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PARTICIPATORY ARCHITECTURE AND URBANISM

P K Das, Architect - Activist, Mumbai

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RECLAIMING PUBLIC SPACES

- MUMBAI'S SEAFRONTS DEVELOPMENT

TOI

Winds of change sweep acros

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 nurse 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

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 government in the shape of the MHADA and the private citizens' forums worked in co-ordination to restore the picturesque coastlime 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, U.S 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







UP FOR GRABS

Slumdwellers indulge in mass encroachment along Carter Road

The encroached land on the seacoast near Carter Road, Bandra (West). Picture by Prashant Nakwe

By Prajakta Samant

IF YOU want a house facing the sea in a prime area, rush to Carter Road, Bandra. Thousands of slumdwellers are scampering to mark their plots with stones and white tape wound around four sticks stuck in the seabed. These houses do not come cheap, at a limit of Rs 1 lakh on reclamation, but the plot costs nothing.

The planned mass-scale encroachment is on the entire stretch starting about the office of the assistant commissioner of police, north west zone, Rakesh Maria, till the fishermen's colony at Khar Danda. There are approximately 5,000 plots to grab and they are selling like hot cakes.

On questioning, the slumdwellers allege that member of Parliament Sunil Dutt has given them permission to build their hutments. Dutt is currently in the US and could not be contacted.

Throughout the day, especially at low tide, people are seen walking far into the sea to demarcate plots for their future huts.

Even the fear of the hut getting washed away by the sea does not deter them. "We will make a high foundation made of debris from construction sites all over the city. Then the hut will not get washed away," said a yellow-saree-clad woman wheeling and dealing with a man on the sandy seabed.

When asked what she was doing, the resident of the nearby Chuim fishing village replied, "*Ghar ke liye nishan rakhne gaie thi. Kholi banani hai* (I had gone to demarcate the boundaries of my house)."

Understandably, residents of Carter Road are panicked. "We have been trying to get the Brihanmumbai Municipal Corporation (BMC) to give us No Objection Certificates to take over the development and maintenance of the promenade and beautification of Carter Road. Funds for the project have been released by Rajya Sabha member Shabana Azmi," said one person. While the Collector has released Azmi's funds to MHADA who is executing the work, noted architect P K Das has designed the beautification of the 1.6 km long stretch.

Ten years ago BMC started dumping debris on Carter Road to construct a promenade like the one at Marine Drive and Worli Seaface. Residents then opposed the project and the matter went to court where the latter lost the case. In the meanwhile BMC shifted the funds allotted for the promenade elsewhere and the half constructed walkway remained.

The Bandra West Residents Association (BWRA) then took up the work and got Rs 30 lakh from Azmi. But this is not enough and to get private sponsors the association need a Memorandum of Understanding (MOU) and a No Objection Certificate (NOC) from the BMC. The project file has been passing from one office to another for the past year and now slum-dwellers have discovered this space.

"If not for delay from the BMC's red tape we would had got an NOC earlier, the promenade would have been ready and our security guards would have been in place," says a member of BWRA.

Maria has assured the residents that he will ensure that slums do not come up. "There is no chance that it will happen as my office is right there," he said.

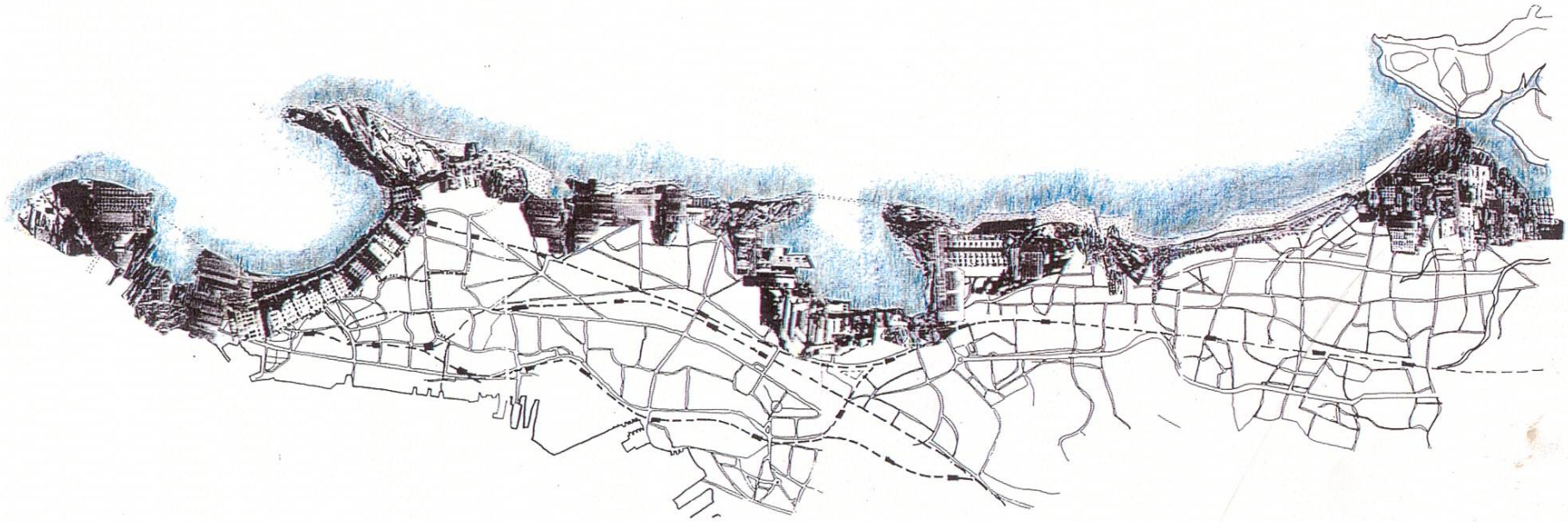
A bird's eye view from a skyscraper on Carter Road reveals that the entire seafront is dotted with squares bound by stones. When MID-DAY staffers pretended to want a plot, the slum-dwellers revealed that most have been taken. "Some have taken more than two plots for themselves. They will construct plastic-

Nagar slum near Khar Danda is bus
taking a plot for her daughter
"Getting a plot and then building
house is hard work and expensive. Jus
the reclamation will cost Rs one lakh
But it is better construct on your ow
as agents may dupe you," she said.

The BWRA meanwhile, ha
sprung into action and is planning t
hire private security guards to protec
the area, a move which will cost then
Rs 35,000 per month.

"We have no choice. After knock
ing on BMC doors for months, w
realise that authorities are of no help,'
said a resident.

