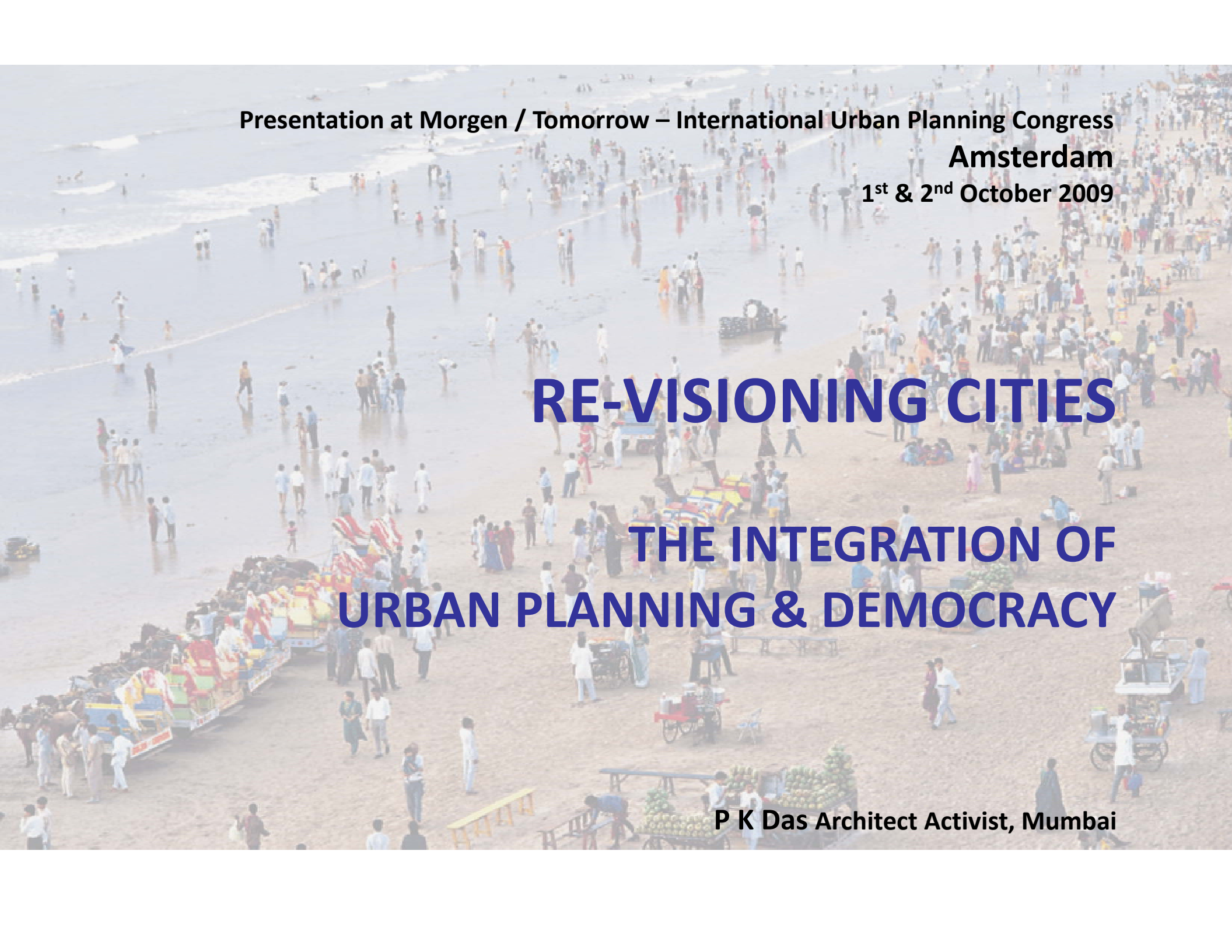




**Presentation at Morgen / Tomorrow – International Urban Planning Congress
Amsterdam**

1st & 2nd October 2009

RE-VISIONING CITIES

THE INTEGRATION OF URBAN PLANNING & DEMOCRACY

P K Das Architect Activist, Mumbai

INDIAN EXPRESS, 21.11.2002, MUMBAI NEWS

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

news

Carter Road gets a touch of class

MUKESH PARPIANI

The seafront at Bandra is being given a complete makeover

Aquin George
aquin@middaymetro.com

COME Sunday evening, Carter Road is the place to be. This seafront at Bandra, which is one of Mumbai's most picturesque, is being given a complete makeover, thanks to the initiative of the Bandra West Residents Association (BWRA), the Rs 1 crore contributed by Shabana Azmi from the MP's Local Area Development Fund, and sponsorship by Marico Industries.

The new look — including a promenade a la Bandstand, a children's park, a dog park, and a small amphitheatre — will be spruced up for a two-hour jam-boree on Sunday.



GET A LOAD OFF:
The Palm Promenade at Carter Road was not made just for walking

Art by the bay

A two-day art fair is being held at Bandra Bandstand this week.

Anil Thomas finds out what it's all about

Everything is attainable if one follows his gut feeling and is driven by the endeavour to excel. This is what the Bandra Bandstand Residents Trust has proved to one and all.

The trust is organising a two-day art fair, the first of its kind, on November 24 and 25 at the Art Course in the newly developed 'Back to nature' promenade along B J Road at Bandstand, Bandra.

The project commenced about a year ago with the main objectives of restoring the beauty of one of the old waterfronts of the city, and protecting the coastline from erosion caused by indiscriminate dumping of earth and rubble.

This whole project was planned was to prevent encroachers and hawkers, and to create a safe place for walking and relaxing, especially for senior citizens and children.

Rekha Rao, a member of the trust,

says, "The project is unique because it is not another of the routine government projects. Rather, it is a collaboration between local citizens who have



got together to form the Bandstand Residents Trust."

Many people have contributed to this cause immensely. Shabana Azmi, MP and actress, has provided funds for the infrastructure through the MP's Local Area Development (MPLAD) scheme and the Government. Architect P K Das has drawn up the plan for the waterfront and is the cementing force between all these groups.

"We have felt that the shoreline was being neglected and we thought something had to be done before this wonderful place went to the dogs," said a resident, who has been staying there for the past 40 years.

The Art Fair will have sculptures, ceramics and metal crafts from students of the Sir J J School of Art and youngsters who would be given an opportunity to showcase their talent. The stage has been perfectly set to enjoy art in a perfect ambience and will attract a wider audience.

In future, the trust plans to have a carol-singing session during the Christmas season. Some years ago, groups used to come every Sunday and play some soothing music. But that stopped after a while.

Such activities can now be restored, thanks to this trust.

anilthomas@mid-day.com



PAINTED GLORY: The Back to Nature promenade at Bandra Bandstand. Pic by Prashant Nakwe

Citizens inspire Bandra face-lift

Nasser Lalljee

Bandra

ON this waterfront, there is certainly no Marlon Brando, but the people of Bandra Bandstand certainly have their own heroes.

It is to the credit of these heroes who set about saving a coastline that had been endangered by indiscriminate dumping. The movement took off with the Mohalla committee, which was formed in 1993, when a group of people started taking an interest in civic problems. They formed the Bandra Bandstand Residents Association in 1996, which was later converted to a trust in 2000.

The blatant dumping of rubbish along their precious coastline outraged the sensibilities of the local residents who had earlier fought it out in the court and got 1,500 trucks of debris removed from the area facing the Bandstand Fort. Once this was done the group moved ahead to try and reclaim whatever was left of the coastline. The idea was to prevent it from encroachments, particularly those that had come up in the area around the Searock hotel.

The citizens had already conceived of a promenade, prepared a plan and worked with architect PK Das, who designed and implemented it. Plans were approved by the BMC, MSRDC, collector, and other concerned bodies. The funds were provided by Shabana Azmi, MP, Rajya Sabha, under the MPLAD scheme for the infrastructure. But seeing the manner in which the work was proceeding, and the effort being poured by the locals, more money was

invested into the project.

The construction started in May 1999. Exactly one year later May 2000 saw the Naval Police Band inaugurate the promenade at bandstand. Then came the Art fair on November 27, 2000. This was followed by a party for the under-privileged children in December 2000. An interactive play to highlight the problems of the common man was held next on the May 6, 2001.



The variety of events held at the promenade has brought the citizens closer to each other and there is a growing sense of camaraderie among all those who come here. They voluntarily stop people from creating nuisance, throwing rubbish as they have developed a sense of ownership.

The promenade is now almost complete, and a 1.6 km stretch of reclaimed land, from Bandstand to St. Andrews Church corner, has been saved from certain disaster. Encroachment and other such nuisances would have certainly destroyed the entire already endangered coastline.

"The people have developed a good trust and funds are slowly trickling in." The association and

locals are appealing to every flat-owner in Bandstand to pay Rs 20 per month. Apart from this certain sponsors have taken a keen interest and have contributed towards the development of gardens and other features.

If this example is emulated, a number of public spaces will be reclaimed by the people, for the people.

THE TIMES OF INDIA - 'WESTSIDE PLUS'
MAY 29, 2001

february
22 - 28, 2002

8

9 MID-DAY-METRO-

Putting the fort back in Bandra

HEPZI MUTHIAH

AFTER transforming the Bandra coastline, Bandraites are now getting down to restoring the glory of the Bandra Hill or Bandora, from where Bandra gets its name. We are talking about that ravaged piece of land on which stands the once-majestic Bandra Fort.

A proposal to restore and re-green the hill has been sent to the state's Heritage Committee for its approval and work is expected to start soon. A year after work begins, you will be able to enjoy a stroll, sit on the benches and even hold small programmes on the hill - exactly like the Carter Road Palm Promenade - not to mention enjoy the grand view of the two other points of Mumbai - Worli and Nariman Point - from the hill.

Rajya Sabha Member of Parliament Shabana Azmi is directing her MP's fund at this project too, after having funded the promenades at Bandstand and Carter Road.

"The project cost is Rs 1 crore, of which Rs 20 lakh has been sanctioned by Shabana Azmi's MP fund," says architect P K Das. "More may follow if needed. Legislator Baba Siddiqui has sanctioned Rs 10 lakh from his MLA fund. We are tying up with sponsors for the rest of the money."

Das conceptualised the project and is working with the Bandra Bandstand Residents Trust on it. Azmi herself was not available for comment.

