

**THE MINUTES OF THE PUBLIC CONSULTATION WITH RESIDENT/COMMERCIAL/NON-RESIDENTIAL PREMISES OWNERS OF KALBADEVI & GIRGAON DT. FROM 02/03/15 TO 04/03/15.**

1) Metro-line- 3 (Colaba –Bandra –SEEPZ) project is implemented through Mumbai Metro Rail Corp Ltd which is a joint venture company of Govt. of India & Maharashtra State Government. Its alignment is 32.5 kms. Long and is completely underground which has 27 proposed railway stations. The Kalbadevi & Girgaon stations are proposed to be constructed under the subway /tube at Jagganath Shankar Seth road.

2) In this project the tube /subway is below the ground level at about 20 to 25 meters .Stations will be approximately at a distance of 1km. Though it's a tube /subway line, the passenger's entry /exit & its ancillary bldg. /ventilator shafts etc. would have to be built only above the ground. For which some part of land is required to be used .During construction work some adjoining land area will also be temporarily required (for 3 to 5 yrs.). For Kalbadevi & Girgaon (package-2) stations land admeasuring – 2064.00 sq.m. on temporary basis & 907.00 sq.m. On permanent basis & land admeasuring 1865.00 sq. m. on temporary basis & 787.00 sq. m. (Approximately) on permanent basis respectively are required. As per M.C.G.M plan road's breadth must be 27.4 meters but the present road width at this location is between 12 to 15 meters only. The arrangement s/facilities required for Metro PROJECT are planned as per the width of this road in the map .If the roads widths as shown in the map would have existed then none of the bldg.'s acquisition would have been necessary for this Metro project.

3) This area is always overcrowded and has high density population & there is a lack of open space. Similarly the road's width isn't as per the map .To acquire the necessary land for this project some part of few bldgs. are getting affected and families would need rehabilitation & that's necessary. Therefore in connection with this subject it was necessary to carry out the discussion on the problem of this project with the affected residents/families. So after giving information a few meetings were arranged as follows. The meetings intimations were given by letters to the related /concern persons.

4) These meetings were arranged in Ionox theater.CR-2 bldg. Nariman point, MUMBAI building wise and division wise -

SR. no.	Building's Name	Date	Time	No.of Representative s present
1	Narmada Trust. Kotak bldg. (17, 19) Madina house/Talathi house /Todiwala /Deepak gold /Munnalal Mansion A & B wings.	02/3/15	11.00 to 12.00 Noon	32
2	Mona chambers, fish market, Hem villa, Chhatriwala bldg.	02/03/15	12.30 to 13.30	85
3	Abehant Bldg.-1, Khan House Bldg.No.55/1,55/3 & 55/5 Rajheet, Kapadia Chambers.	2/3/15	15.00 to 16.00	52
4	Chira Bazar bldg.no.606 & 607 Sitapur Bldg.	03/3/15	11am-noon	25
5	Saif Dakshin, Vitthalaldas bldg.V.I.P. Luggage	3/3/15	12.30 to 1.30	31
6	The open space between 2 bldg. Bank of India & Waman Hari Pethe jewelers, Shriram Bhavan Swami Niwas.	3/3/15	3 to 4 pm	24
7	Annapurna bldg. Kranti ngr.Ekta Niwas ,Dhaduma pokar	4/3/15	11.00 to 12.00 noon	83
				332 Total present

5) In the beginning of these meetings a briefing was made about MUMBAI Metro line 3, a prestigious project of Central Government and Maharashtra Government and its importance was narrated. Mrs. Ashwini Bhide the Managing Director of Mumbai Metro Rail Corporation & many other senior officers /authorities were present. In each & every meeting the opinions of the representatives of the residents and non-residential commercial shop owners and family details were taken. Their concerns about their rehabilitation were noted down.

6) 1<sup>st</sup> of all what is the need of this project for MUMBAI was explained. Information about project alignment, Station location, construction methodology was explained. TBM cut & covers stations, NATM station's many technical details were given in short. Many underground digging tests have been carried out. As the safest techniques are going to be used even for hardest rock, there is no fear of any danger in digging so deep at the distance of 20 to 25 mts. below the ground level. The weakest bldgs. Which may crack down anytime was surveyed with all the details. So while the construction work is on, all the safety measures are taken & all the planning's are done for their methodology of working to ensure its ground water level does not go further down .All the service channels /routes & the temporary traffic diversion & their alternative solutions were explained to people.