DMC, Encroachments, S S Shind
said, "On last Saturday some people
were arrested. Yesterday I myself
went to the spot to investigate. W
expect police to stop them. I thin



Restoration of Mumbai's Waterfronts

A Preliminary Survey

P.K. Das Associates Architects

february
22 - 28, 2002

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 HBRT 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.

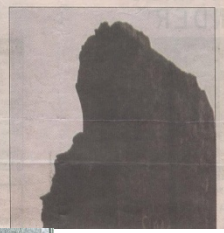
The plan has received in-principle approval from the Heritage Committee, since the Bandra Fort or the Castella de Aguada, is a Grade III structure, says Arup Sarbadhikary.





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

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Any occasion, one suitable place
a name synonymous to cel
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having a capacity of 25 - 3
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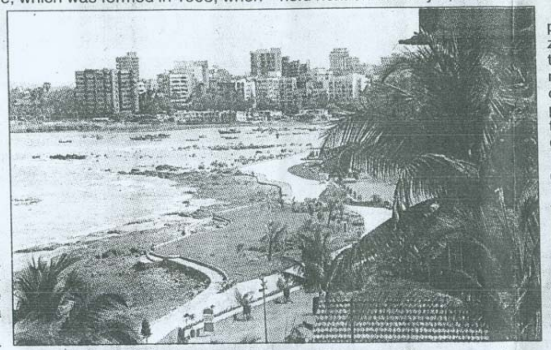
Citizens inspire Bandra face-lift

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.

news

Carter Road gets a touch of class

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 jamboree on Sunday.

MUKESH PARPIANI



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

around town

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.

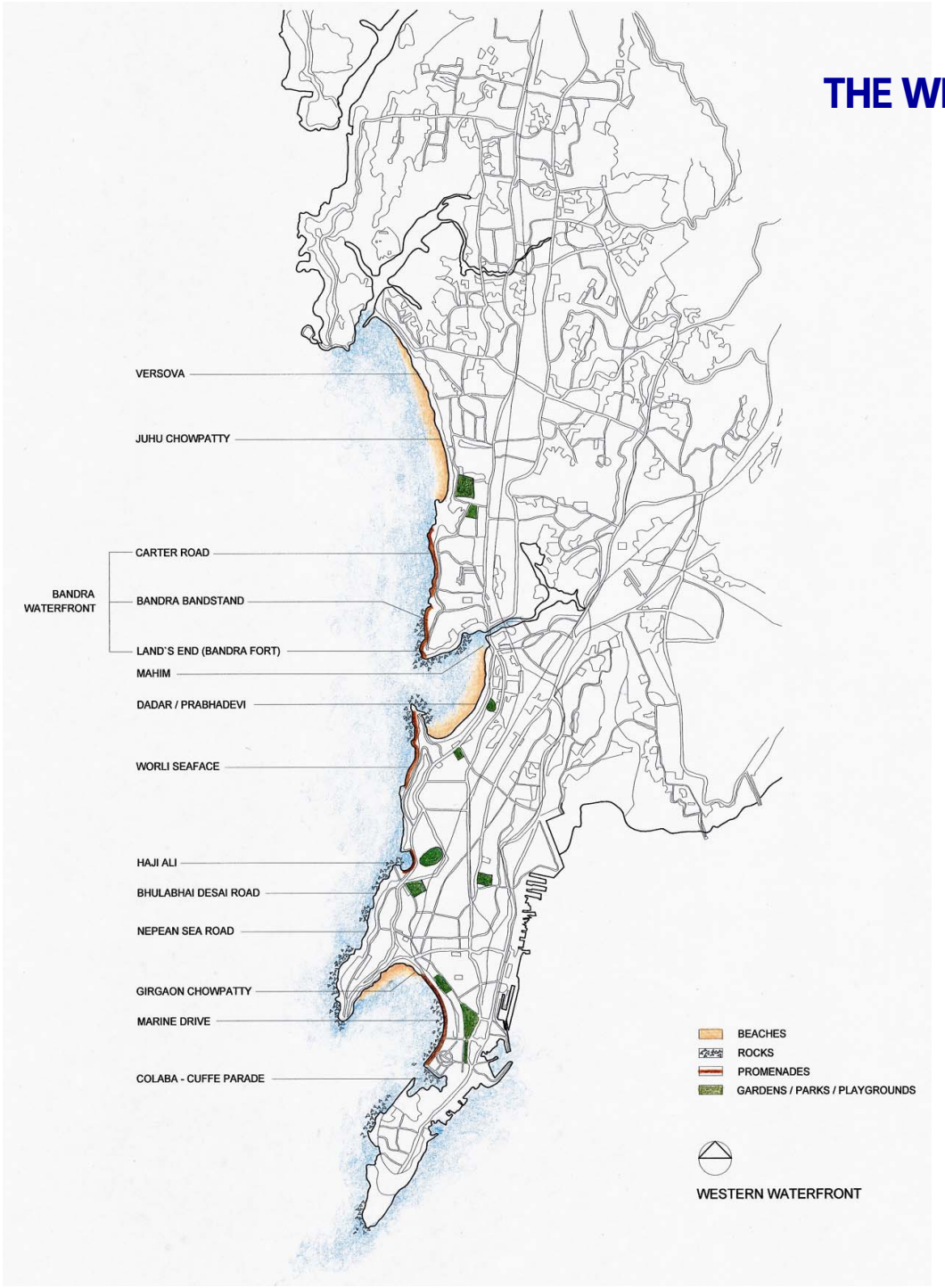
Such activities can now be restored, thanks to this trust.

