



SOCIAL FORUM OF ARCHITECTURE 2010, ANKARA

21ST – 23RD OCTOBER, 2010

**‘IT’S A SMALL WORLD’
SOCIAL ARCHITECTURE FOR OUR CITIES & ANTI-GLOBALISATION**

P K Das, Architect Activist, Mumbai



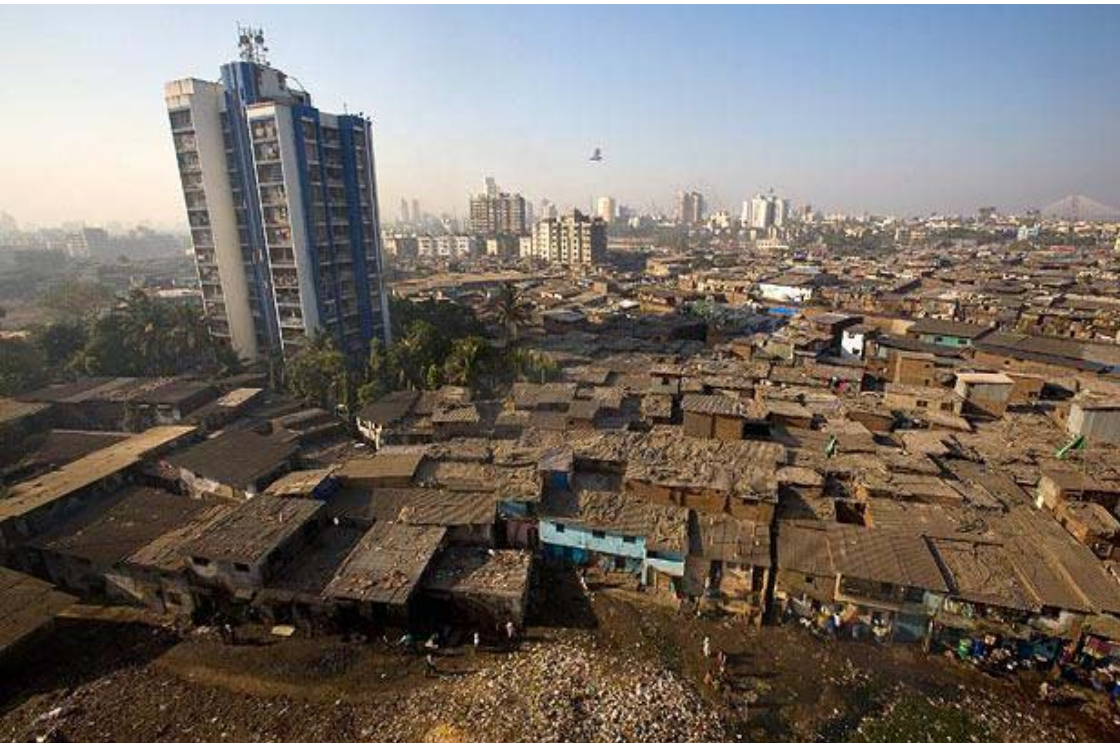














Mumbai's slum population up by 29 pc: Census

HT.
17 Oct
2010

OVERCROWDED Total population now at 1.43 crore; 90 lakh in slums

Bhavika Jain

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MUMBAI: The city's slum population has risen by 26 lakh people — or 29 per cent — over the last 10 years, according to a projection based on the first phase of the ongoing 2011 census.

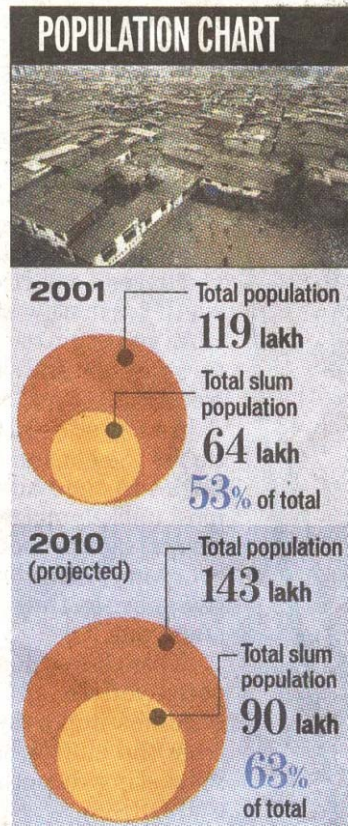
Slums now house 90 lakh of the city's total of 1.43 crore people, while in 2001 they housed 64 lakh of the city's 1.19 crore residents, the data suggest. This means the number of Mumbaiites living in slums has risen by 9 per cent over the last decade.

"This shows that there is an acute shortage of affordable housing in the city," said V.K. Phatak, an urban planner.

The census's first phase involved listing houses and characterising individuals in each household. The second phase will begin in February and will focus on enumerating the population.

"The definitive number will be available after this exercise has been completed," said S.S. Hiremath, joint director of census operations. But officials said the final figures would not vary drastically from the projections.

"The data show that the state has not been able to provide



houses to a large section of the population, so they have had to take care of their own needs," said Pankaj Joshi, executive director with Urban Design Research Institute.

» RELATED REPORT, P8









Realty rates up by 50pc in city

VOLUMES DIP Sales down by 40 pc

Sachin Dave

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MUMBAI: Residential real-estate prices in Mumbai have risen 30 to 50 per cent since January, the highest ever such rise in the metro, industry experts have said.

As prices rise, sales have seen a corresponding dip — of up to 40 per cent — leading to concerns over the formation of a real estate bubble.

"While earlier a project may have sold 10 units a month, now sales are down to three or four units," said Sandeep Singh, director of Santa Cruz-based ProBuild developers.

Lower Parel, Parel and Mahalakshmi now have projects with rates of Rs 50,000 per sq ft, said Anuj Puri, country head for real-estate consultancy Jones Lang LaSalle India. "There is definitely a worry over that a real estate bubble may be forming in such areas."

Premium projects from Lodha, Raheja and Lokhandwala developers in central Mumbai witnessed a 40 per cent jump in rates per square foot (psf), though resale rates in these areas are a notch lower.

This means that premium flats that once cost Rs 15,000



to Rs 18,000 psf in Lower Parel will now cost about Rs 25,000 psf.

The rate at Lodha's World One, ostensibly the world's tallest residential tower, are now as high as Rs 33,500 psf.

"I think prices have gone up by about 20 per cent on average across the city," said Niranjana Hiranandani, managing director of Hiranandani Group. "Given the country's GDP, prices are likely to rise by a further 10 per cent by March."