7) The details of the land required for this PROJECT on permanent as well as on temporary basis were given. It was most clearly told /said that as the entire Metro Rail /stations are under ground, only very little land is required on permanent basis for entry /exit, for stairs, for ventilation shaft & sub-station. For this project people should not believe in the rumors that about 1000 to 2000 buildings are getting affected & would go for displacement/demolition due to this project .From Girgaon, Kalbadevi & Chira bazaar area. For 2 stations 26 bldgs. are going to get affected. Approximately 777 families would get affected due to this project .All these buildings are getting affected because of their very special type of construction. Though very little land is required on permanent basis for this project & in FSI development plan this much width of the road not being there reconstruction of the bldg. on the balance/remaining land is not possible. For increasing the roads width all the options would be examined & those options have to be accepted. To give rehabilitation to the project affected families in the same vicinity is the mind set of MMRC, for which deep study & its planning is required & MMRC is agreeable and ready to put those planning/proposals before the people. Unless proper plan of affected families rehabilitation is finalized & people give their consent for it, no building would be demolished. This was very clearly told and explained.

8) In this area many bldgs. are very old and about to collapse. Metro project is developing simultaneously which is a very big facility .An opportunity is available to have rehabilitation of the project affected family along with implementation of this Metro Project. Its quiet possible to have many more obstacles in the private plots development, even then due to this Metro PROJECT such obstacles are likely to be solved out to redevelop the project affected building in a "cluster" style for which a details plan has to be prepared & then to get consent from public as well as from state Govt. is the responsibility of MMRC which was expressed very clearly. Temporary redevelopment's ready options would be kept in front of the people very transparently .This was also explained .Co-operation of resident is very much essential and solicited since without their support and co-operation implementation is not possible.

9) After this in every meeting, the present representative put forward their queries. All these queries were replied by MMRC.

All the points raised in all the meeting which were discussed out in public & the clarification given in the meeting is as follows-

Sr.no.	The points that were raised by the persons affected by this PROJECT.	The information provided by the OFFICERS.
[*]	Kalbadevi & Girgaon are the most Important spots. Here these families are staying since last 50 yrs. Their many generations have been staying there at the same place .Though the tube / subway railway is under the ground but considering the difficulty of rehabilitation & difficulties that we may face now we feel that alignment route should be reconsidered and changed At present these people have sufficient transport facilities so there is no need to displace this people & have this metro project here	This MUMBAI Metro PROJECT is taken in hand just to remove the traffic congestion problems of Mumbai roads .This Metro project is Important from the point of view to reduce road congestion so that in future safe & happy public transport would be easily available for the best transportation Metro line & stations are required where there is dense population so that citizen / traveler can have the facility to travel & the congestion is relieved .With this aim Kalbadevi & Girgaon Metro station are under this plan .Due to these stations nearby area would be developed & even there will be value addition .
[*]	As there is very less distance between Kalbadevi & Girgaon station and just near these stations there is a Western Rly., these stations should be excluded from Metro line.	In the suburban Rly. the local stations are at a distance of 800 mts. to 1 km. As per international guidelines/ rules in. in the thickly populated area it has to be at the distance of 500 mts. so that to no other transport is necessary to reach the stations. If these stations are excluded now, then all the facilities that would be available to the area would be missing forever and the area would be deprived of the new development. Without these stations there would be distance of 2.5 kms. between 2 stations & then no one can deny of the difficulties citizens may have to face. This point doesn't fit well in the Metro plan.
[*]	Do think about making tube /subway Rly. alternatively below Maharshi Karve Road instead of .J .S. Road	Before finalizing Metro -3 line many other options were given studied thoroughly & then only it has been finalized. Due to many more technical difficulties it is impossible to have Metro-3 line under Maharshi Karve Road .Apart from this all other legal facts & many other prescribed procedures are fulfilled & then only based on best option Metro3 line is finalized .It is very Important to note this point
[*]	1 <sup>st</sup> of all construct the Rehabilitation bldgs. In the same area for this project affected families & then only begin the procedure of vacating the premises.	In the opinion of the MMRC that it is possible to have Rehabilitation of this project affected families of Metro -3 line project without changing station locations in the same area. Regarding this the detail study would be made & then final plan would be kept before the affected families'. Unless & until the necessary plan worth

		implementation isn't finalized for rehabilitation in the nearby area. No bldg. would be demolished.
[*]	While constructing rehabilitation bldgs. Cross maidan, Azad maidan & other open spaces must be taken into consideration.	Open maidan /grounds are very essential for cities and as per development control rules for land proper usage grounds cannot be used. Also considering many Hon. High Court's decisions, rehabilitation homes can't be constructed on open grounds. Since the Rehabilitation is possible in the same vicinity necessary plan shall be prepared.
[*]	Do put forward a detailed plan before the residents about the temporary & permanent rehabilitation after the suitable policy decision by the corporation.	Even if rehabilitation is decided to be in the same vicinity, until the bldg.'s construction works gets completed, the temporary rehabilitation is necessary and MMRC would give its full co-operation in making available the temporary rehabilitation in the same area. The bldgs. of BPT at P'Dmello Road, Back Bay Reclamation and at other locations which are available with MHADA would be checked . Otherwise to have rehabilitation in the nearby vicinity, rent would be given to the residents.