anilthomas@mid-day.com



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

THE WESTERN SHORELINE



BANDRA BANDSTAND
1.2 kms

















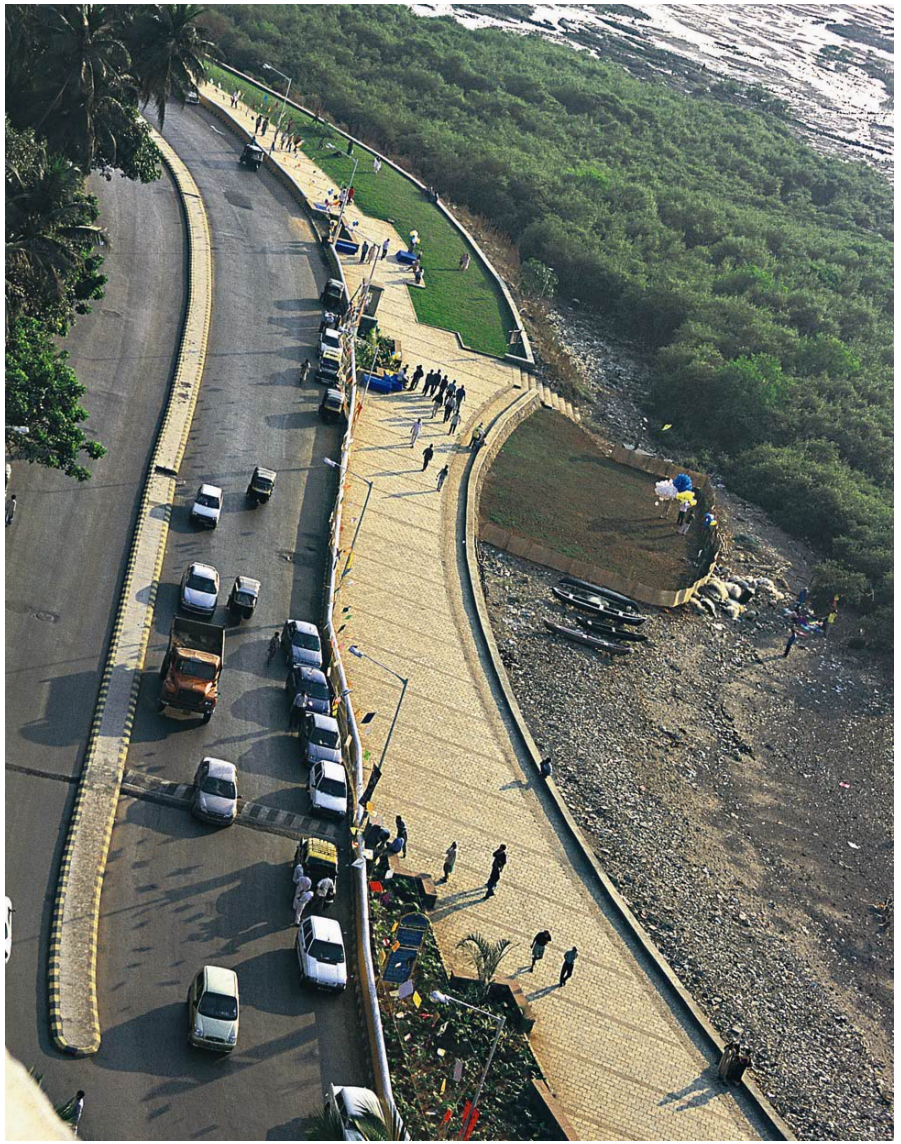








CARTER ROAD
1.2 kms



















LAND'S END









Excellence on the Waterfront

The Waterfront Center

WATERFRONT CENTER
ANNUAL AWARD
HONOR AWARD

"Clearwater Citizens Award"

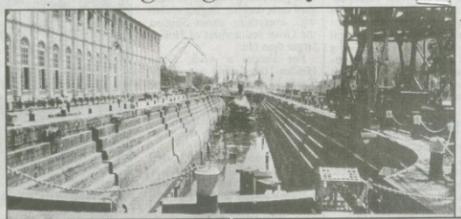
Bandra Band-stand & Carter Road
Waterfront Development
Bandra West Residents Association
Mumbai, India
for a quality waterfront project selected in a juried competition

November 15, 2002

Larry Beasley

Heritage awards highlight city's hidden treasures

By Gunvanthi Balaram
Times News Network







BAI: This time, the winning number is it's made up of a shrine, a shop, a a sarkari mansion, a naval dockyard, cipal hall and a citizen's initiative. e are the winners of the Indian ge Society's urban heritage awards for prizes which were handed out by op Julio Ribeiro and bureaucrat dago at a happy little ceremony at the rk in Colaba on Saturday evening. All Saints Church at Malabar Hill, the y Paperie on Bombay Samachar n the Fort area, the Victoria Memorial for the Blind conference centre at , Gulshan Mahal at Films Division on Road, the Naval Dockyard at Lion nd the BMC Hall won awards in the est-kept or best-restored) Heritage g category.

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

judges for this ninth round of IHS (first instituted in 1988) were his- Mariam Dossal, architect Uttam C. and urban planner G.S. lekundri.

ressed by the "concern and pride" hich the winners were maintaining eritage properties, the judges point- that some had struggled to raise ons for the restoration and called in vation professionals to carry out the ile others had used their own money agination to do so.

beautifully-kept All Saints Church ommended for the congregation's "to preserve this structure in physical nd spirit". Indeed, no alterations have nade in this cozy 120-year-old little hurch designed in "modern style" by Mant of the Royal Engineers— for the bell tower being dismantled being irreparably damaged in a e in 1951. As the good Rev Roy se says, "All of us enjoy basking in All old-world architectural grace. And

building. We recreated the space mind the building's antiquity, w so well with the craft we are try alive. Isn't it appropriate that v moting a craft that's 300 years o that's nearly 200 years old?"

The Victoria Memorial Sch Blind has also been thoughtful interior restoration. After receiv tion from Standard Chartered commissioned architects Jal Kishore Desai, who believe tha challenged among us deserve educational and physical faciliti ate an airy, bright and well-equip ence centre in their 1914 Edw schoolhouse.

While such endeavours are mon in private institutions, an institutions they are a pleasa So, the central government bouquet for having Gulshan ruined 19th century mansion Films Division complex. p restored. As did the BMC fo interest to call in INTACH to old corporation hall from the

Much has been written abo rate job carried out at the hall by Vikas Dilawari, Tasn P.N. Mehendale and compan no need to go into it again. H spirited efforts of the PWD a Ulhas Rane and Subodh Gulshan Mahal together aga special mention.

Using photographs of the o ly home, built in 1830 by th Hyderabad, as a guide, and traditional artisans, their brought its splendid old stained glass ventilators, patte clay dados, a cast iron spiral s carved details to shining life house has an interesting hist bought over from the Nizam Kutchi aristocrat Kasamally Peerbhoy, whose family lived th mid-1940s, when it became a After Independence, it was acq the government to house its doc division. After a couple of de FD moved into new buildings pound, it fell to rack and ruin. now been rectified—and the being happily used as a set by

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 unbarricaded public places, which are truly open and democratic in nature," he told TOI after receiving a Rs 5 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 in maintaining the two Bandra promenades, said, "It has been sometimes a long and painful struggle to get these projects going. 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.







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



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 (western suburbs).

PEOPLE POWER

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.