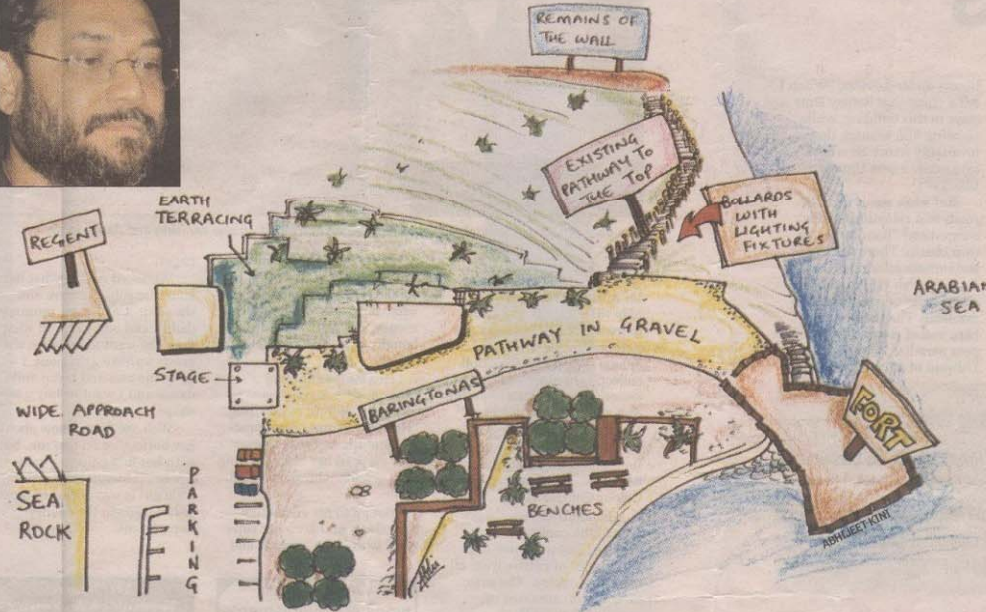
The BERT intends to restore the greenery of the much-ravaged hill and redevelop the fort area. "The hill used to have

developing the ruins of the Byramjee Jeejabhoy Villa atop the hill, putting steps and benches on the hill, make pathways of sand and gravel, and restoring the ruined contours of the hill by earth terracing.

Lighting and security cabins along with seaside wall construction will also be taken up to prevent accidents on the hill. There is no provision for any gate but entry points are planned in such a way as to be defined by shrubs and other plantation. Though no entry fee will be charge, entry timings for the fort area will be restricted.

Permission for the development of this land has already been received from the Brihanmumbai Municipal Corporation and the suburban collector.

The plan has received in-principle approval from the Heritage Committee, since the Bandra Fort or the Castella de Aguada, is a Grade III structure, says Arup Sarbadhikary.



DREAM & REALITY: The improvements to the Bandra Fort area (left) that architect P K Das (inset) has proposed, which will benefit the people who come to Bandra Fort to watch the sunset (right)



"Couples are a big put off"

YASMIN D'Costa, a resident of Pali Hill, says she does not like to come to the fort because she gets put off by the presence of many couples. "I wish they had done this place better." She recalls how during her school days it used to be rocky. Today, the rocks seem to be disappearing and so do the walls, she says.

Brothers Adi and Khushru Irani, who once lived in Bandra and are now based in the US, visited the fort during their visit to India to relive their childhood memories.

Khushru feels the fort could be developed into a good tourist attraction leveraging its scenic location and its beautiful view of the sea.

Brother Adi feels the government could put up a sign explaining the significance of the place. "We would often visit this place during our school days. The government should also tidy up the place," he says.



The brothers Irani

Birth Anniversary Reception Kitty Po

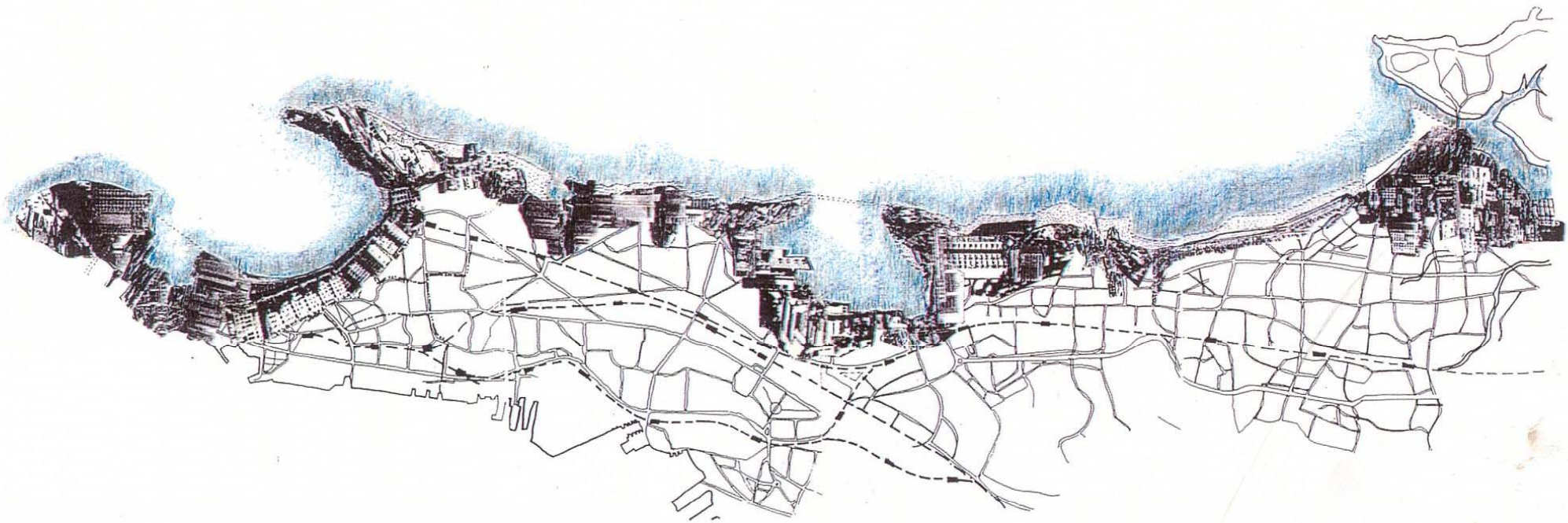
Any occasion, one suitable place a name synonymous to celebration. We now bring to you 7 banquet halls having a capacity of 25 - 300. So come & make your party.

SHEETAL AR RESTAURANT

Linking Rd., Bandra (W). Tel: 6420041

Hurry, enrol now for a 20% discount w

ARENA



Restoration of Mumbai's Waterfronts

A Preliminary Survey and A Comprehensive Plan

TOI July 18 Sunday, 1999.

M U M B A I

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 seafrost 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 Shabana 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-

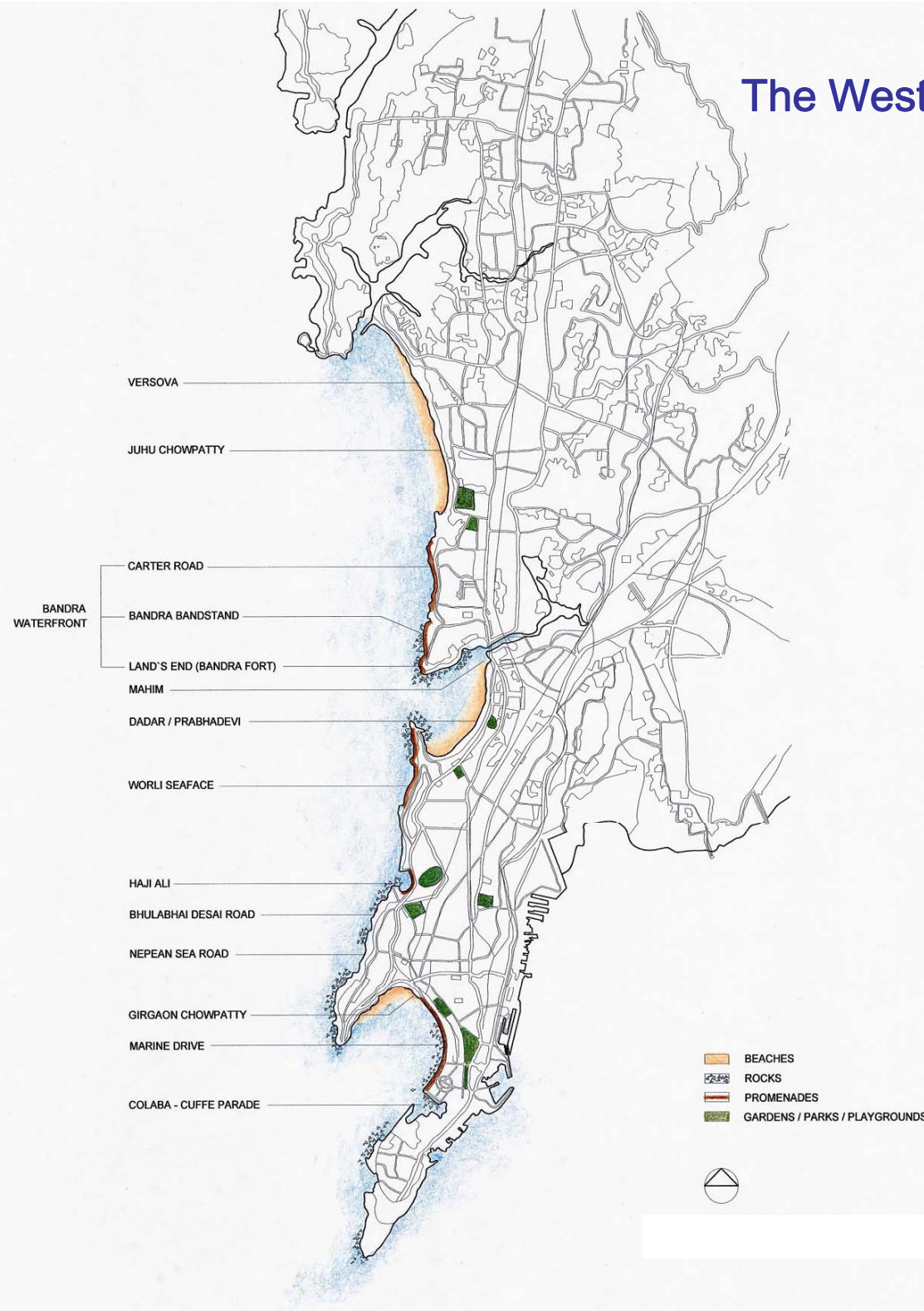
mala Soni of the Bandra Band Stand Residents' Association. "Impressed by the work so far, new sponsors are coming forward," adds a Carter Road resident.

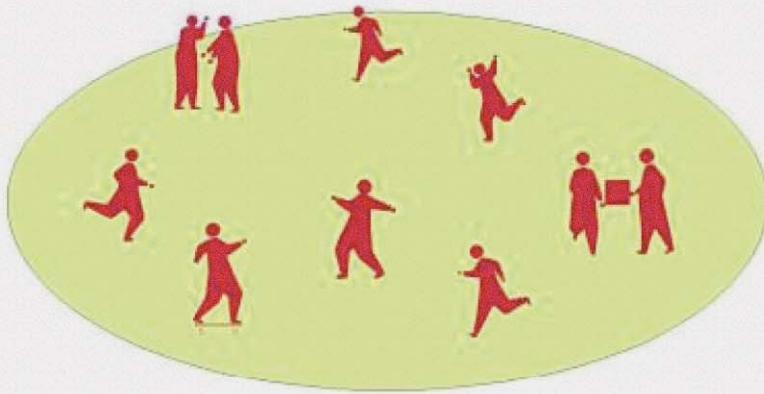
"I'm thrilled, my faith in the abilities of the local citizens' groups and the architect of the scheme has been vindicated," says Shabana Azmi. "Such localised initiatives are the best alternative to large grandiose plans which move away from citizens rather than draw them in. They also cut across class 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.