MUMBAI Newsline

The Indian EXPRESS

MUMBAI | MONDAY | MARCH 9, 2010

SKYWATCH
FORECAST: Mostly clear skies. Maximum temperature will be around 32°C.
TEMPERATURE
Today: MAX 32.2°C, MIN 23.1°C
RELATIVE HUMIDITY: 85
Tomorrow: MAX 31.3°C, MIN 19.4°C
RELATIVE HUMIDITY: 81

More luxury homes than city needs: analysts

SHALINI NAIR

MARCH 7

TILL two years ago, Dharabhai Lane with its dozen, tenanted low-rises stood out on Napean Sea Road, otherwise always the address of the well-heeled. Today, most of the middle-class residents have been elbowed out to make way for three super-luxury towers by Orbit Corporation, with plush apartments, duplexes and penthouses, each up to 30,000 sq ft in size.

Dharabhai Lane is a symbol of the pace at which developers are constructing opulent apartments for the super-rich in

Mumbai. A total of 16 new projects offer apartments over 5,000 sq ft, and many more are underway. The apartments are priced upwards of Rs 10-20 crore, with the most expensive being the Rs-1 billion duplexes at Lotus Villa on Napean Sea Road followed by the Rs-60 crore duplexes of Mital Grandeur, Cuffe Parade.

At this rate, realty experts estimate, supply of luxury homes will exceed demand by six times. "The super-luxury segment makes up barely 5 per cent of the total demand and the supply will soon account for 30 per cent of the new homes, leading to an oversupply," said



On Napean Sea Road

Pankaj Kapoor of research agency Liasos Foras.

The offtake is already very slow, he said, with barely one luxury apartment in a project sold in three months. "When the market was down, developers jumped to affordable housing so that they could generate

money from actual sales. But from the time the stock markets rose, the valuation game came into play again. Builders are no longer worried about healthy sales as they are not investing their own money but money raised from investors, merely from announcing new

projects," said Kapoor. Further north, the city's erstwhile mill heartland is witnessing projects with taglines like "By invitation only", rendering a greater touch of exclusivity. Developers like Lodha, TSI Realty and Indiabulls are building sprawling apartments and duplexes

with swimming pools, health clubs, gyms and terrace garden flats. Typical of such constructions, the first residential floor often starts after the 10th building floor to ensure an unobstructed view, with those lower reserved for automated car parks. Some projects also offer sun decks, private pools for every apartment, personal elevators, rooms for domestics, wine cellars, spas with jacuzzis and massage parlours, besides a yacht and a private air charter, a concierge and valets.

Last week, Lodha Developers launched 29 sky villas in Thane, each about 5,000 sq ft, with cellphone-operated appli-

ances, private movie lounges, personal pools and walk-in wardrobes. Over a year ago, the group had launched a mid-income housing project in Thane with homes from Rs 40 lakhs. Their latest offering is priced upwards of Rs 4 crore.

Ashish Lodha, managing director of the Lodha Group, says the project is getting a good response from businessmen in Thane and Navi Mumbai. "There is a huge demand for apartments with nice ambience and comforts not only in Mumbai but also in places like Thane," he said.

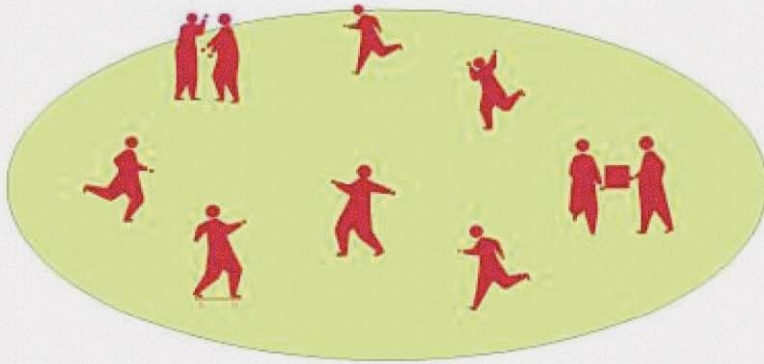
Real estate consultant Sandeep Singh points out that

years ago, one of the main arguments for sale of mill land, where most luxury projects in Central Mumbai are coming up, was it would generate more housing stock. "To buy apartments priced over Rs 20 crore, an individual must be with a net worth of Rs 150 crore at least. Someone with that kind of money would be already staying in private villas and apartments and there are only a few who would want to invest such a huge amount as a non-performing asset," said Singh, who adds developers are creating an excess of such apartments as most are playing with money raised from the market.

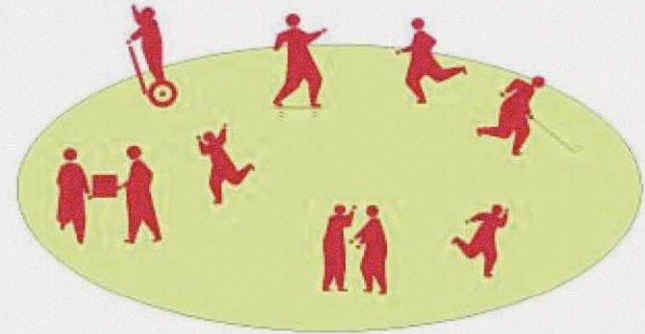




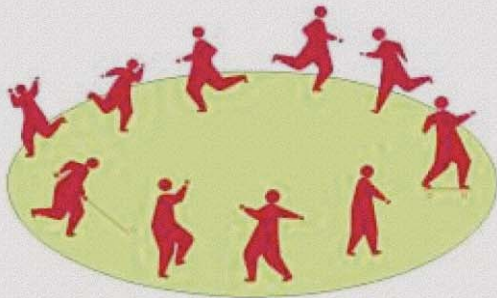




LONDON: 7.2 A/1000 PEOPLE



NEW YORK: 6 A/1000 PEOPLE



CHICAGO: 4 A/1000 PEOPLE



TOKYO: 0.9 A/1000 PEOPLE



MUMBAI: 0.25 A/1000 PEOPLE



COMPARISON OF AVAILABILITY OF OPEN SPACES



Movement against Metro

COLLECTIVE FORCE Residents of western suburbs form umbrella body to oppose elevated Metro

HT Correspondent

■ htmetro@hindustantimes.com

MUMBAI: Residents from across the western suburbs, who are likely to get affected by the Metro rail project, have joined hands to form an umbrella organisation — Movement for Underground Metro (MUM) — to fight for their cause.

The movement will bring together all people affected by the elevated Metro rail planned on the Charkop-Bandra-Mankhurd route by the Mumbai Metropolitan Region Development Authority (MMRDA).

The organisation includes residents' associations of Bandra

BLOG EFFECT



■ File photo of the Metro work at Andheri.

■ Actor Amitabh Bachchan, in his blog, had lamented the proposed Metro. "...The Metro being laid over the metropolis, some under the ground, some above over large tracts of cement structures is taking shape... But here is the killer it's going to roll over Prateeksha!! So bye bye privacy and hello fellow traveller," he wrote.

■ Upset with Bachchan, the Shiv Sena and MNS said development projects should not be stopped for sake of one individual.

and Khar, shopkeepers from Linking Road, and residents of Juhu, Andheri and Versova. Speaking about the initiative, Darryl D'Monte, chairperson of the Bandra West Residents

Association (BWRA), said, "This umbrella body will be a common platform for all organisations demanding an underground Metro, irrespective of the location that they hail from."