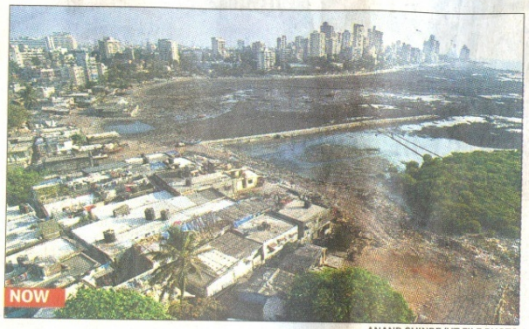
"This would not have been possible without the persistent effort of citizens."

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 Vikram Rao, using personal funds, cleared 40 truckloads of debris from the site. A surprised BMC then took over.

ad the plan has while the BMC have promised to encroachments," adding that there t 100 truckloads of ite.

sayli.mankikar@hindustantimes.com



ANAND SHINDE/HT FILE PHOTO

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



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

DILIP KAGDA

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 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 paav*, *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.

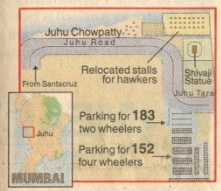
It will be revamped to accommodate more vehicles — 185 two-wheelers and 152 four-wheelers.

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 Rustomjee and Jamshed Mistry represented the petitioners.



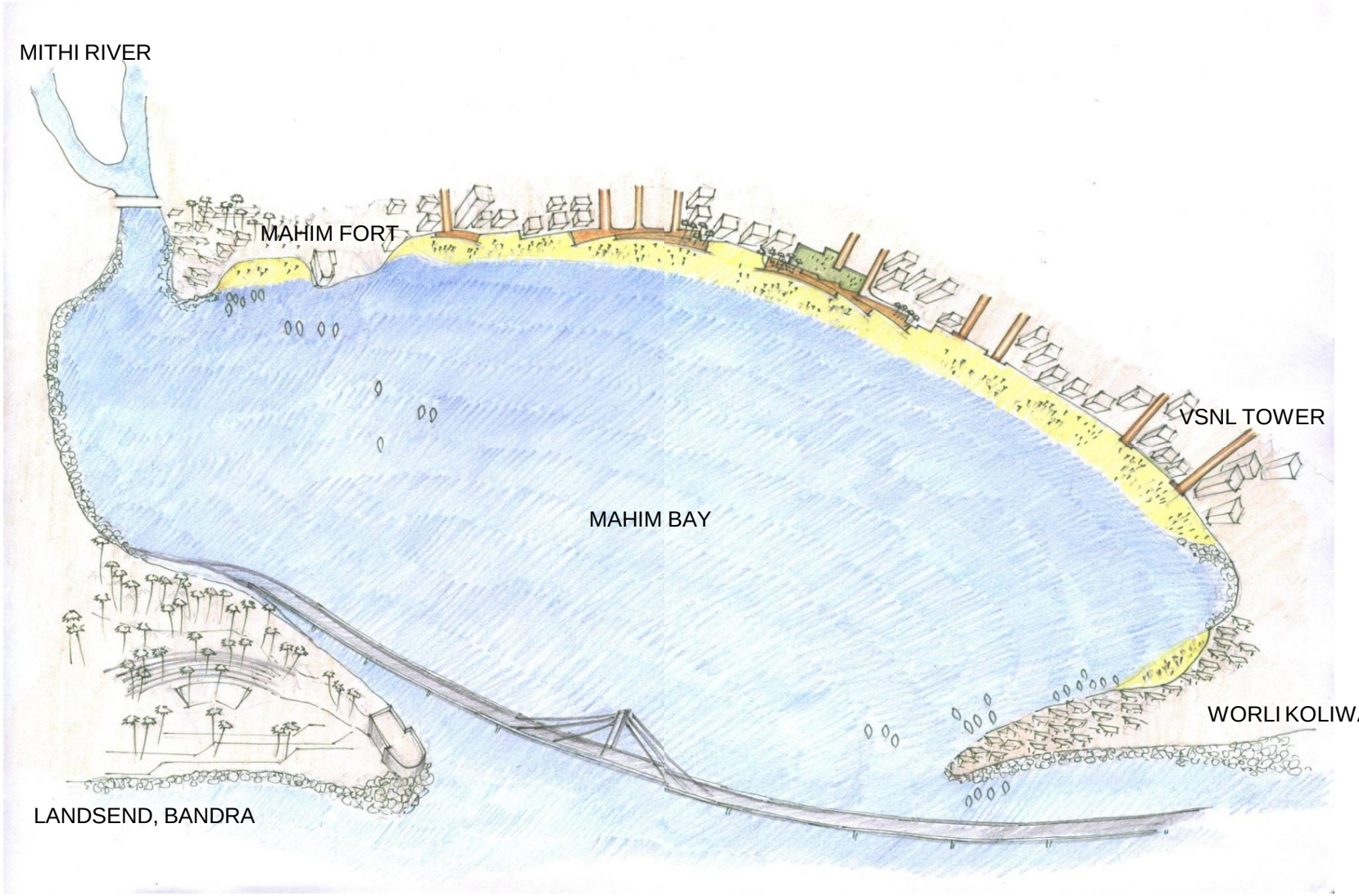
Nearly 125 bustling food stalls selling piping-hot *vada pav*, *masala dosa* and *pav bhajis* will be relocated to a yet-to-be built food court at the northern end of the central chowpatty



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

DADAR-PRABHADEVI BEACH NOURISHMENT



GATEWAY OF INDIA PRECINCT



‘THE NEIGHBOURHOOD WAY’ FORWARD

- ‘JUHU VISION’



EXPANDING PUBLIC SPACES

Vision Juhu



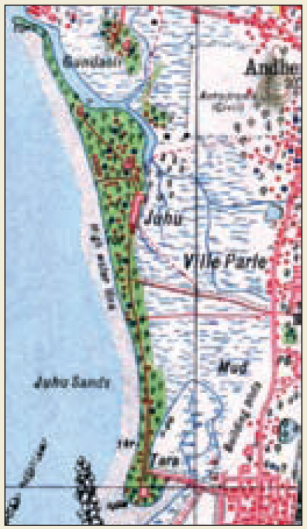
JUHU

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 mud-flats. 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.

