

S. S. Hussain I.A.S. (Ex)

Chief Executive Officer

Ref. No. MCHI/CEO/15-17/041

July 28, 2016

Sub: Suggestions and objections for various properties situated in Mumbai City and Suburbs, affected by the alignment of Metro/Mono Rail

Dear

With reference to the Draft DP & DCR-2034, we would like to submit our suggestions and objections for various properties situated in Mumbai City and Suburbs, which are now affected by the alignment of Metro/Mono Rail. Please find attached our suggestions on the same.

Submitted for your necessary consideration please.



Yours

(S. S. Hussain)

To,
Shri Ajoy Mehta (I.A.S.)
Hon'ble Municipal Commissioner,
Municipal Commissioner of Greater Mumbai
Mumbai - 400 001.

Encl : As above

| Ward | D.P. Sheet | CTS. NO. | Division / Village / TP Scheme Name | Details of Suggestions / Objections |
|------|------------|----------|-------------------------------------|---|
| | | | | <p>Various properties situated in Mumbai City and Suburbs are now affected by the alignment of Metro / Mono Rail. The alignment of the same has already been marked on DP plan. However, individual plot owner has to obtain remarks from MMRDA for construction of the buildings on the plot abutting to said alignment.</p> <p>The Metro Rail is passing below the road / existing buildings / plots or is proposed as an elevated rail. While granting the Remarks / NOC MMRDA is insisting upon various structural requirements / criteria's for construction of proposed building.</p> <p>MMRDA is insisting upon not to have piling below 12.0 mts to keep sufficient freeboard/ cushion for proposed Metro tunnel which starts below 16.0 mts. In case of underground metro rail and a buffer of 12.0 mt on either side in case of elevated rail.</p> <p>Further, due to the proposed underground Metro Stations MMRDA is insisting upon heavy structural changes in the design of proposed RCC sub-structure.</p> <p>To provide the required cushion and safety walls between building piles and Metro tunnel the heavy shear wall with steel plates have been proposed at various places in Mumbai. This structural requirements increases the cost of the project tremendously in some cases about 50% of the construction cost. It becomes unviable for the developer to complete the project as per that cost parameters.</p> <p>Moreover where metro rail is proposed as an elevated corridor, the land owners are losing substantial land thereby making development unviable.</p> <p>It may be further mentioned here that, the Metro Rail alignment has been marked in the year 2013. When approached MMRDA has not been able to give satisfactory guidelines for development on plots affected by Metro Rail . It is given to understand that the Metro rail which was planned as an underground rail earlier is now proposed as elevated. In the meanwhile work of the some of the buildings has already been started prior to finalization of Metro alignment.</p> <p>At some places plans have been approved existing building has been demolished and at later date MMRDA has insisted upon to obtain NOC from them.</p> |

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| | | | | <p>In such circumstances, as the existing tenants have already vacated the building and shifted on rented arrangement it is very difficult to convenience them.</p> <p>This increase construction cost and time required for the same creates havoc in the project viability and time line. This leads to loss making venture for the developer and eventually the project gets stalled.</p> <p>To overcome all this circumstances BMC should compensate the developer with allowing additional FSI against the additional cost of construction for proposed Metro Rail alignment. The said cost of construction can be certified by MMRDA and they can recommend MCGM for additional FSI in lieu of burden of additional construction cost due to alignment of Metro Rail.</p> <p>Further additional concessions without paying premium should be granted to developer for open space deficiencies caused due to the proposed elevated corridor of metro rail as the case may be.</p> <p>The proposed Metro alignment is nothing else than proposed road or utility and ultimately reservation in DP.</p> <p>If local planning authority acquires any reservation or allow to develop any reservation then the owner has been reimbursed with compensation for land or additional FSI against of construction of amenity as per DP provision. If any owner develops his land reserved for buildable amenity then he gets compensation in form of additional incentive area against construction cost of the amenity handed over to Local Planning Authority. Similarly, in the cases of projects affected by Metro alignment additional FSI for compensating the additional construction cost due to Metro Rail should be given to plot owner, so that he can overcome his construction cost and complete the project.</p> |