Aftab Siddiqui, head, Linking Road Residents Association, said, "All of us have a common aim, which is to oppose the elevated Metro that the MMRDA is thrusting upon us. We had

held a review meeting where we decided that all of us should get together in our opposition to the elevated Metro."

Juhu activist Sherley Singh echoed the views. "All of us realise that we are against such forces, that the only way to win would be to bring together all our resources and fight for our demands," said Singh.

The residents have been protesting against the MMRDA's plans to build an elevated 32-km long Metro route, joining Charkop to Mankhurd, through Bandra. The route passes through parts of Juhu, the congested Linking Road at Santacruz, Khar and Bandra.

"The authorities need to realise that it's not aesthetics or privacy that we are fighting for. They can't possibly build a 90-feet wide overhead Metro on an 80-feet wide arterial road. Instead, building an underground Metro, 40 feet below the ground would benefit all parties involved," added Singh.

The MMRDA, however, has been opposing the underground Metro, citing cost factors. Building an underground line would cost an additional Rs 56,000 crore and the state coffers would not be able to "withstand this pressure", MMRDA chief Ratnakar Gaikwad had told *Hindustan Times* earlier.

CITY www.mumbaiimr.com/city

MumbaiMirror | MONDAY, SEPTEMBER 20, 2010

9

Citizens protest elevated Metro project, want it to go underground



Thousands of residents took to streets on Sunday to protest the Metro project.

Virat A Singh
virat.singh@timesgroup.com

Around 21 NGOs and thousands of citizens from Andher, Juhu and Bandra hit the road on Sunday for a peace march protesting against the elevated Charkop-Bandra-Mankhurd Metro route. Their demand: underground Metro.

One of protesters, Sherley Singh from Juhu, said, "We were surprised to see nearly 2,000 people on the roads at Juhu joining us for the protest. The number of protesters should be a wake up call for the MMRDA."

Residents are worried that elevated metro will compound the problems of traffic jam, air pollution. It will also lead to chopping of trees.

Writer and activist Siddharth Dhanvant Shanghvi from Juhu said, "We are not against any development, it is just that the elevated Metro comes with its share of travails. Experts on architecture and town planning are already talking about how it would deface the narrow roads of Mumbai."

Echoing the sentiments, filmmaker and activist Ashoke Pandit said, "MMRDA has not been speaking to us

or discussing this issue, instead it is harping on the fact that underground metro will cost a huge amount of money. They should also take the problems faced by public into account."

In Bandra too, scores of residents from Khar and Bandra were out full force on the road showing thumbs down to the elevated metro.

Explaining the problem, architect Nitin Khatwala said, "Over 1 lakh sq ft of footpath space will be razed to accommodate stairs, escalators, lifts. There will be several litigations with private property occupants."



A community effort scripts a success story

THE development of the seafront at Carter Road and Bandra Bandstand has won international recognition, with the receipt of this year's award instituted by the Washington-based Waterfront Centre for Waterfront Development Projects. Selected among entries from all over the world, the award recognises the efforts of an entire community to 'retrieve its waterfront for the public'.

A few years ago, the 4.5-km stretch of the Bandra seafront was little more than a dumping ground, sewage disposal area and thickly peopled by encroachers. It was P K Das, an architect by profession and also among the architects of the save-the-waterfront scheme, who took up the cause of the depleting open spaces in Mumbai and conducted an extensive study of Mumbai's waterfronts. Soon, the Bandra West Residents' Association (BWRA), the Bandra Bandstand Residents Trust (BBRT), P K Das & Associates and Member of Parliament Shabana Azmi came together to save the Bandra seafront. What



Bandra Bandstand after the redevelopment work

followed is a classic success story of citizens' civic efforts.

"We felt we needed to do something to protect our water-fronts," says Darryl D'Monte, president of BWRA and noted environmental activist. "So we got together and forged a partnership." Das handled the architectural inputs, Shabana

Azmi contributed nearly Rs 1 crore from her MP's (local area development) funds and the residents took up the cause as one they all held dear.

That was perhaps when the mission's success was assured — For the first time, different organisations pitched in together. The govern-

ment in the shape of the MHADA and the private citizens' forums worked in co-ordination to restore the picturesque coastline at Bandstand and Carter Road. The results of the redevelopment efforts are in plain sight — palm trees, amphitheatres, a children's park, an art court.

Having re-designed the facade, there was still the question of maintenance. That's where Harsh Mariwalla of Marico Industries contributed his bit. Marico Industries has so far spent almost Rs 25 lakh towards the beautification drive and planted more than 30 species of palm trees. That's where the name Palm Promenade at Carter Road comes from. Another corporate, US Vitamins, contributes to the maintenance of Bandstand.

The seafront has gradually grown into a buzzing cultural centre, where concerts, yoga and tai-chi sessions and plays are held. "There's a play every Friday, and in January 2003 we will be organising a major concert and a carnival too," says D'Monte.

— UJJAYINI DAS





'NEIGHBOURHOOD-WAY' FOR CITY DEVELOPMENT

- 'VISION JUHU PLAN'

PUBLIC ENTERPRISE

Residents Get Proactive With Development Plan

to the fore in Juhu

Clara Lewis | TNS

Mumbai: Residents, and not the government, will take charge of a scheme in Juhu for optimum use of public space. The plan may be integrated into the Mumbai's Development Plan for the period 2013-2033.

This is the first-ever effort by any section of Mumbai's residents to take a proactive approach in the preparation of the development plan.

Normally, town planners put their heads together to prepare the plan and then objections/suggestions are invited from the public.

In Juhu, citizens are currently scrutinising a plan whereby more and more land will be added to public open spaces. If it meets their approval, they will then forward it to the government for making it Juhu's blueprint on the development plan. If accepted, it will be yet another first for Juhu residents who have already elected their own corporator in the 2007 civic elections.

The plan drawn up by the design cell of the Kamala Raja Institute of Architecture (KRIA) in association with the Mumbai Waterfronts Centre seeks to increase the ratio of public open spaces by networking those that do not constitute the traditional definition. "Pavements, market squares, nullah edges, creeks, mangrove fronts, marginal spaces should be counted as public open spaces and not

just as reserved ones," say Aniruddha Paul, director.

College students carried out extensive surveys in the two wards (63 and 64) that constitute Juhu. They looked at the history of the place, the settlements since the 18th century, the present stakeholders and the available non-traditional open spaces.

Though Juhu is spread over 3.86 sq km, only 7% of the total land mass constitutes open space of which only 3% is, at present, available to the public. "If all this public

space is properly developed and networked it will create 79% more public spaces in Juhu. At present, the space is misused.

The plan, though designed for Juhu, can be applied everywhere in the city thus ensuring more open space for citizens across Mumbai," says P K Das, the pioneer of converting water fronts into public open spaces.