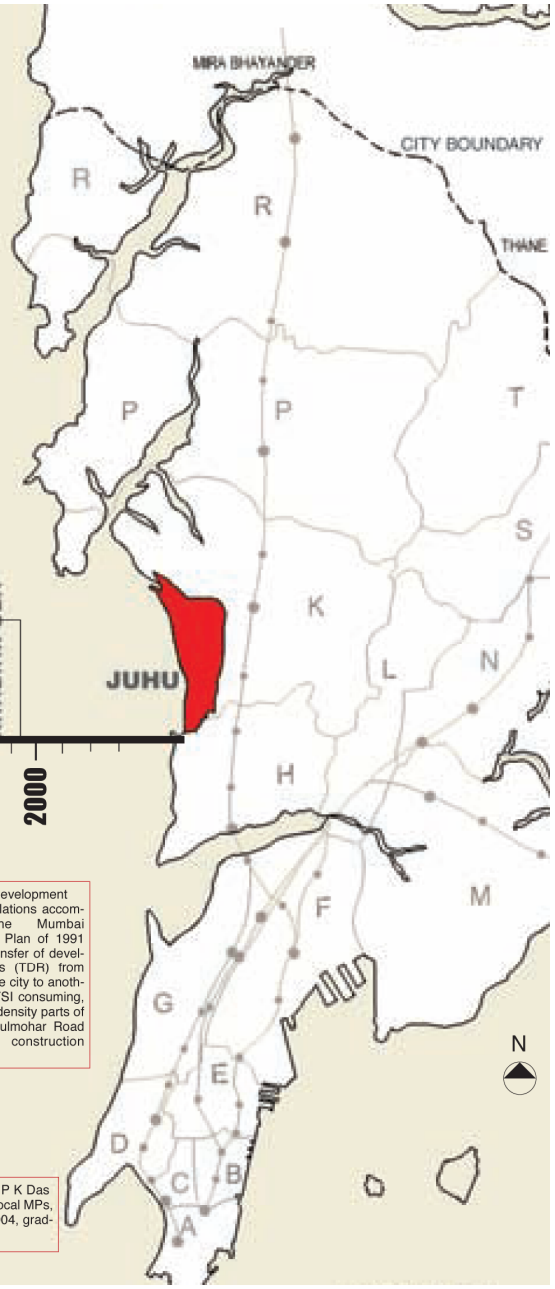


SURVEY MAP OF BOMBAY, 1933
Juhu Gaothan and St. Joseph's Church are seen clearly. Juhu Aerodrome land is identified. Isolated development is seen growing along the stretch of Juhu Beach. Theosophical Society is established. Most of the area is still marsh and farmland.



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.





1700s | 1800s | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000

Early 1600s
Fishing villages of Mora and Tara are established on mudflats on the northern and southern ends of the suburb

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.

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.

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.

1930
By the late 1930s the municipality of Vile Parle had absorbed the smaller bodies around it. Then with the formation of Greater Bombay in 1945, the areas came directly under the Bombay Municipal Corporation.

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 Santacruz took over in 1958.

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

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

1966
The first large hotels in Juhu, King's Hotel and Hotel Horizon are established.

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 'Beverley Hills of Mumbai'

1975
ISKCON is established in Juhu, adding another tourist attraction to the suburb.

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.

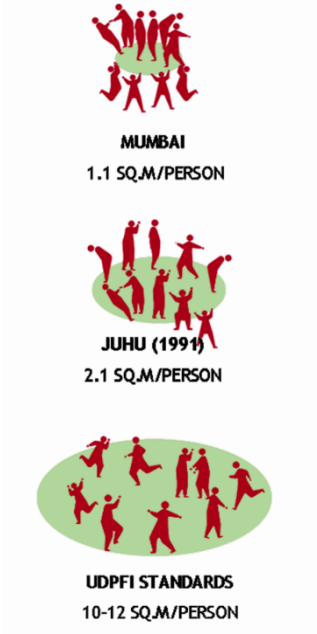
1992
Changes in Development Control Regulations accompanying the Mumbai Development Plan of 1991 allows the transfer of development rights (TDR) from one part of the city to another. The low FSI consuming, low rise, low density parts of JVPD and Gulmohar Road see another construction boom.

1995
Slum Rehabilitation Authority (SRA) is set up and formulates rehousing schemes for slumdwellers inviting private capital to take part in the process. Many slums undergo redevelopment under the SRA's aegis.

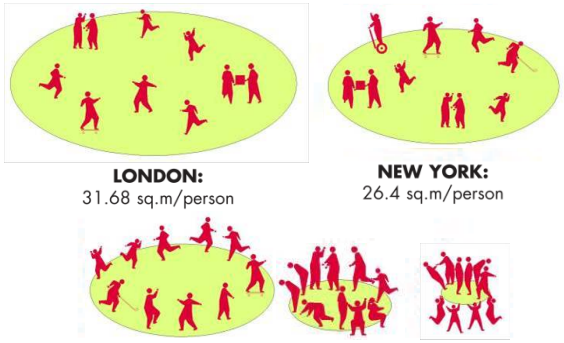
2000
A plan to restore Juhu Beach was prepared by architect P K Das and published by INTACH. With extensive support from local MPs, activists and the judiciary, the plan was sanctioned in 2004, gradually giving residents the idea of preparing 'Vision Juhu.'

Vision Plan Highlights – 1

Development of Public Spaces.