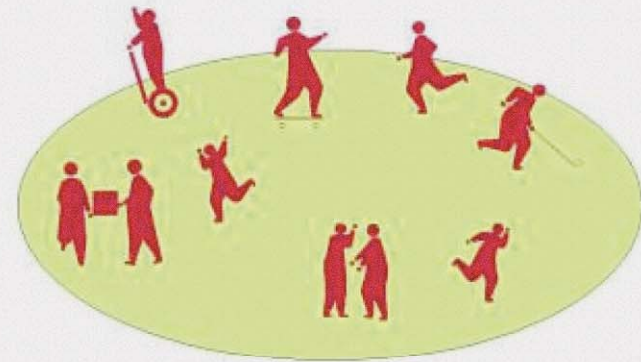
Several agencies, including the traffic police, the taximen's and hawkers' unions, residents' groups and the National Airport Authority have been consulted on the issue and have agreed to cooperate in the Rs 2.4 crore project, adds Mr Das. The plans for the Dadar-Prabhadevi waterfront have also been 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.

The Western Waterfronts

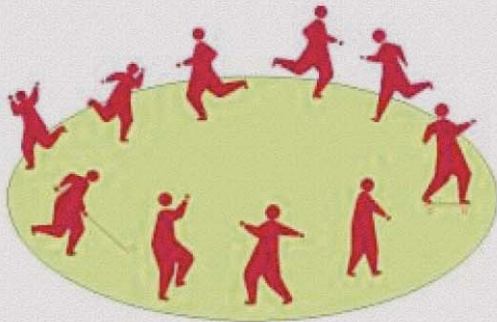




LONDON: 7.2 A/1000 PEOPLE



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

Abuse of Public Space



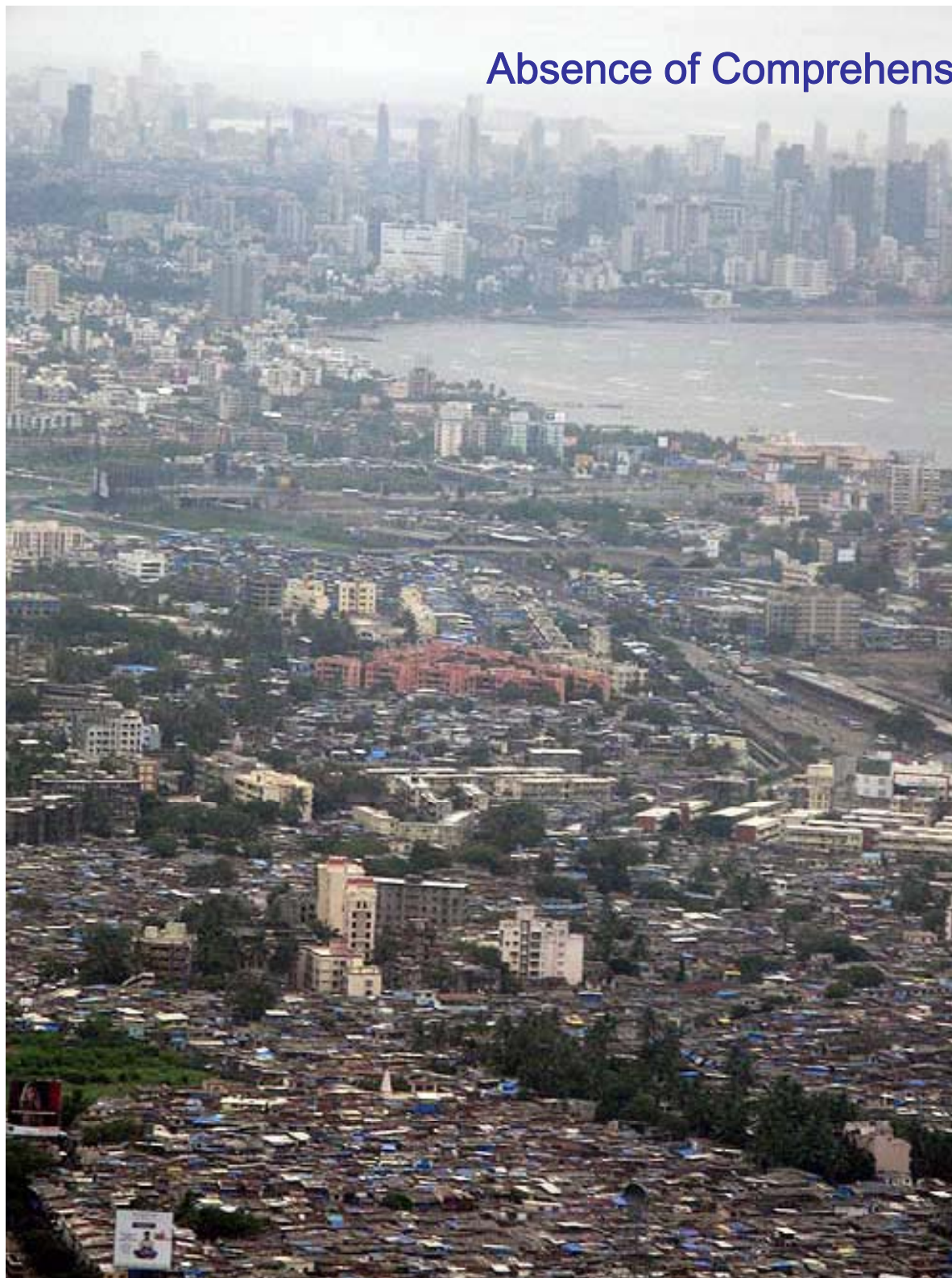
Abuse of Public Space-A Fort on the Waterfront



Absence of Comprehensive Planning



Absence of Comprehensive Planning





DESTRUCTION OF MANGROVES



A Cultural Forecourt



The Bandra Waterfronts - Bandstand













The Bandra Waterfronts – Carter Road













The Bandra Waterfronts – Land's End







Excellence on the Waterfront



WATERFRONT CENTER ANNUAL AWARD HONOR AWARD

"Clearwater Citizens Award"

Bandra Band-stand & Carter Road

Waterfront Development

Bandra West Residents Association

Mumbai, India

for a quality waterfront project selected in a

juried competition

November 15, 2002

Larry Beasley
Chair, Waterfront Center Jury

Heritage awards highlight city's hidden treasures

By Gunvanthi Balaran
Times News Network

BAI. This time, the winning number is 24.03.02. It's made up of a shrine, a shop, a sarkari mansion, a naval dockyard, a central hall and a citizen's initiative. They are the winners of the Indian Heritage Society's urban heritage awards for prizes which were handed out by Mayor Julio Ribeiro and bureaucrats today at a happy little ceremony at the park in Colaba on Saturday evening. All Saints Church at Malabar Hill, the Bombay Paperie on Bombay Samachar in the Fort area, the Victoria Memorial for the Blind conference centre at Gulshan Mahal at Films Division on Road, the Naval Dockyard at Lion and the BMC Hall won awards in the best-kept or best-restored Heritage category.

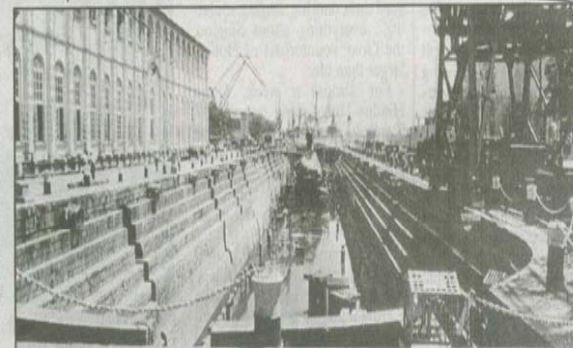
Bandra Bandstand Residents' Association bagged the Citizen's Award for creating a beautiful and sorely needed public promenade along a vanishing 1.5-km strip of waterfront. This was done with a grant from Rajya MP Shabana Azmi, donations from and excellent technical inputs by architect P.K. Das and structural engineer Sarbadhikary.

Judges for this ninth round of IHS Awards (first instituted in 1988) were his- Mariani Dossal, architect Uttam C. and urban planner G.S. Lekundi.

Impressed by the "concern and pride" with which the winners were maintaining heritage properties, the judges pointed out that some had struggled to raise funds for the restoration and called in restoration professionals to carry out the job while others had used their own money and imagination to do so.

The beautifully-kept All Saints Church was recommended for the congregation's "to preserve this structure in physical and spirit". Indeed, no alterations have been made in this cozy 120-year-old little church designed in "modern style" by the Mant of the Royal Engineers—for the bell tower being dismantled after being irreparably damaged in a fire in 1951. As the good Rev Roy says, "All of us enjoy basking in All Saints' old-world architectural grace. And more than our gardener Ramdas, who recently turned the church precinct into a garden of sylvan serenity."

The church was built, interestingly, to serve as "a chapel of ease" to the local—that is, as a chapel for the convenience of people living some distance away. Given that it was an eight-mile cart-drive from Malabar Hill to the Fort, the local English populace successfully petitioned Henry Arthur Douglas, the British agent in Bombay, in 1875 for a chapel at Malabar Hill. In 1880, the government decided a site for the shrine (and also



WINNERS ALL: (Clockwise from top) The Naval Dockyard, Gulshan Mahal, Bandra Bandstand promenade and the Corporation Hall which bagged the IHS Awards for 2001.

pitched in with half its cost) and the church was inaugurated on January 16, 1882.

The Bombay Paperie, a shop set up one year ago by Neeta Premchand, who is passionately involved in reviving the craft of paper-making by hand, won the award for putting an old space to adaptive re-use. The shop, located in a colonial Fort building, has a vast wooden floor and spartan white walls adorned with ethereal paper artifacts.

"When the space was given to us, it was filled with modern floor tiles, carpets and Formica workstations. Since we were in a hurry to open, we thought we'd leave the decor as it was. But then we discovered there were termites in the wood and that it would have to be stripped. And what emerged was this amazing Burma teak floor," said a chuffed Ms Premchand. "We also learned that it was an East India Co

building. We recreated the space to mind the building's antiquity, as well as the craft we are trying to keep alive. Isn't it appropriate that we're motoring a craft that's 300 years old, that's nearly 200 years old?"

The Victoria Memorial School for the Blind has also been thoughtful in its interior restoration. After receiving the award from Standard Chartered, it commissioned architects Jal Kishore Desai, who believe that a building should challenge among us to deserve educational and physical facilities. The school has an airy, bright and well-equipped centre in their 1914 Edwardian schoolhouse.

While such endeavours are common in private institutions, and in institutions they are a pleasure. So, the central government has a bouquet for having Gulshan Mahal, a ruined 19th century mansion, restored. As did the BMC for its interest to call in INTACH to restore the old corporation hall from the ruins.

