the size of the market area is around 3.5 acres, including 0.5 acres for parking. The size of each shop is approximately 10'x16' ft.
• There is no separate warehouse in the market and most of the storage is handled within the shop premises.
• There are two main slots for transportation lorries to enter and exit the market premises:
  1. 12:00 AM to 8 AM – Entry – 100 Vehicles
  2. 16:00 PM to 12:00 PM – Exit – 50 to 60 vehicles

New Market (proposed market site – Sub site C)
• The CCMC is planning to allot the land for the market and will further provide the necessary infrastructure including roads, drainage, electricity and compound wall.

The traders have been provided with the responsibility to design the market.

Design requirements for the new market (as communicated by a representative of the Dr. MGR Market Vegetable Traders Association)
• Number of shops: 125
• Size per shop: 40'x60' ft.
• Distance between opposite shops 80 to 100 ft to accommodate two-way movement of transportation vehicles.
• Storage - Warehouses are not required but a common shed for cleaning is required (size 0.5 acres)
• Three parallel lines or sectors for a) onion, b) tomatoes and c) other vegetables
• Two access roads to the market preferred – One for entry (preferably Compost Yard Road) and one for exit (preferably Jeeva Nagar Road)
Sustainable Urban Development - Smart Cities
The Ministry of Housing and Urban Affairs (MoHUA) and Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH India are jointly implementing the “Sustainable Urban Development - Smart Cities” (SUD-SC) project, as part of Indo-German Bilateral Cooperation. The objective of the project is to support different levels of governments in achieving sustainable development in the background of India’s rapidly growing cities. This is to be achieved through the implementation of a holistic and integrated approach to urban planning in the selected smart cities of Coimbatore, Kochi and Bhubaneswar.

Organizers:

Mr. K. Saravanakumar
Executive Engineer, Smart Cities Mission Scheme,
Coimbatore City Municipal Corporation
yeskay68@gmail.com / cscl.jnnurm@gmail.com

Mr. Georg Jahnsen
Project Manager,
Sustainable Urban Development Smart Cities, GIZ India
georg.jahnsen@giz.de

For more details please visit: www.covaidesign-competition.org