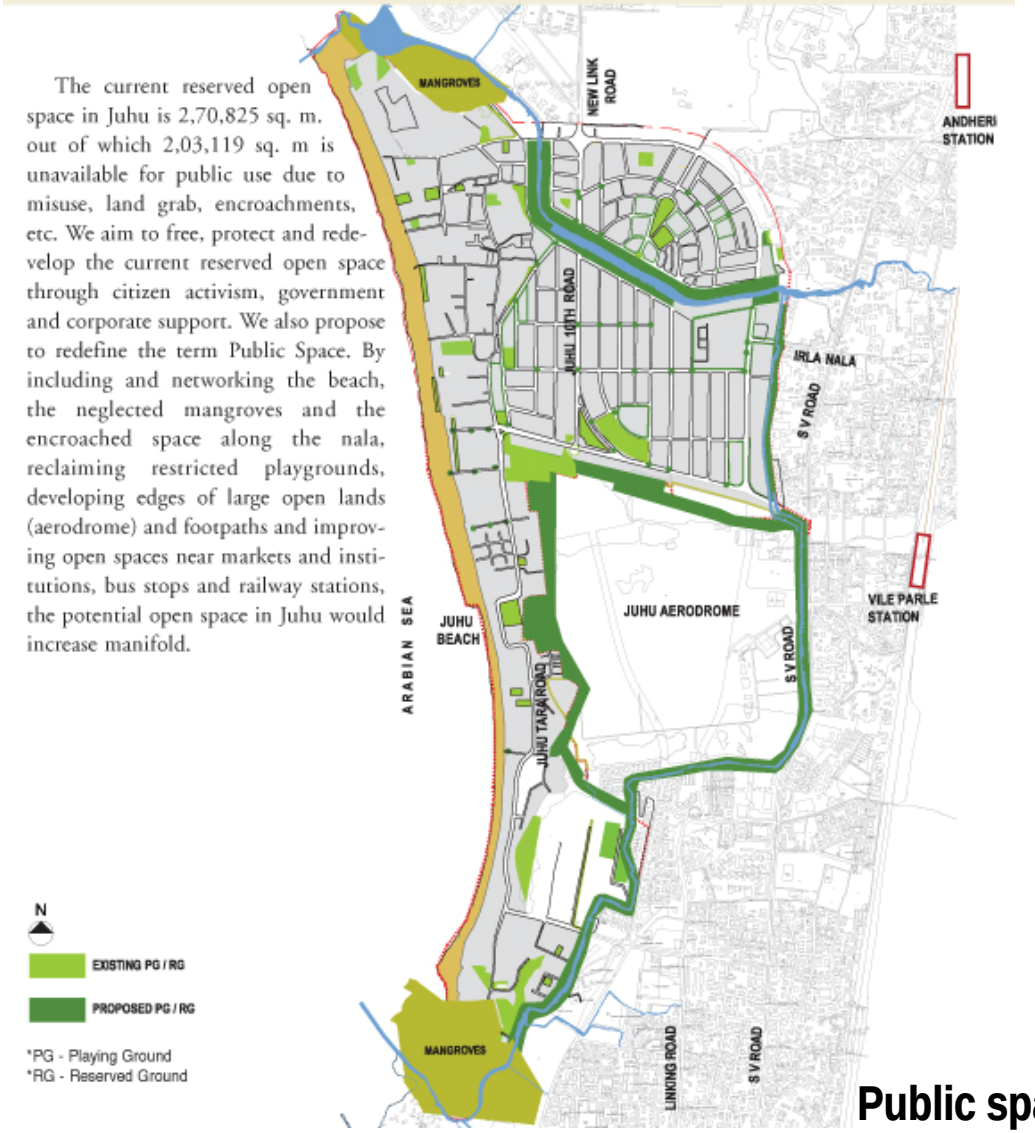
Open space ratio comparison between major cities of the world in 2000



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

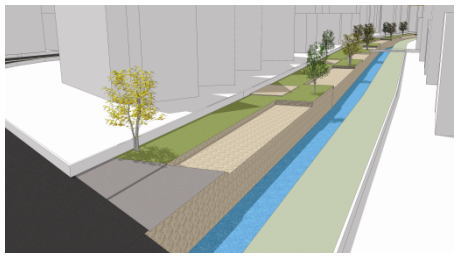
Irla Nala Development and Creation of Public Spaces**.**

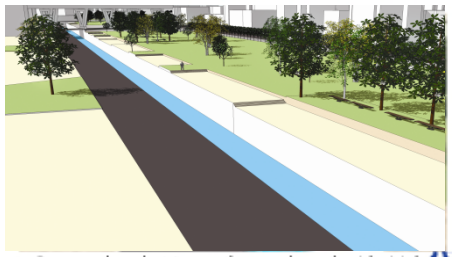
Walking and Cycling along Irla Nala

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.