[*]	Make a policy decision for rehabilitation of the residents like land owners, living with Pagadi systems or tenants ...etc.	If the rehabilitation is in the same /nearby vicinity to be done it shall be as per the development control rules and all shall be accommodated whether land lord or tenants ...etc. during resettlement.
[*]	A few representatives who were present agreed to give their full co-operation if the rehabilitation is in the same vicinity .They requested to produce detail resettlement plan and call them for to discussion again.	On behalf of MMRC thanks were given to those who had co-operated .the very clear idea was given to the people that regarding the rehabilitation in the same vicinity MMRC would make a detail study & then prepare a plan & then that would be represented to the residents. Request seeking co-operation of Resident was made/done.

10) A few people from Chira Bazar's fish market as well as few non-residential but project affected people demanded for the temporary rehabilitation in the same vicinity .The residents of the DHOOT PAPESHWAR bldg. demanded that their bldg. is in very good condition so insisted to find the other option or alternate way. Few residents also said that their bldg.'s were recently repaired & made in good condition either by MHADA or by tenants themselves. A few residents also insisted that temporary rehabilitation must be in the same vicinity only. A few residents also agreed to co-operated for rehabilitation on temporary basis in the other vicinity also but temporary non-residential /commercial shops arrangement must be done in the same vicinity/locality only.

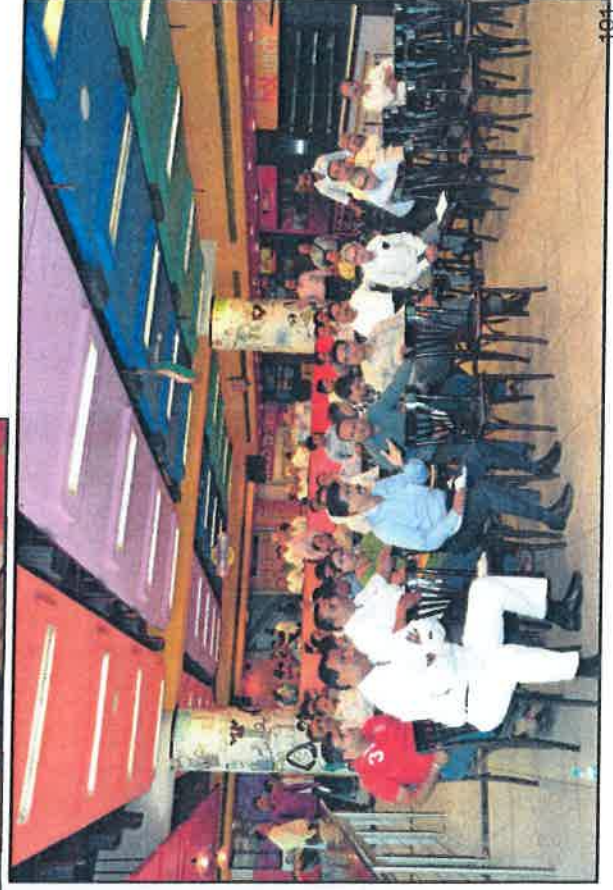
11) After having listened to all the residents it was promised by the MMRC authorities /officers that all your suggestions /objections of project affected people would be definitely considered & the best possible beneficial decision would be taken. In future also the public consultation would go on & the plan for rehabilitation in the same vicinity would be prepared soon and then once again meeting would be held. It was told that today's meeting is not for taking any final decision but for arriving at a beneficial decision for all, after discussion with all affected persons.

The above meeting that was organized by MMRC ended with the thanks to all the participants with a request seeking co-operation of residents for Metro Project which is an important project.

**Nitin Patil**  
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& Special Land Acquisition Officer M.M.R.C



**Kalbadevi Girgaon - Public Consultation Meeting held on 02.03.2015**





**Kalbadevi Girgaon - Public Consultation Meeting held on 03.03.2015**





**Kalbadevi Girgaon - Public Consultation Meeting held on 04.03.2015**