Much has been written about the restoration job carried out at the hall by Vikas Dilawari, Tasneem P.N. Mehendale and company. It was no need to go into it again. Heavily spirited efforts of the PWD and the Ulhas Rane and Subodh Chandra Gulshan Mahal together again for a special mention.

Using photographs of the original home, built in 1830 by the British in Hyderabad, as a guide, and traditional artisans, their efforts brought its splendid old stained glass ventilators, patterned clay dados, a cast iron spiral carved details to shining life. The house has an interesting history, bought over from the Nizam's Kutchi aristocrat Kasamally Peerbhoy, whose family lived there until the mid-1940s, when it became a warehouse. After Independence, it was acquired by the government to house its document division. After a couple of decades, it moved into new buildings. When it fell to rack and ruin, it was now being rectified—and the building was happily used as a set by private film units.

The judges and the IHS were appreciative of the navy's efforts to keep the ensemble of 19th-century structures within the Naval Dockyard but also open up the historical site to the people. The navy conducts a tour within the precinct once a month, appointment on a Sunday morning. Those who haven't gone on it must architect Harshad Bhatia and a Garware of the IHS recommend you a peek into the magnificent history of Mumbai.

A Slumdwellers' Initiative To Help The Poor & A Plan To Turn Waterfr

GIVING MUMBAI A SEA-FRONT CHANGE

TIMES NEWS NETWORK

Mumbai: When a lackadaisical city government allowed one of its biggest assets—the waterfronts—to deteriorate into dumpyards and be used as open-air toilets, a determined group of citizens thought it was time to take charge. Over the last six years, thanks largely to a citizens' initiative, about seven kilometres of Mumbai's western waterfronts have been reclaimed and turned into what architect P K Das calls the city's "cultural forecourts".

On Thursday, this perseverance finally paid off when the Mumbai Waterfront Improvement Centre (MWIC), a recently registered trust, shared the \$100,000 Deutsche Bank Urban Age Award with another organisation for helping "transform the lives of Mumbai's citizens".

Das, one of the four trustees who received the award on behalf of the MWIC, has been largely credited with transforming Bandra Land's End and the Bandstand and Carter Road promenades, as well as the 4-km stretch of Juhu beach. He has done all this with the active support of resident associations and funds from local MPs.

A maverick housing activist, Das said he faced threats of physical violence when food stalls that had encroached on Juhu beach were sought to be relocated. "Our waterfronts are now unbarriered public spaces, which are truly open and democratic in nature," he told TOI after receiving a Rs 2 lakh cheque, the MWIC's share of the award.

Civic activist and co-trustee of the MWIC, Darryl D'Monte, who has been in the forefront of maintaining the two Bandra promenades, said, "It has been sometimes a long and painful struggle to get these projects going."



PUTTING A SHINE ON OUR SHORES: The Bandstand promenade is a popular evening haunt for people from across Mumbai. (Above left) At the Khar end, the Carter Road promenade is designed to project into the rocks. (Above right) Strollers at Carter Road. (Below, from left) Actress and MP Shabana Azmi, Deutsche Bank chairman Josef Ackerman, architect P K Das and his MWIC colleague with their Rs 20 lakh cheque

Very often we have to do so in spite of the authorities. Six years after the inception of the two promenades in Bandra, we are facing opposition from the Maharashtra Maritime Board, which thinks it owns these public properties."

D'Monte accused the board of refusing the citizens' association permission to repair the sea walls, repave the structures and remove unauthorised encroachments.

The MWIC plans to utilise the prize money to push its plan for the Dadar-Prabhadevi beach, which is about

4km long and suffers from erosion. "The nourishment plan aims to check the erosion and to regain the beach for public use in one of the most congested areas of the island city," said the MWIC.

The Versova waterfront is the other project that Das plans to take up. The centre also proposes to survey and map water bodies, rivers, creeks and seafronts so it can plan public spaces.

THEIR ACHIEVEMENTS

- Helped build the Carter Road promenade at Bandra, transforming what was a neglected and encroached seafront into a lively place for the public
- Similarly helped transform the Bandstand promenade
- Spruced up Land's End, where Bandra fort stood, and built an amphitheatre there
- Helped spruce up Juhu beach, especially by relocating ugly and intrusive food stalls to a proper food court

ON THE ANVIL

- A plan to reinvigorate the Dadar-Prabhadevi beach, which is 4km long and suffers from erosion. The MWIC wants the public to use the beach again
- Reviving and sprucing up the Versova waterfront
- Proposal to study, survey and map rivers, creeks, other water bodies and seafronts so more public spaces can be created
- Hold workshops, spread information

THE GOAL: TO OPEN UP OUR WORLD

The Mumbai Waterfront Improvement Committee (MWIC) was registered as a trust only a couple of months ago, but it has been involved in transforming the city for several years now. Its main aim is to create places along waterfronts, and maybe even other water bodies, for the public to relax and snatch much-needed moments of leisure.

"The 44 kilometres of the western coast have never been considered in the planning and development process as an integral part of the city's land. On the contrary, the waterfronts have been constantly abused by reclamation, sewage disposal and encroachment. Yet, for the millions who live in our crowded city, the waterfronts are the only major open spaces—whether it is Marine Drive or Chowpatty, Haji Ali or Worli Seaface, Dadar beach or Bandra Bandstand, Carter Road or Juhu beach, or Versova," states the project description of the MWIC.

The movement continues...

Chimbai beach to get facelift

Residents' efforts to save seafront forces a reluctant BMC to take charge

Sayli Udas Mankikar
Mumbai, June 26

BANDRA MAY soon have another waterfront to be proud of. If everything works well, the little known and disappearing Chimbai Beach will get a makeover with features like promenades and fish-food courts.

The Chimbai beach is a one-km stretch between Joggers' Park and Bandra Bandstand.

Credit goes to the local residents, who have been fighting to save the beach for two years. Impressed by their efforts, the Brihanmumbai Municipal Corporation (BMC) has now taken over to develop the seafront. The BMC has appointed architect P.K. Das as a consultant.

"We will spend Rs 4 crore for this public-private project. We will meet the architect and then discuss the plans with the stakeholders around the area," said Anil Diggikar, additional municipal commissioner (Projects). The plan also includes a drying area for local fishermen.

The beach — an extension of Chimbai fishing village — is a sorry picture. A number of illegal structures line the narrow lanes leading to the waters, while rocks bordering the sea

have been dumped with debris.

"We will replace this with sand-terraces, promenades and resting areas. There will also be a food court on weekends where locals will make fish delicacies," said Das.

"This would not have been possible without the persistent effort of citizens."

It all began after the fisher folk of Chimbai approached the H-West Ward Residents' Trust to stop the Maritime Board from constructing a 'tsunami wall' along the coastline after the 2005 deluge. "The flooding was actually because of the debris," said Shyama Kulkarni, chairman of the trust.

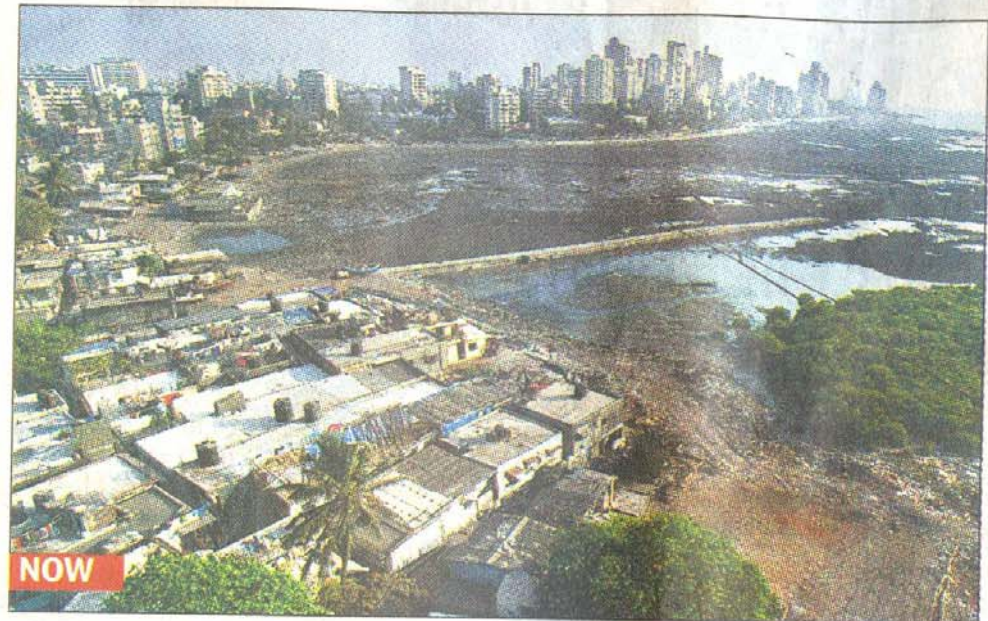
The BMC had then expressed its inability to clear the debris saying JCBs could not reach the beach. But Bandra resident Vickram Rao, using personal funds, cleared 40 truckloads of debris from the site. A surprised BMC then took over.

"We are glad the plan has moved ahead, while the BMC and collector have promised to clear the encroachments," Kulkarni said, adding that there were still about 100 truckloads of debris on the site.

sayli.mankikar@
hindustantimes.com



PEOPLE
POWER



Bandra's Chimbai beach stretches from Joggers' Park to Bandstand.

ANAND SHINDE/HT FILE PHOTO



Get ready for a clean Juhu beach

In 12 weeks, relocate food stalls and build car park, orders high court

EXPRESS NEWS SERVICE

JUNE 28

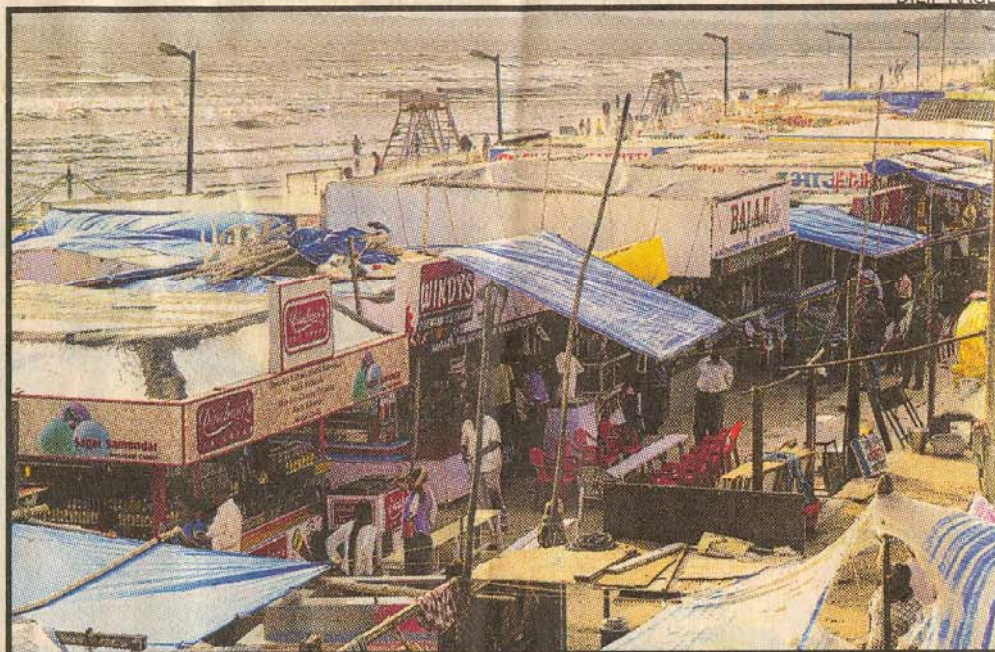
ONE of Mumbai's busiest beachfronts will soon bid adieu to the chaos created by more than 100 hawkers. It will also sport a gateway to the beach and several public conveniences.