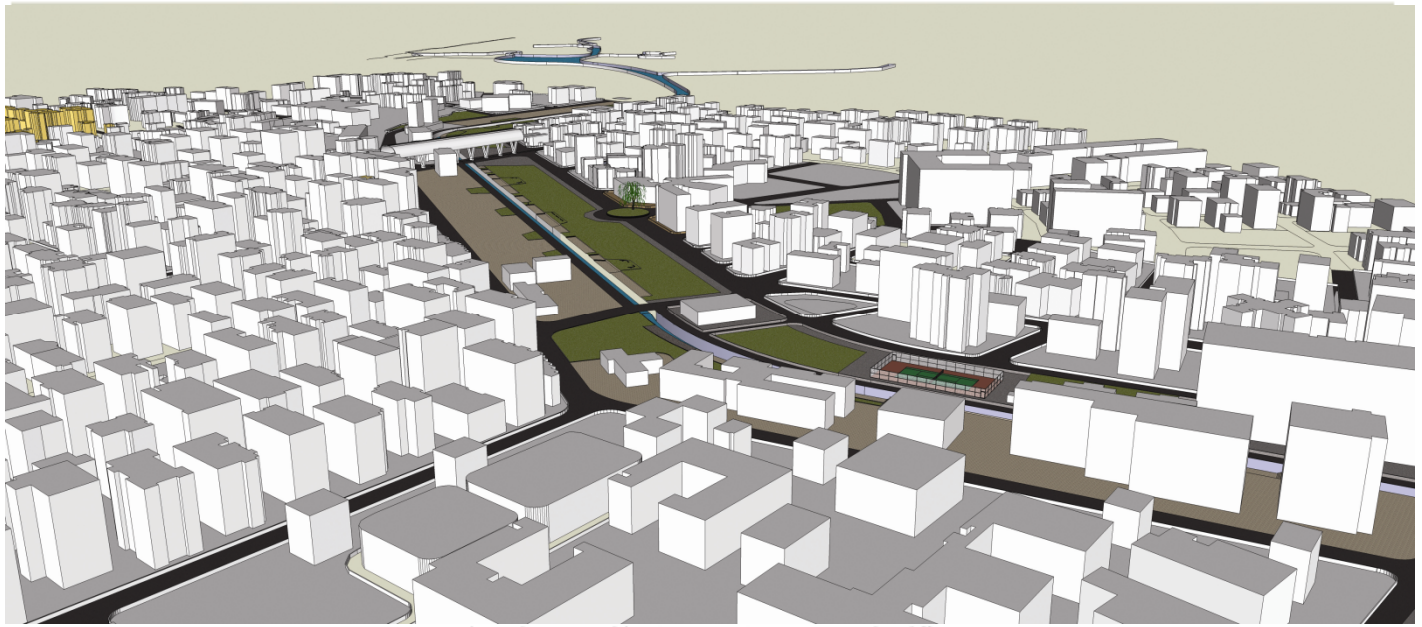




Proposed pedestrian pathway along the Irla Nala



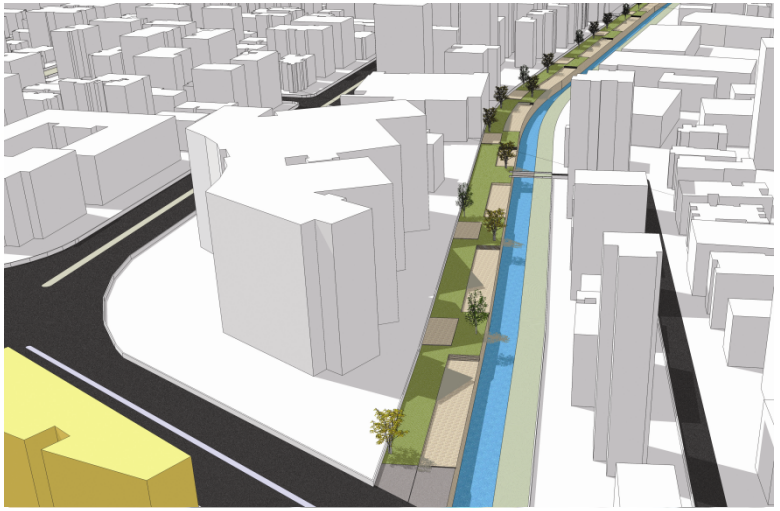
Irla Nala.



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.

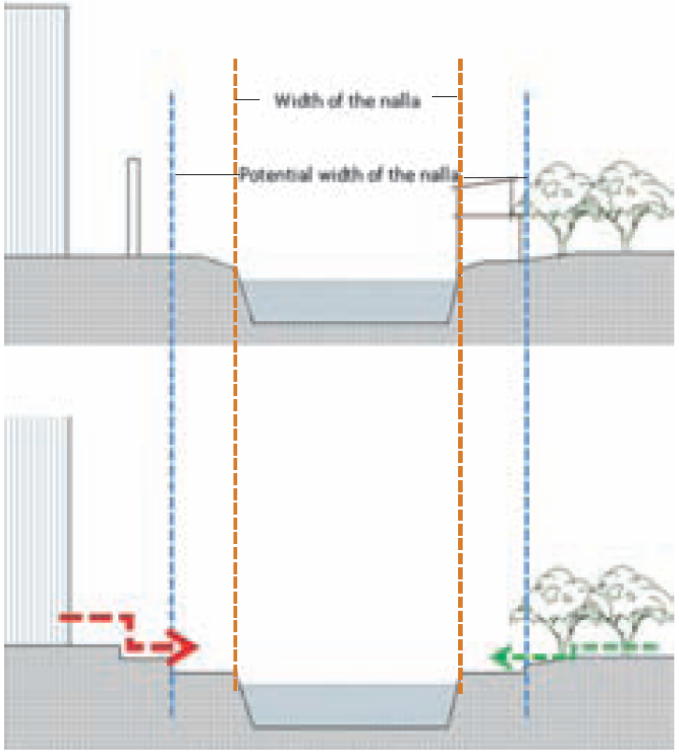


Fig.7



Proposed Pedestrian Pathway behind Mithibai college

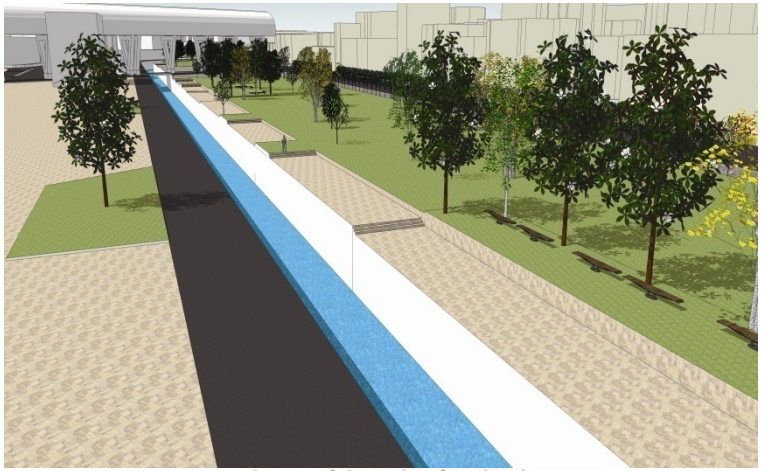


Irla Nala Development and Creation of Public Space

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



Current condition of the nala and its surroundings



Proposed view of the nala after development



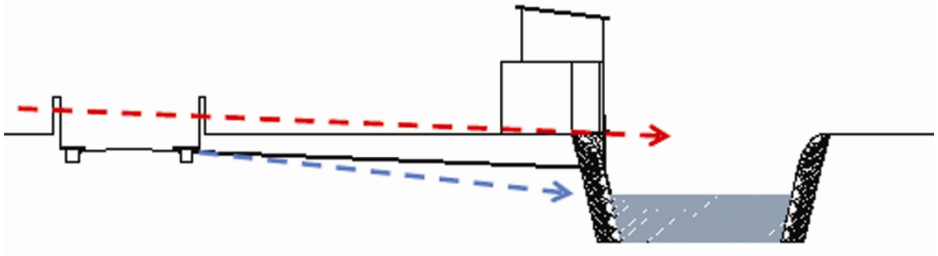


Fig.4. The natural slope of the surface drainage is blocked by impermeable compound walls, squatters and raised ground levels

Irla Nala.

Diagrammatic representation of the self-cleaning system for the nala.

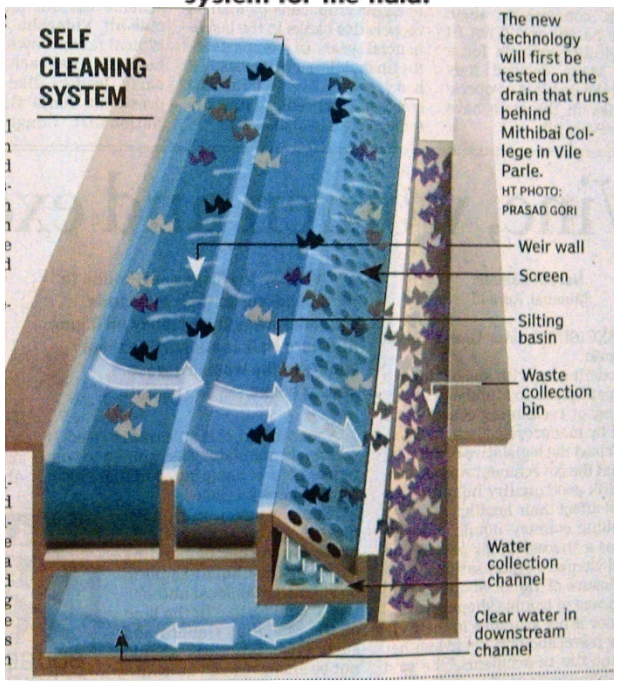


Fig.5 Ref. from Hindustan Times article 'A drain that cleans itself' dated April 15, 2008 by Sayli U. Mankikar