At present, the total available open space in Mumbai is only 1.1 sq m per person unlike 31.6 sq m per person in London and 26.4 sq m per person in New York. Residents of Juhu are, however, lucky as compared to the rest of Mumbai as the open space is slightly more at 3 sq m per person.

The students have suggested that the edges of Irla nullah, which is being widened under the BRIM-STOWAD project, must be opened to the public after developing it as a green strip as is being done in case of the

ZONED OUT

Area comprises two civic wards 63 and 64 and covers the stretch from Lions Park in Santa Cruz all the way towards Juhu Colmahar Road right up to Rula Park along Juhu beach.

Total area: 3.86 sq km

Open space per person: 3 sq m

Population: 1.31 lakh, 33,945/sq km

SPACE STATS

Total reserved open space:

2.70 lakh sq m

Total open space after net-

working all public spaces:

75 lakh sq m



Mithi river. "When these areas are opened to the public there is more surveillance and less likelihood of encroachment," says Aditya Sawant, project co-ordinator. "At present, the reserved spaces have a size equivalent to only three Oval Maidans but if the market spaces, open spaces in slums, edges of institutions and others are considered, then their size increases to equal 26 Oval Maidans."

They have also looked at future developments such as hawking zones, more slum rehabilitation, the metro rail and implications of increased use of Transfer of Develop-

ment Rights in the area. "Hawkers can be rehabilitated and relocated within the same area freeing pavements for open spaces," says Das. According to him, better planning of rehabilitation buildings will help create more open space in the slum areas. "However, TDR and the huge population influx that it will bring in will certainly put a strain on public infrastructure. It is an issue that needs to be seriously addressed by the government," adds Das. The students are critical of the proposed location of the metro rail stations on two arterial roads in the area on the 10th

Road and near Nehru Nagar. "The dispersal of the public getting off the metro rail will be difficult as they will come into an already crowded area. There is a need to shift these stations so that dispersal is quicker," says team member Nisha Nair.

Residents have been meeting in small groups to discuss the plan and offer suggestions. On Sunday they will be putting it before a larger audience comprising the local MLA Ashok Jadhav and MP Priya Dutt, realising that without political support the plan, no matter how well-designed, could be consigned to the dustbin.

City cop to take a shot at shooting medal

Kumar Sambhav | TNS

Mumbai: A few days ago, when Abhinav Bindra was busy creating records in Beijing to bring glory to India's city police inspector was shooting, not in an encounter,

rashtra Police in 1996, is proud to represent Mumbai at the national level. "At least 40 officers participated in the shooting from the revolver category. I was the only one from Mumbai," he said.

This is not the first time



lice from the anti-corruption bureau in 1995. Sardal spends his spare time at the shooting range in Naigaum where he practises. "It's my devotion to duty that produces results even if I don't practice much," he said.

At present, Sardal is high

JUHU

PART OF K WEST WARD

Area: 3.86 sq.kms

Population
(estimated for 2008):
2,20,000

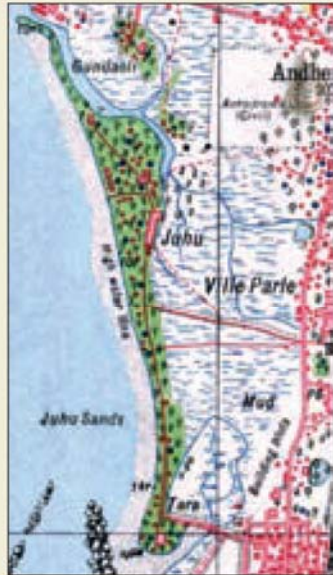
Density
(estimated for 2008):
56,995 people/sq.km
Reserved open space:
0.27 sq.km (2,70,825 sq.m)

Ratio of open space
(estimated for 2008):
1.23 sq.m/person



Juhu Landmarks

Land Development History of Juhu



SURVEY MAP OF BOMBAY, 1921

Three gaothans- Tara, Juhu and Mora (Gundaoli) exist along with farmland and large tracts of mudflats. Airport Authority of India's wireless station land is acquired. Bungalows along the beach have already been established. Natural drainage lines pass through the mudflats.



SURVEY MAP OF BOMBAY, 1933

Juhu Gaathan and St. Joseph's Church are seen clearly. Juhu Aerodrome land is identified. Isolated development is seen growing along the stretch of Juhu Beach. Theosophical Society is established. Most of the area is still marsh and farmland.



ROAD MAP OF BOMBAY, 1969

Shows most identifiable features of Juhu, including road layouts, JVPD Scheme and Gulmohar Road. The edges along the beach show hotels and residential development. Some educational institutions appear as well.



Early 1600s

Fishing villages of Mora and Tara are established on mudflats on the northern and southern ends of the suburb

1920

The areas around Juhu and Tara had developed sufficiently to warrant their own local government and municipal councils. They formed part of the so called Suburban District.

Early 1700s

The agricultural settlement of Juhu gaathan is founded, along with Juhu Church. The residents carry out agriculture and related activities in small fertile patches of land adjoining the beach stretch.

Late 1800s

Jamshedji Tata purchased land in Juhu and built a bungalow. He planned to develop 1200 acres (5 km²) in Juhu Tara. This was to yield 500 plots of 4,000 m² each and a seaside resort.

1930

Juhu Aerodrome, serving Mumbai, was India's first civil aviation airport opening in 1928 as the then Vile Parle Flying Club. It served as the city's sole airport till the one at Santaacruz took over in 1958.

1925

Development took off near Juhu Tara villages by the late 1920s with the extension of the Western Trunk Route to Jogeshwari.

1928

By the 1930s Juhu had become a recreational centre. The richer classes of Bombay used the area for sports, bathing and motoring. Weekend cottages and bungalows mushroomed around this time.

1966

The first large hotels in Juhu, King's Hotel and Hotel Horizon are established.

1975

ISKCON is established in Juhu, adding another tourist attraction to the suburb.

1945

With the formation of Greater Bombay in 1945, the areas of Juhu, Tara and Mora came directly under the Bombay Municipal Corporation.

1969

JVPD Scheme and Gulmohar Road, one of the last planned layouts in Mumbai are established. Many of the HIG plots in the JVPD scheme area are purchased by film actors of Mumbai's film industry, earning the suburb the misplaced moniker of 'Beverly Hills of Mumbai'

1961

Mithibai College is established. Utpal Sanghvi School and Jamnabai Narsee School are established by the early 1970s. Many more educational institutions come up subsequently, leading to the suburb having the highest density of educational institutions in the city

1980s

The growth in MIG and HIG population and a shortage of housing leads to the formation of slums in the suburb along the drainage channels and on the edges of the Airport Authority of India owned land. The residents of the slums are primarily service providers to the suburb's population.

1991

Coastal Regulation Zone law is enacted by the Central government, covering a large part of Juhu's coastline and adjoining land. Stringent built form guidelines are placed on properties near the sea.

1995

Slum Rehabilitation Authority (SRA) is set up and formulates rehousing schemes for slumdweller inviting private capital to take part in the process. Many slums undergo redevelopment under the SRA's aegis.