Thanks to an order delivered by the Bombay High Court on Monday, the three-year-old Juhu beach restoration and redevelopment plan spearheaded by residents has now received a major impetus.

A division bench of acting Chief Justice A P Shah

THE PLAN

- 125 food stalls to be relocated to proposed food court
- Podium to be built as gateway to the beach
- Parking lot to be revamped to accommodate more vehicles
- Ramp to facilitate Ganapati immersions
- Encroachments including bungalow extensions to be cleared



Nearly 125 bustling food stalls selling piping-hot *vada pav*, *masala dosa* and *pav bhajis* will be relocated to a yet-to-be built food court at the northern end of the central chowpatty

and Justice S U Kamdar directed the relocation of 125 food stalls at the central chowpatty along the Juhu Tara Road within 12 weeks.

The petition was filed by 120 local residents' associations, Rotary Clubs and hotels.

Accordingly, the central chowpatty will get a podium that will act as the gateway to the beach.

Before it is built, 125

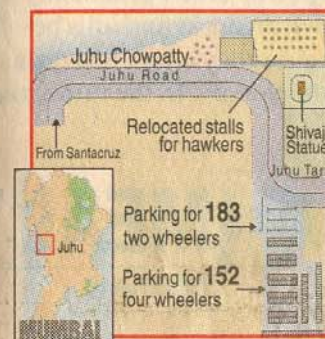
bustling food stalls selling piping-hot *vada pav*, *masala dosa* and *pav bhajis* will be relocated to a yet-to-be built food court at the northern end of the central chowpatty.

The facility, says the order, should have hygienic surroundings, water connections and a garbage disposal and drainage network.

Each stall owner will have to deposit Rs 40,000

with the suburban district collector that would entitle him to a 2 m x 1m built-up space to be built by the Maharashtra Housing and Development Authority.

The food court, the high court said while considering objections raised by the Chhatrapati Shivaji Smarak Samiti, will be located 60 feet from a statue of Chhatrapati Shivaji standing at the elbow of Juhu Tara



Road.

A concrete ramp will scythe through the food court and take beach-goers to the shore.

According to the plan, a ramp has been built at the northern section of the central chowpatty to facilitate Ganapati immersions. Public convenience centres will also be built at the central chowpatty.

The high court has also ordered the civic authorities to return land being used as a parking lot to the Airports Authority of India, which had leased it to the civic body.

It will be revamped to accommodate more vehicles — 185 two-wheelers and 152 four-wheelers.

The Rs 1.5-crore plan also includes clearing eight access lanes, creating a small park and removing encroachments including private bungalow extensions.

Counsels Shiraz Rustumjee and Jamshed Mistry represented the petitioners.

DILIP KAGDA

Gateway revamp plan gets civic panel nod

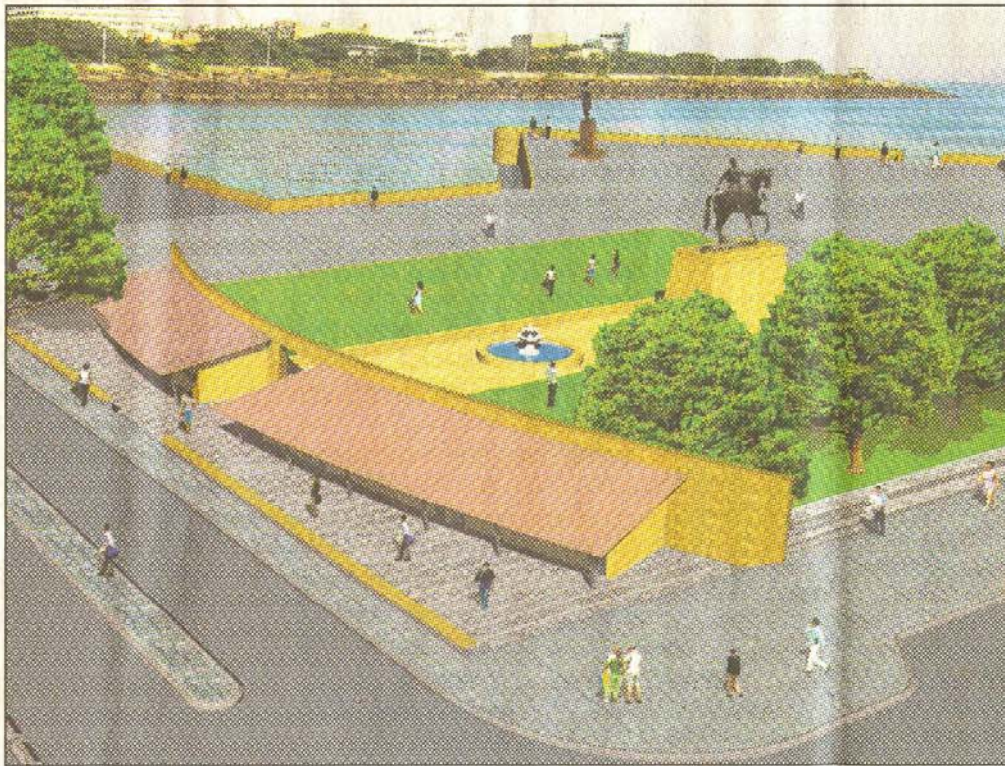
TIMES NEWS NETWORK

Mumbai: The Gateway of India precinct makeover plan got its initial boost on Wednesday with the civic standing committee clearing the Rs 4.5 crore phase 1 of the project.

While the Grade 1 heritage monument itself would remain untouched, phase 1 would include expanding the pedestrian space in the precinct as well as relocating all the public amenities at a facility centre.

The facility centre to be located behind the Shivaji statue will house all the existing ticket counters that currently clutter the pathway to the precinct. It will also have public toilets, a police chowky, a BMC conservancy chowky, an MTDC stall and the existing Aarey stalls.

"The plan is to create more area for public movement. For this, we will have to remove the barricade around the garden at Gateway and include some of it in the paved portion. In a nutshell, the phase 1 of the plan will look at enhancing pedestrian movement over vehicular movement and at augmenting the public facilities," said P K Das, ar-



MAKEOVER: An artist's impression of the proposed revamp of the Gateway of India

chitect for the Indian National Trust for Art & Cultural Heritage (Intach), which has been awarded the contract for draw-

ing up Gateway revamp plan.

Even though the work of executing the plan was awarded to Prime Engi-

neers on Wednesday, standing committee member Ravindra Pawar opposed the idea. "The plan makes no provision for parking based on the argument that most people who come to Gateway use public transport or tourist vehicles. The cars belong to those who visit the nearby Taj hotel. How can they go ahead with the plan without permission from the traffic department?" asked Pawar. Satish Mathur, joint commissioner of police (traffic), said he was yet to get a copy of the plan.

According to Das, the precinct would be made into a no-parking zone. "The world over, no monument allows parking in its precinct. The Taj hotel has provisions for underground parking which it has closed down for some reason and many of its cars are parked outside. All this would be cleared up soon. Parking space for tourist buses and cars will be taken care of in phase 2," said Das. He added that phase 2 would look at whether the area from the museum to Regal theatre can be converted into a BMC parking zone.

"Also the BMC is proposing to build an underground parking lot near Regal theatre," said Das.















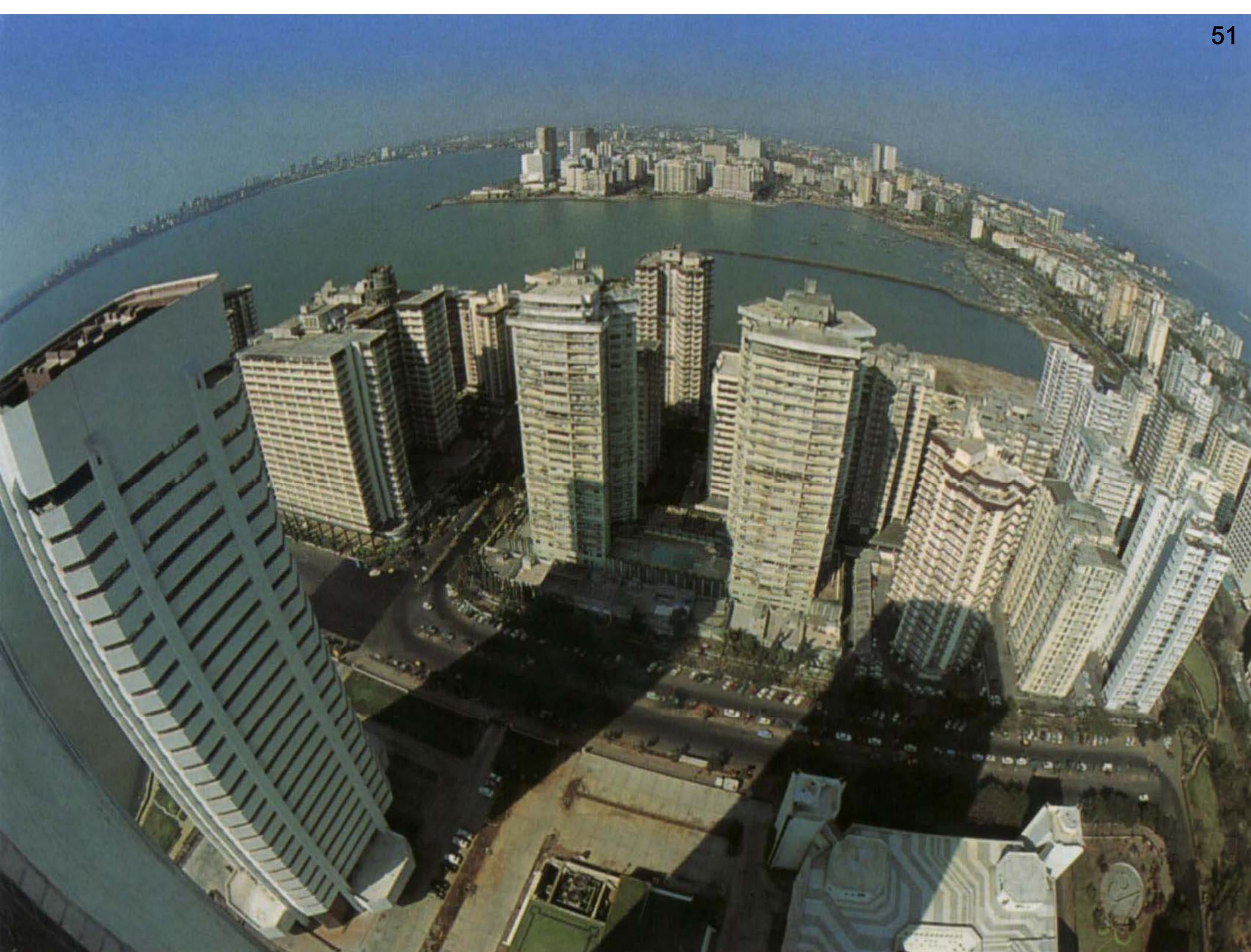








Mumbai77.com













THE STRUGGLE FOR HOUSING: A PEOPLES' MANIFESTO

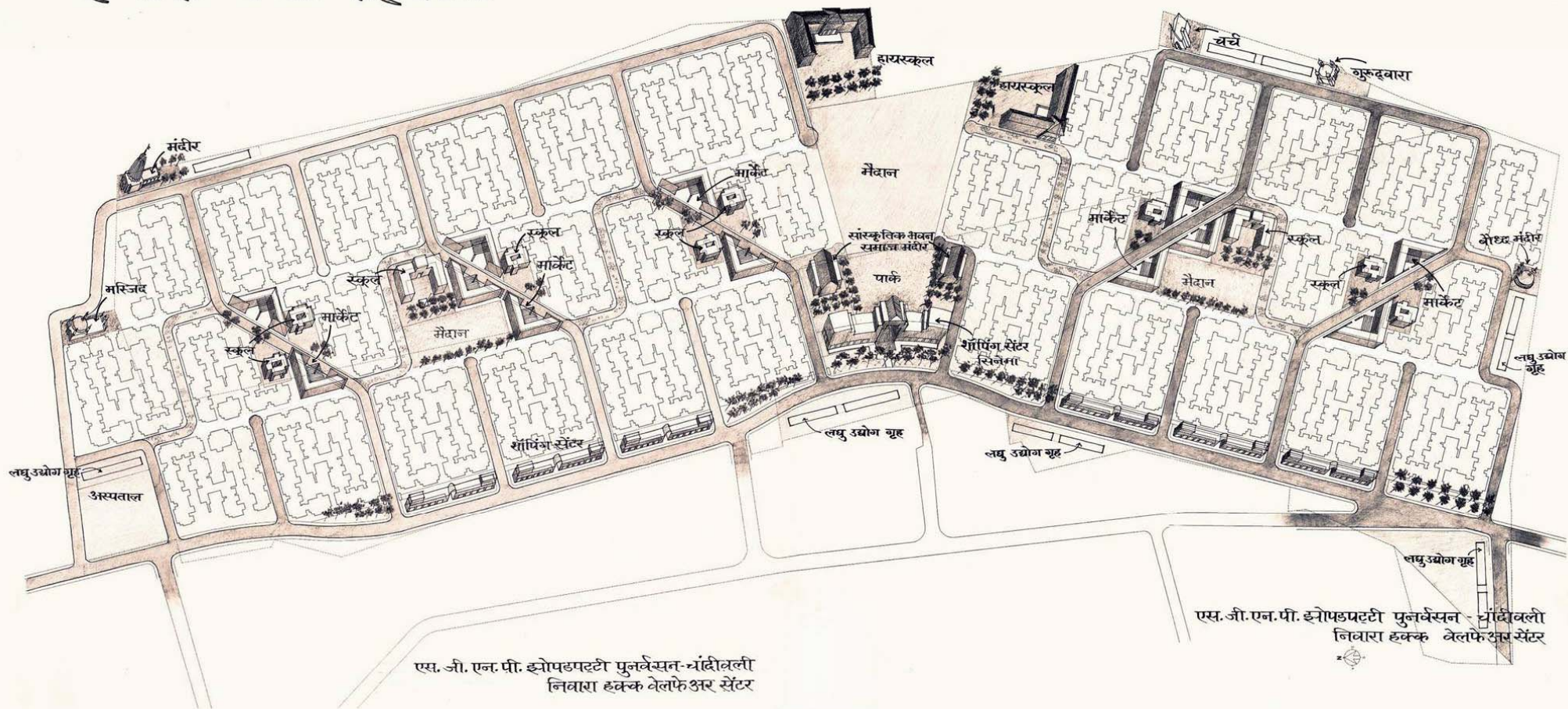


यहाँ हमारे अपने घरों के साथ-साथ खुले मैदान और कई सामाजिक सुविधाएँ होंगी।

- वाड़ीकी रचना परिचित समुहों और सोसायटियों को कायम रखेगी।
- सार्वजनिक सहभाग और व्यवस्थापन नियंत्रण इस रचना का मुख्य हेतु रहेगा।
- इमारतें सिर्फ पाँच मंजिली होंगी।

हमारा नया शहर.....

- एक बड़ा चार एकर क्षेत्र का मैदान शहर का केंद्रबिंदु होगा, इस के अतिरिक्त एक एकर के दो और खेल मैदान और हर वाड़ी में दो चौक होंगे।
- कुल सोलह स्कूल होंगे, जिसमें दो हायरस्कूल, चार सेकंडरी स्कूल और दस प्राथमरी स्कूल होंगे।
- दो अस्पताल और कई छोटे क्लिनिक और दवाखाने आरोग्य विषयक हर जरूरतों को पूरा करेंगे।
- दो बड़े सांस्कृतिक भवन और कई धार्मिक स्थल सामाजिक और सांस्कृतिक गतिविधियों को बढ़ावा देंगे।
- रोजगार उपलब्धी के लिए हमारे शहर में 250 लघु उद्योग गृह बनाये जायेंगे।



एस. जी. एन. पी. इन्फोपट्टरी पुनर्वसन-चांदीबली
निवासा हक्क वेलफेयर सेंटर

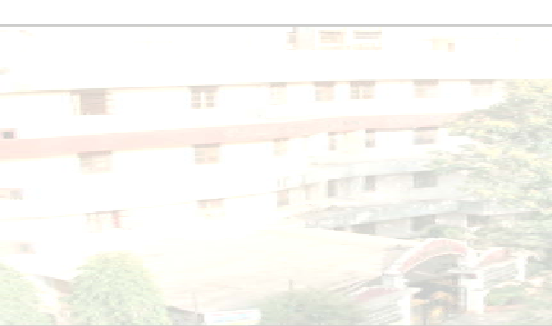
एस. जी. एन. पी. इन्फोपट्टरी पुनर्वसन-चांदीबली
निवासा हक्क वेलफेयर सेंटर











EXP
PU
SP

EXPANDING
PUBLIC
VISION Juhu
SPACES

NG
C
ES



MUMBAI

24 WARDS IN ALL

Area: 437 sq.kms

Population (2001 Census)

11.9 million

Density (2001 Census):

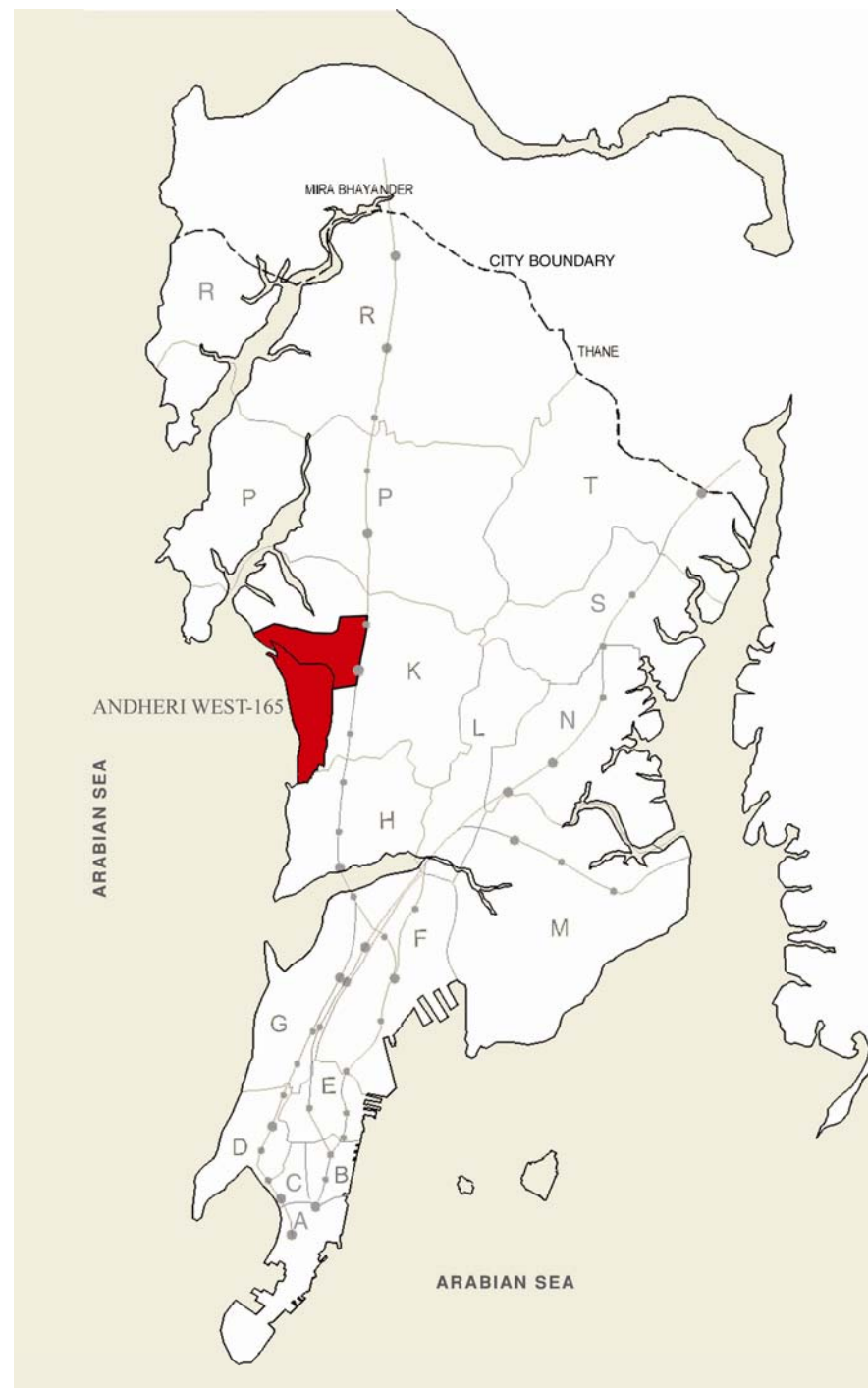
27,209 people/sq.km

Reserved Open Space:

73.79 sq.km

Ratio of Open Space:

1.1 sq.m/person



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

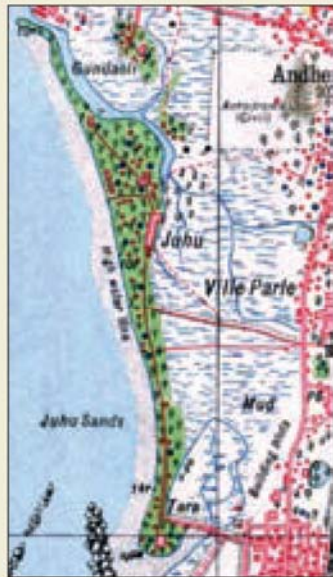
Reserved open space:
0.27 sq.km (2,70,825 sq.m)

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.