2000

A plan to restore Juhu Beach was prepared by architect P K Das and published by INTACH. With extensive support from local MPs, activists and the judiciary, the plan was sanctioned in 2004, gradually giving residents the idea of preparing 'Vision Juhu.'

1992

Changes in Development Control Regulations accompanying the Mumbai Development Plan of 1991 allows the transfer of development rights (TDR) from one part of the city to another. The low FSI consuming, low rise, low density parts of JVPD and Gulmohar Road see another construction boom.



EXP
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EXPANDING
PUBLIC
VISION Juhu
SPACES

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Vision Plan Highlights – 1

Development of Public Spaces.



MUMBAI
1.1 SQ.M/PERSON

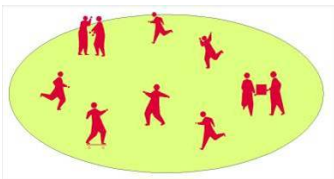


JUHU (1991)
2.1 SQ.M/PERSON



UDPFI STANDARDS
10-12 SQ.M/PERSON

Open space ratio comparison between major cities of the world in 2000



LONDON:
31.68 sq.m/person



NEW YORK:
26.4 sq.m/person



CHICAGO:
17.6 sq.m/person



TOKYO:
3.96 sq.m/person

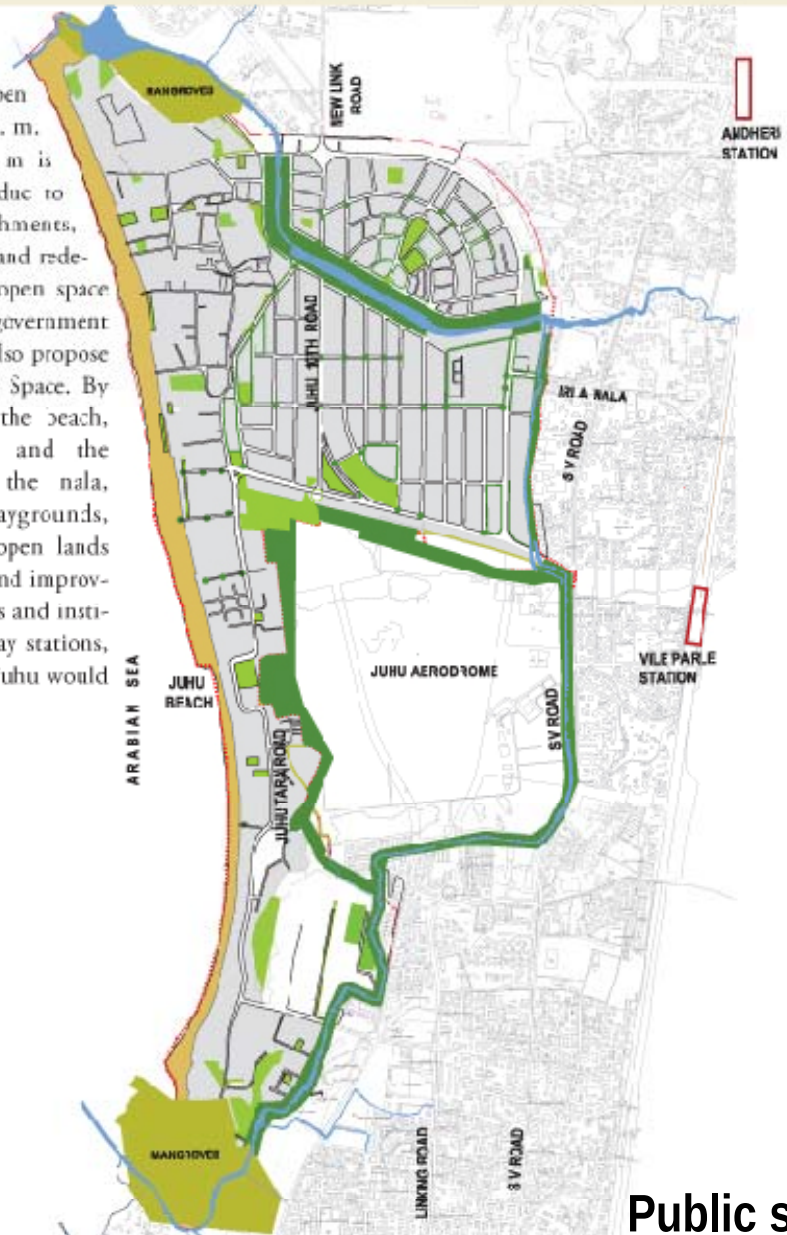


MUMBAI:
1.1 sq.m/person

Development of Public Space

- Conserving and redeveloping reserved open spaces
- Creating new open spaces for the public

The current reserved open space in Juhu is 2,70,825 sq. m. out of which 2,03,119 sq. m is unavailable for public use due to misuse, land grab, encroachments, etc. We aim to free, protect and redevelop the current reserved open space through citizen activism, government and corporate support. We also propose to redefine the term Public Space. By including and networking the beach, the neglected mangroves and the encroached space along the nala, reclaiming restricted playgrounds, developing edges of large open lands (aerodrome) and footpaths and improving open spaces near markets and institutions, bus stops and railway stations, the potential open space in Juhu would increase manifold.



Public spaces.



WALKING AND CYCLING IN OUR CITIES
- MUMBAI ON TWO FEET
- THE CASE OF IRLA NALLA DEVELOPMENT

These properties, an officer from the ACB said. The ACB is investigating if Patil has as-

tribution to his known sources of income. Patil and Pethare, a community develop-

bank locker details found at his home.

bank locker details found at his home.

BMC SANCTIONS RS5 CRORE FOR CYCLING TRACK AND PEDESTRIAN PATHWAY

Picture-perfect plan for Irla

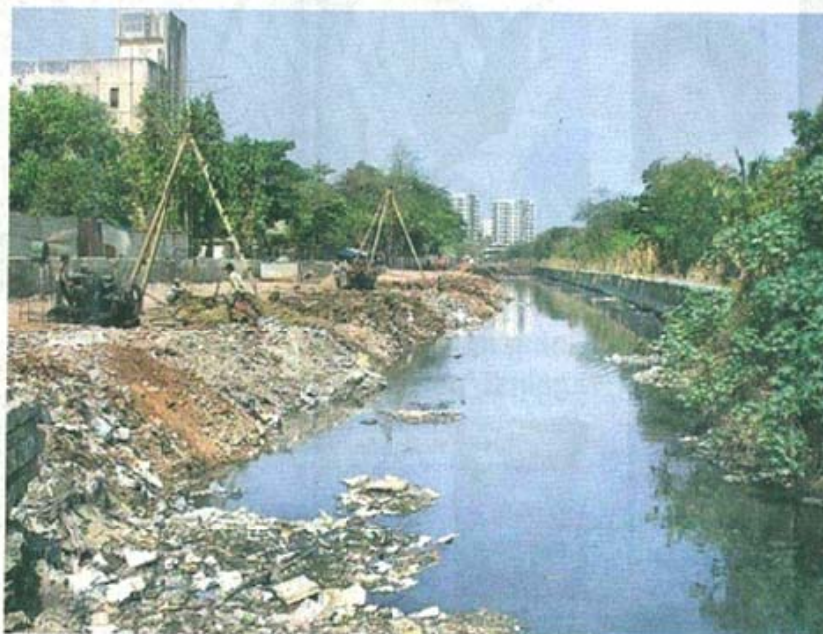
Linah Baiga

Forget cars and other vehicles belching fumes. Forget the congestion and the pollution. Instead, stretching for 10km on either side of the Irla nullah in Juhu, there will be an integrated network of lush green open spaces, a garden, a cycling track and a pedestrian pathway.

No midsummer night's dream. This is what the first phase of Vision Andheri envisages. The BMC standing committee has given it the green signal, sanctioning Rs5 crore for the cycling track and the pedestrian pathway. Work on the project is expected to begin after the assembly polls.

The pathway will link fragmented open spaces, as well as the educational institutions in the vicinity — Mithibai College, NM College, Bhagubhai Engineering College, Ruthambara College, and Kamala Raheja Vidyavidyalaya Institute for Architecture (KRVIA). There will be a garden where students of these colleges could hang out. The green space would also be of use to fitness freaks and senior citizens.

The project has been designed by architect PK Das, the KRVIA students, and the Mumbai Waterfront Centre. "Work will begin once the BMC is through with clearing the encroachments. A 200-metre stretch, from Shopper's Stop to Amitabh Bachchan's bungalow, has already been cleared," said Das. The Brimstowad project will

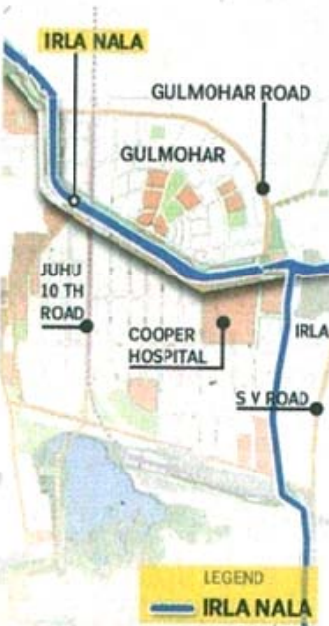


top story

clear two 20-foot wide stretches on either side of the Irla nullah. The civic body had initially thought of using these to build carriageways for service vehicles and maintenance machineries.

"The BMC was thinking of concreting the nullah, but it would have prevented rainwater from seeping into the non-porous edges," said Anirudh Paul, director, KRVIA. "We gave it an alternative plan, in which the open spaces would serve as floodplains during the monsoon months, and could be used for recreational activities in the dry seasons."

The second phase of Vision Andheri will cover Seven Bungalows in Andheri (West) and parts of Jogeshwari. It will involve a similar attempt to integrate fragmented open spaces with colleges, public health facilities, Metro Rail realignment, and slum redevelopment. Also, a plan has been chalked out to revitalise the Gilbert Hill precinct, near Andheri station, which is surrounded by slums. "Like the Irla nullah, the Veera Desai Road nullah will be freed of encroachments to reduce flooding. There will be a pedestrian pathway along it, which will link up with the first-phase pathway," said Des.



(CLOCKWISE FROM TOP) The Irla nullah at present; an artist's impression of the proposed beautification; a map showing the route of the nullah. Mangrove conservation will be done near Juhu Koliwada and the Seven Bungalows-Versova region

Con pro on Jet

Anshika N

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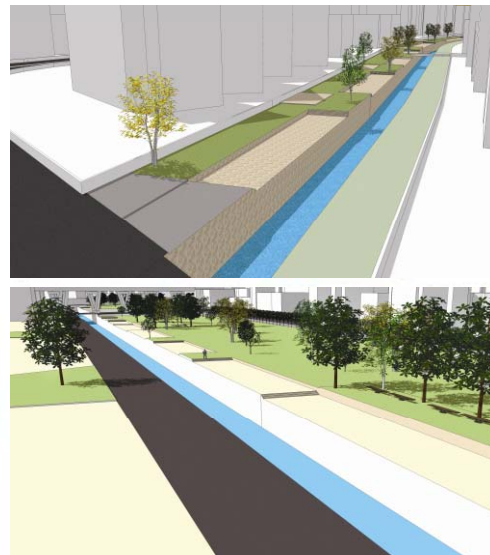
Vision Plan Highlights -2

Irla Nala Development and Creation of Public Spaces.

Irla Nala Development and Creation of Public Space

- Creating greenbelt along nala's edges
- Addressing flooding issues

Irla Nala dominates the geography of Juhu and runs approximately 7.5 kms, meeting the Arabian Sea at two points. The BRIMSTOWAD project by the BMC is under way which will create approximately 20 feet of open space on either side of the nala. The authorities propose to use this as a carriageway for service vehicles and maintenance machinery. Instead, we propose to install a self-cleaning system, develop it as a pedestrian route and link it with other public spaces in Juhu. The new porous greenbelt thus created will measure approximately 10 kms and serve as a flood plain during monsoons.



Proposed pedestrian pathway along the Irla Nala



Irla Nala.



Imagining the nala as a public space spine connecting the different institutes



Proposed Pedestrian Route near Vidyanidhi Circle



Proposed Pedestrian Route behind Mithibai College

Irla Nala.