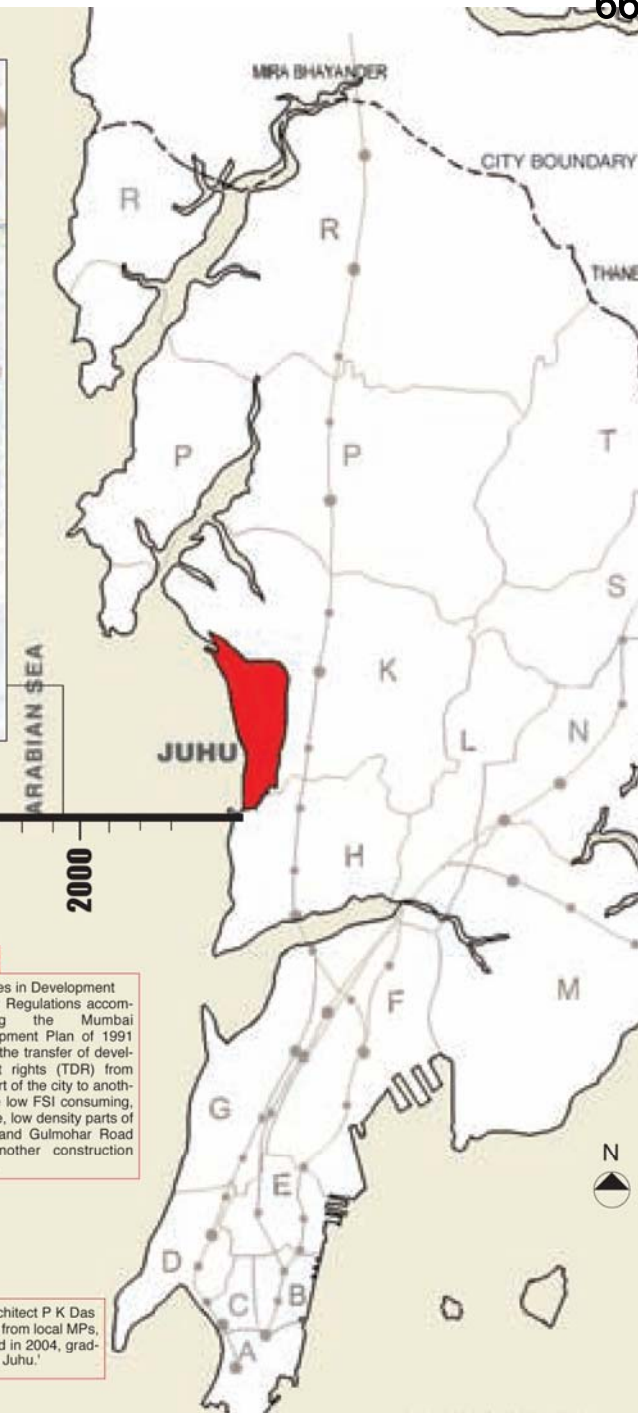
SURVEY MAP OF BOMBAY, 1933

Juhu Gaothan 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 gaothan 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 slum dwellers 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.

Vision Plan Highlights – 1

Development of Public Spaces.



MUMBAI
1.1 SQ.M/PERSON

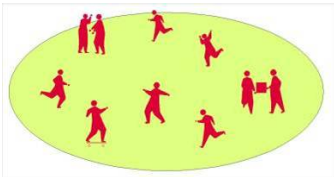


JUHU (1991)
2.1 SQ.M/PERSON



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

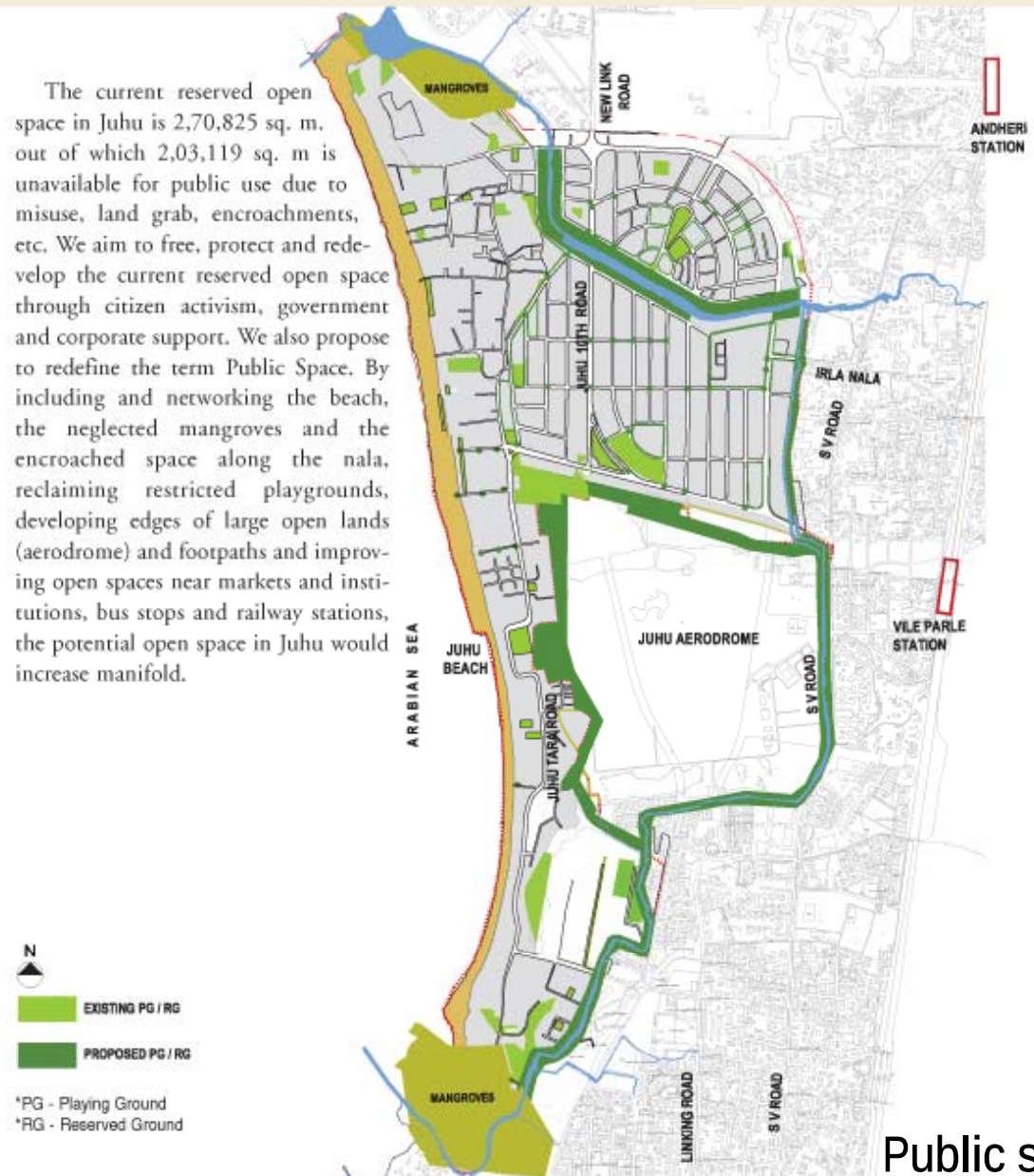


MUMBAI:
1.1 sq.m/person

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.

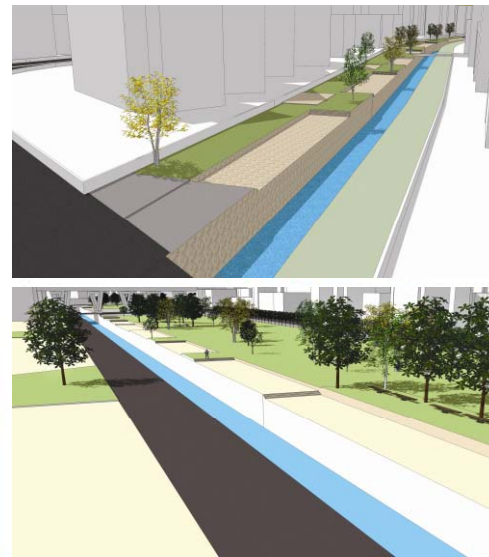
Vision Plan Highlights -2

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.

Vision Plan Highlights -3

Conservation of Juhu Beach and Its Connectivity.



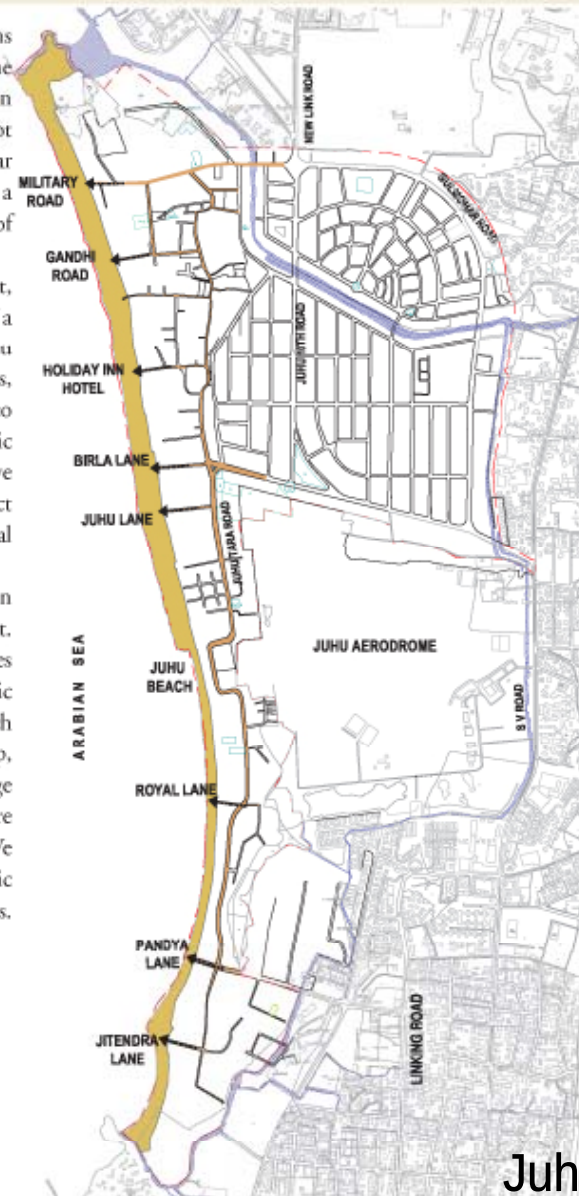
Conservation of Juhu Beach and its Connectivity

- Include Juhu beach in Mumbai's reserved spaces
- Opening up lesser-known accesses from Juhu Tara Road
- Integrating the beach with the neighbourhood of Juhu

Juhu Beach is one of the major tourist attractions of the city. It invites a lot of people who come for relaxation and recreation from everywhere in the city. In the Development Plan the beach has not been considered as a public space, leaving unclear who is responsible for its maintenance. Also there is a lack of access to the entire stretch of beach because of which it gets underutilized.