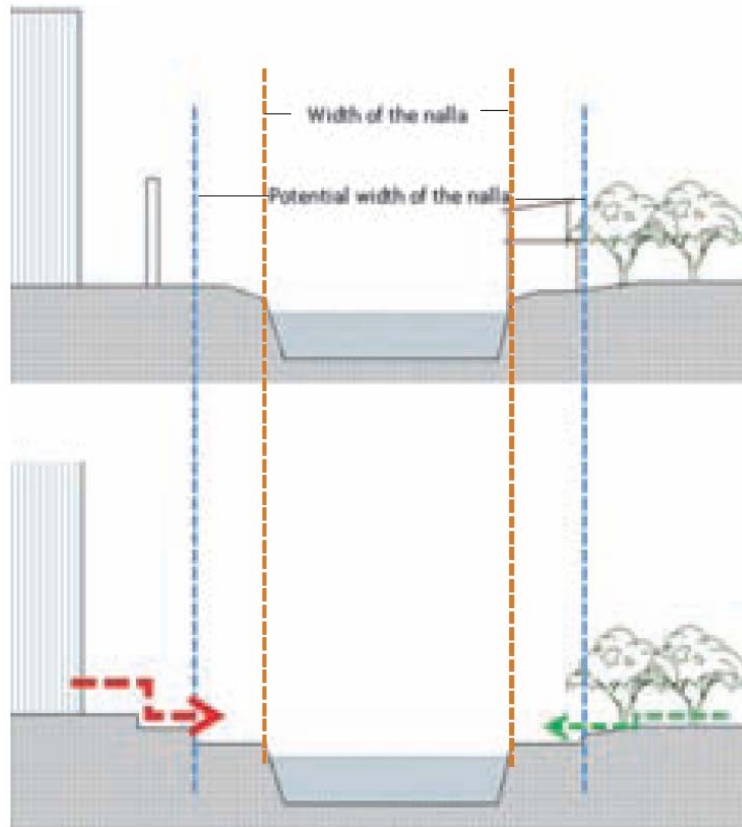


Fig.7



Proposed Pedestrian Pathway behind Mithibai college

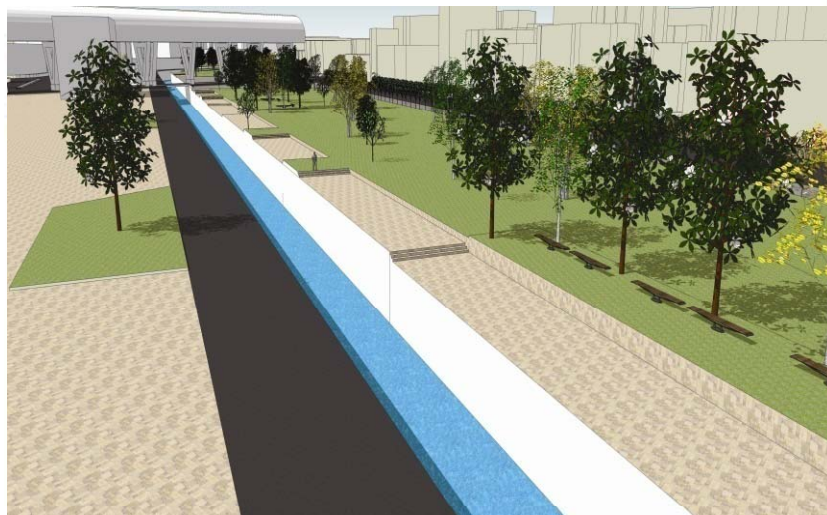


Irla Nala Development and Creation of Public Space

- Creating greenbelt along nala's edges
- Addressing flooding issues



Current condition of the nala and its surroundings



Proposed view of the nala after development

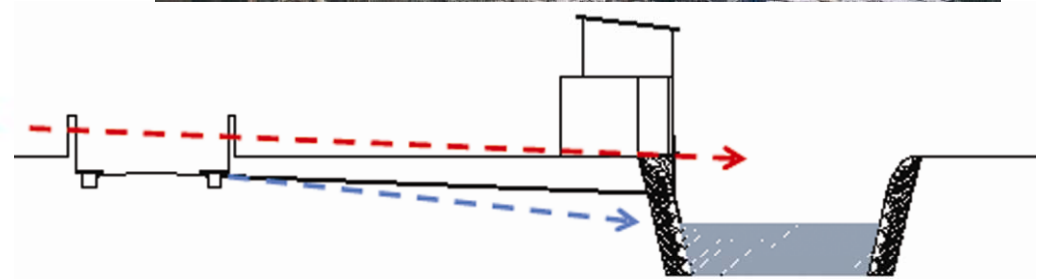


Fig.4. The natural slope of the surface drainage is blocked by impermeable compound walls, squatters and raised ground levels

Irla Nala.

Mode Share

Mode	% Share
Walk	45%
Bus, Rail + Bus	21%
Rail	15%
2W	8%
Bicycle	3%
Car	3%
Other	3%
3W + Taxi	2%

Source: World Bank Study (2005)

RECLAIMING PUBLIC SPACES

- 'MUMBAI'S WATERFRONTS DEVELOPMENT'

BANDRA BANDSTAND

TOI July 18 Sunday - 1999.

MUMBAI

Winds of change sweep across Mumbai's vandalised waterfronts

By Gunwanthi Balaram

MUMBAI: "In a city gasping for breath, it is quite dreadful," observes British architect and 'Bombay boy' Pierre d'Avoine, "that Mumbai's greatest open spaces, its waterfronts, are being so vandalised that its people can derive little benefit from them." Treated as dumping grounds for debris, garbage and sewage, or as free sites for encroachment, several of Mumbai's waterfronts are actually shunned by its residents. So, it is heartening to find some citizens' groups and architects launching joint initiatives to pursue their bit of waterfront back to life—as in Bandra, for instance.

Walk along the Bandra waterfront now, and you will find that the dramatic black rocks along the old Band Stand are rising from the debris, as it were, as are the mangroves off Carter Road. What's more, a new promenade is being constructed along these contours of seafront so people can take a brisk walk and get a breath of fresh air.

The Bandra project, on which work started a couple of months ago, is part of architect and housing activist P.K. Das' masterplan for the restoration of the city's waterfront. Drawn up over two years ago, the masterplan looks at the phased rejuvenation of three types of waterfront areas—public spaces like beaches and waterfront promenades; native settlements like fishing villages; and seaside heritage precincts like the Worli, Mahim, Bandra and Vasai forts.



CITIZENS' WALK: The landscaped promenade at Bandra Band Stand, master-planned by a local architect, will involve citizens' participation in its execution and maintenance

To begin with, he is sensibly tackling public spaces. These include 14 independent schemes estimated to cost about Rs 1 crore each to execute. Committed to the rules of the coastal regulation zone, the architect is anti-reclamation and believes instead that "it is important to stop the abuse of our existing waterfronts and work within the existing realities to progressively restore and preserve their natural beauty".

His restoration projects envisage the creation of landscaped walkway, pedestrianisation, seating, lighting, security, drainage, planting of suitable trees and shrubs and the installation of plaques on the history of the waterfront/neighbourhood. "Above all, they involve citizens' participation in execution and maintenance."

The Bandra scheme is being executed under the supervision of a team of local residents' associations with an initial grant from Rajya Sabha MP and actress Shahana Azmi. She has donated Rs one crore from her MP's constituency development fund to the Bandra-Juhu waterfront development programme—Rs 30 lakhs each for Carter Road and Band Stand and Rs 40 lakhs for Juhu.

"We will mobilise donations to carry on the upgradation work, and collect a small monthly maintenance fee from our 1,200 members to maintain the promenade. There will be no entry fee and everybody is welcome to use the promenade," says Anup Sarbhadikary and Ka-

mala Soni of the Bandra Band Stand Residents' Association. "Impressed by the work so far, new sponsors are coming forward," adds a Carter Road resident.

"I'm thrilled, my faith in the abilities of the local citizens' groups and the architect of the scheme has been vindicated," says Shahana Azmi. "Such localised initiatives are the best alternative to large grandiose plans which move away from citizens rather than draw them in. They also cut across class barriers," maintains the MP, adding that she intends to continue to support them in every way she can.

Work on the Juhu project will commence next month, according to Ms Azmi. It envisages sprucing up the beach as well as the 'influence areas', i.e. the Juhu-Tara Road and the seven axis roads leading to the beach, and creating a plaza around the Shivaji statue with proper sanitation facilities for both hawkers and visitors.

Several agencies, including the traffic police, the taximen's and hawkers' unions, residents' groups and the National Airport Authority have been consulted on the issue and have agreed to cooperate in the Rs 2.4 crore project, adds Mr Das. The plans for the Dadar-Prabhadevi waterfront have also been cleared by the BMC, and the architect and local citizens' groups are discussing how best to implement the programme. "Hopefully, it will all come together. It's hard work, but very rewarding," he says.







A Cultural Forecourt



BANDRA - LAND'S END





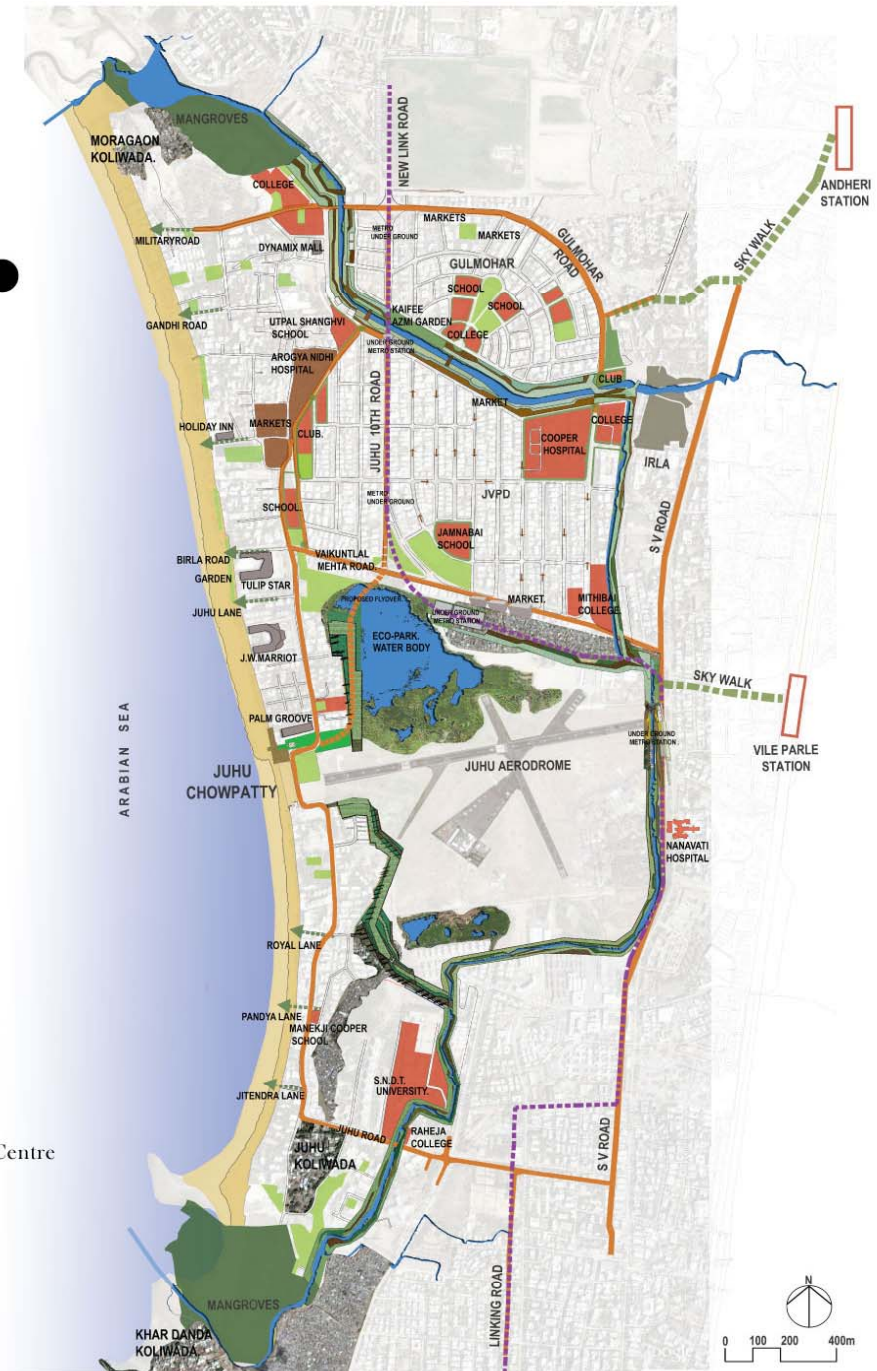
Juhugiri. Pyar se.

Double open space: add almost 3 Oval maidans
 Create 10 km tree-lined, flood-free walkway along Irla nala
 Inter-connect open spaces with institutions & amenities
 Re-align & integrate Metro rail network with public spaces
 Protect beach, improve access, enhance facilities
 Provide civic amenities for gaothans, re-develop slums
 Form a model for neighbourhood planning,
 participation & governance

Vision Juhu *Expanding public space*

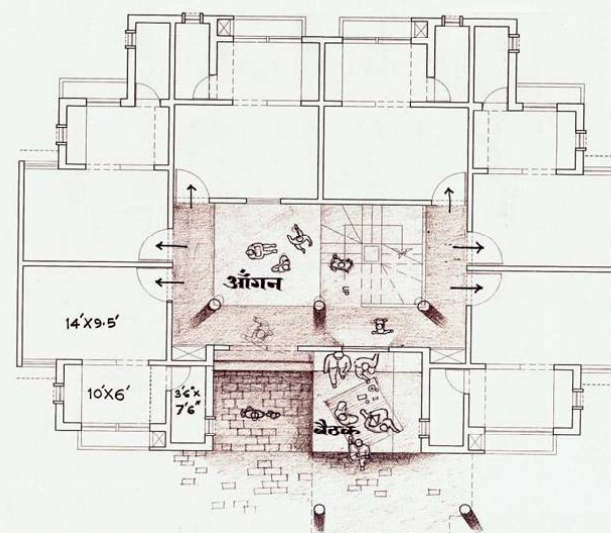
Kamala Raheja Vidyaniidhi Institute for Architecture • PK Das & Associates, Architects • Mumbai Waterfronts Centre

Supported by: Juhu Citizen's Welfare Group (JCWG) • Gulmohar Area Society's Welfare Group
 Juhu Scheme Residents Association • JVPD Housing Association Limited • Gaothan Area Residents Association of Juhu (GARAJ)
 Juhu Residents Association • Irla Residents Association • Rotary Club of Juhu • Reserach Sponsor: ICICI Prudential
 Contacts: anirudh.paul@gmail.com • pkdas.arch@gmail.com • daryldmonte@gmail.com





मेरा घर



इस बिल्डिंग में मेरे घर के साथ-साथ और 33 घर होंगे. हर मंजिल पर 6 घर होंगे. बिल्डिंग में बैठक और आँगन भी होगा. आँगन के जरिये बिल्डिंग में उजाला आयेगा.



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