Conservation of Juhu beach is extremely important, as it is a crucial open space in the city. As a result of a long and hard fought battle in the courts of law, Juhu beach today is free of encroachments from builders, industrialists and even gangsters. Citizen activists, to save and restore the beach, had filed several public interest litigations and it is our duty now to conserve this stretch of public space. The best way to protect the entire four km beach is by maximum and equal utilization of all its entry and exit points.

Currently, the stretch near Santacruz police station is the most crowded because of an easier access point. This stretch also has the maximum number of facilities for the people, resulting in high amount of public activity. There are eight access points to Juhu beach from Juhu Tara Road. They all need to be opened up, strengthened and artistically designed to encourage public movement. This would activate the entire stretch of beach and make it a better public place. We also aim to link these accesses to the internal public spaces thus forming a larger network of public spaces.



Juhu Beach.

Vision Plan Highlights – 4

Locating the Metro Rail.

Locating the Metro Rail

- Proposing underground metro rail
- Shifting proposed placements of Metro stations and integrating them with open spaces

Roads network and one-ways

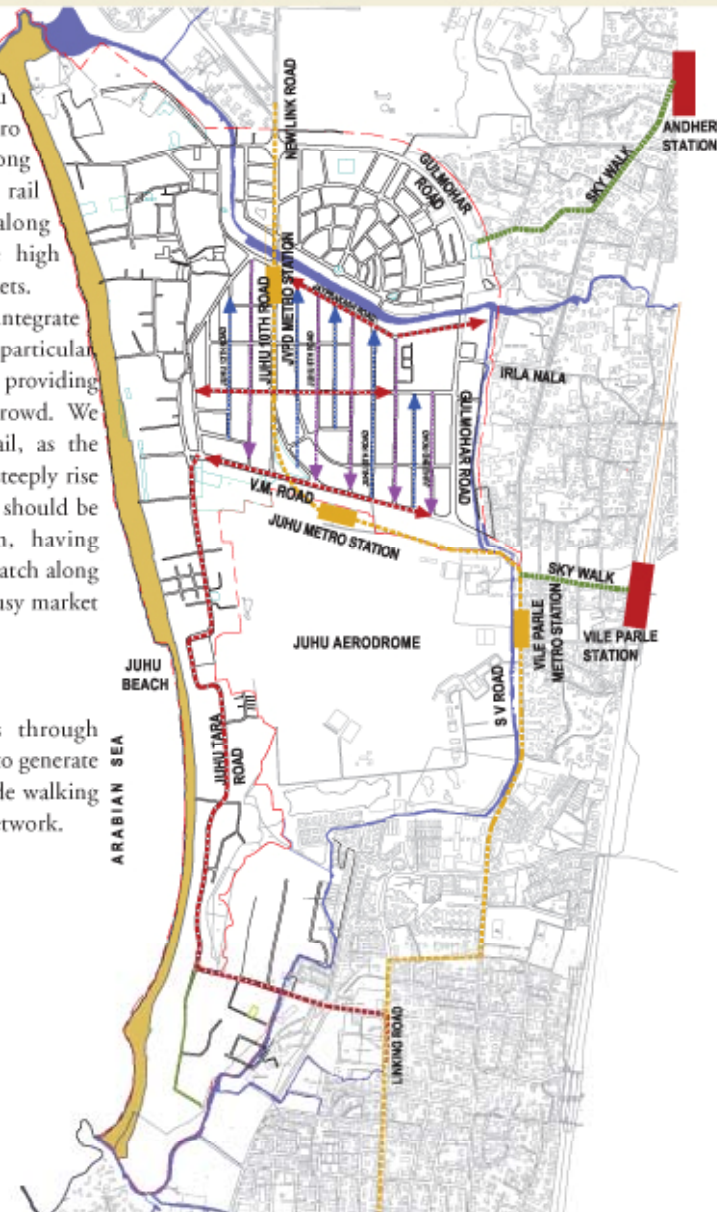
- Utilizing internal, low traffic density roads as pedestrian pathways and one-ways

MMRDA has proposed the Charkop – Mankhurd Metro Rail, which will pass through the Juhu region. Two elevated Metro stations are proposed in Juhu along 10th Road and VM Road, the rail further proceeding to Bandra along Linking Road. These roads have high vehicular density and bustling markets.

Our proposal's objective is to integrate the Metro route and the stations in particular with the public space network, thus providing easy access and dispersal of the crowd. We propose an underground metro rail, as the population density in the area will steeply rise in the near future. Also one station should be situated near Kaifi Azmi Udyan, having entrances and exits from the green patch along the nala and the other behind the busy market complex near the aerodrome land.

Roads network and one-ways

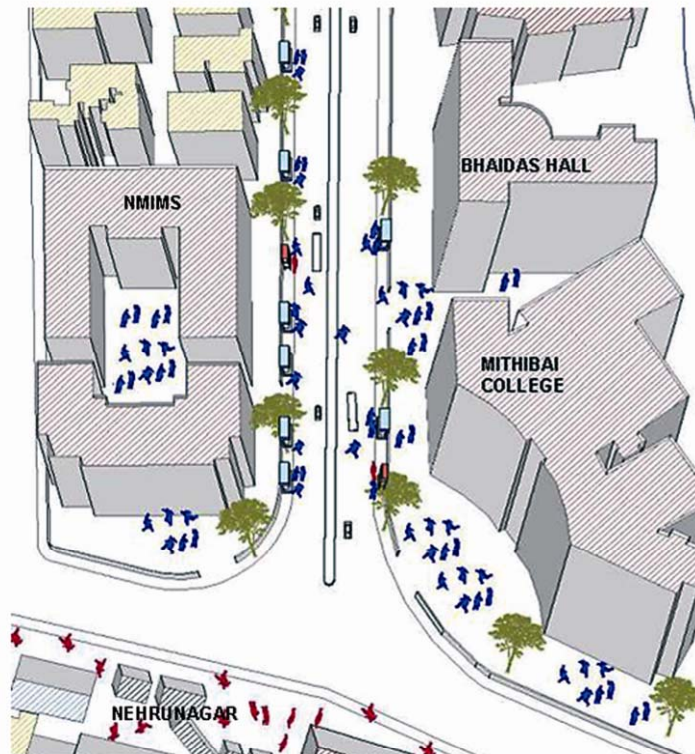
By proposing one-way streets through extensive traffic studies, we propose to generate dedicated pedestrian paths to include walking and cycling in the transportation network.



Metro Rail.

Vision Plan Highlights – 5

Integration of Social Amenities and Institutions.



Integration of Social Amenities and Institutions

- Integrating them with the public space network

With 40 schools, colleges, hospitals and hotels within its 3.86 sq. km, Juhu probably has the highest number of institutions compared to any other region in Mumbai. Our aim is to connect all the scattered institutions with the public spaces network. Thus students and other users can easily walk to their institutions and utilize the open spaces more.



Ecole Mondiale (International School)



Social Amenities.

Vision Plan Highlights – 6

Improvement of amenities in slum and conservation of Goathans.

Improvement of amenities in Slums and conservation of Gaothans

- Including them in the redevelopment plans for the city

We propose to integrate the slums with the redevelopment plan by enhancing infrastructure and social amenities within the slums and connecting these areas with the public space network. The proposed green patch near Nehru Nagar and Shivaji Nagar will give these slums safer access to public amenities.



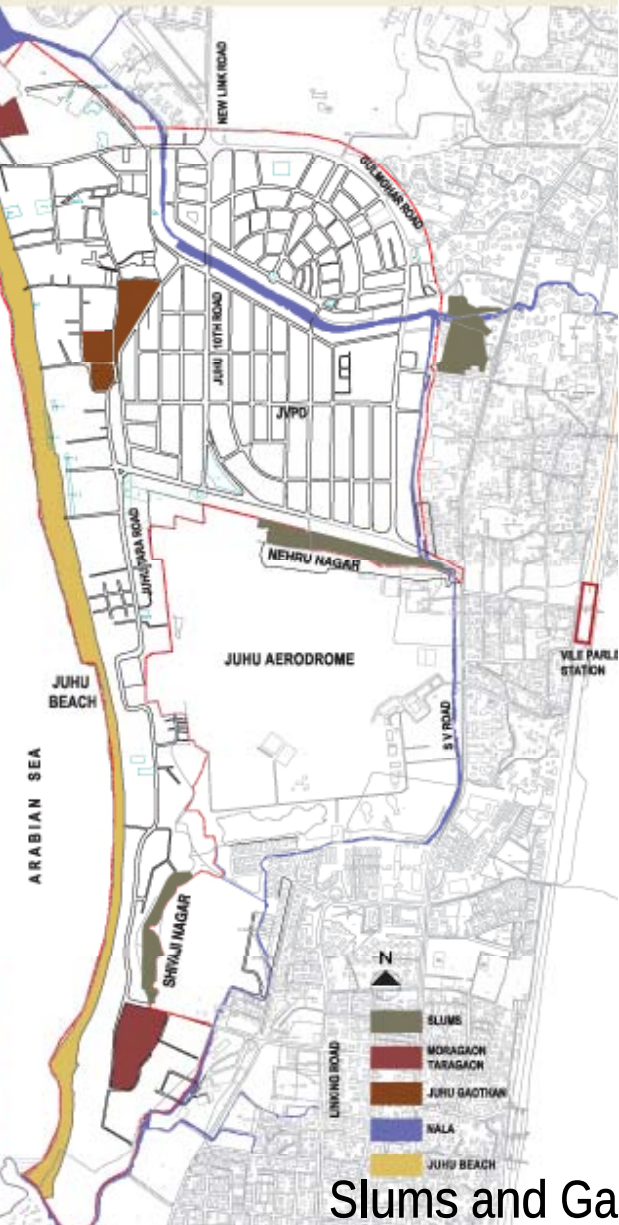
High density street in Nehru Nagar

Gaothans

The three gaothans in Juhu (Moragaon, Taragaon and Juhu Gaothan) are a vital part of the area's history and its important to protect their characteristic development. We propose to improve social amenities within the gaothans and guard its built environment by including it in the redevelopment plans for the area.



A typical street in a Gaothan dotted with grottos



Slums and Gaothans .

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



REVISIONING MUMBAI

Democratising Public Spaces and Waterfronts

Indira Munshi & P.K. Das