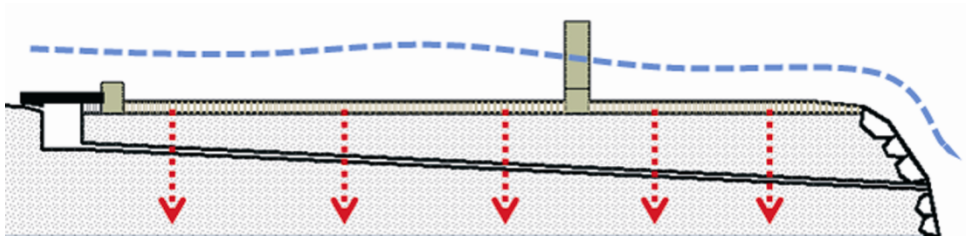


Fig.6. Paved surface will allow permeability

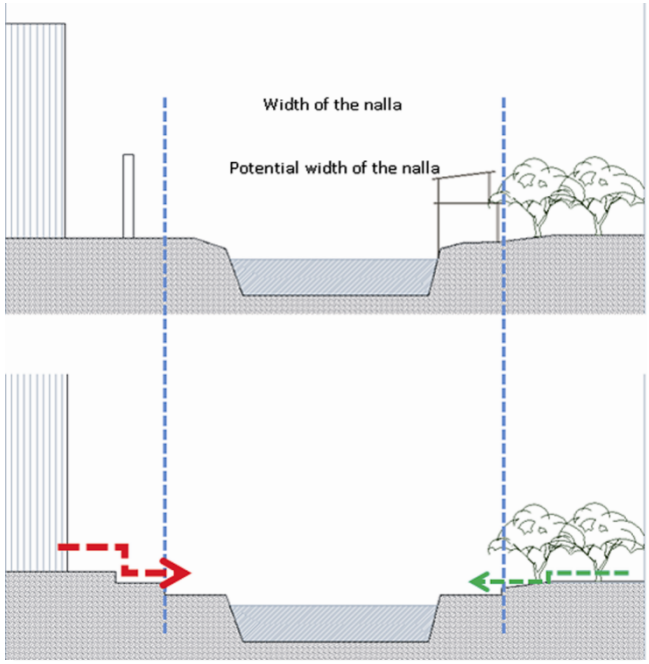


Fig.7



Proposed Pedestrian Pathway behind Mithibai college

Irla Nala.

Vision Plan Highlights -3

Conservation of Juhu Beach and
Its Connectivity.



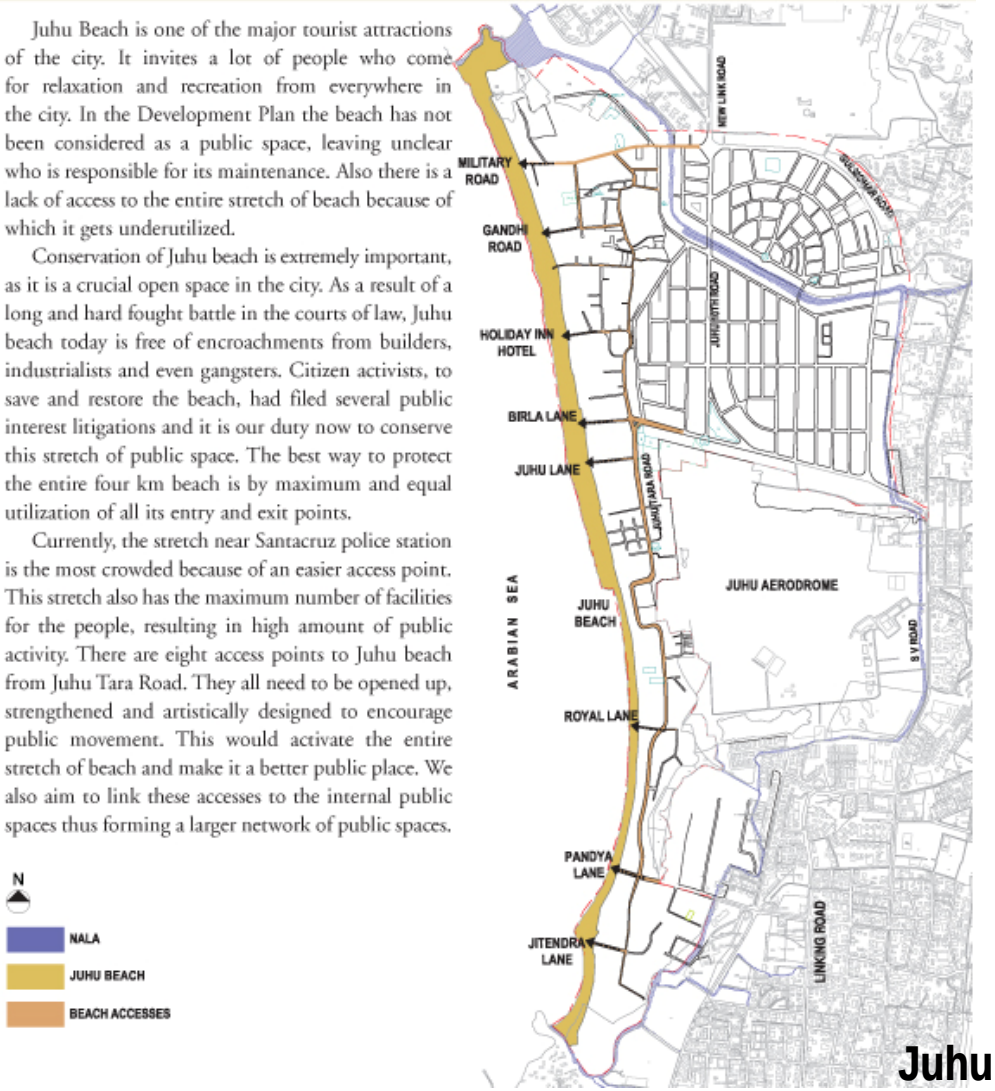
Conservation of Juhu Beach and its Connectivity

- 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

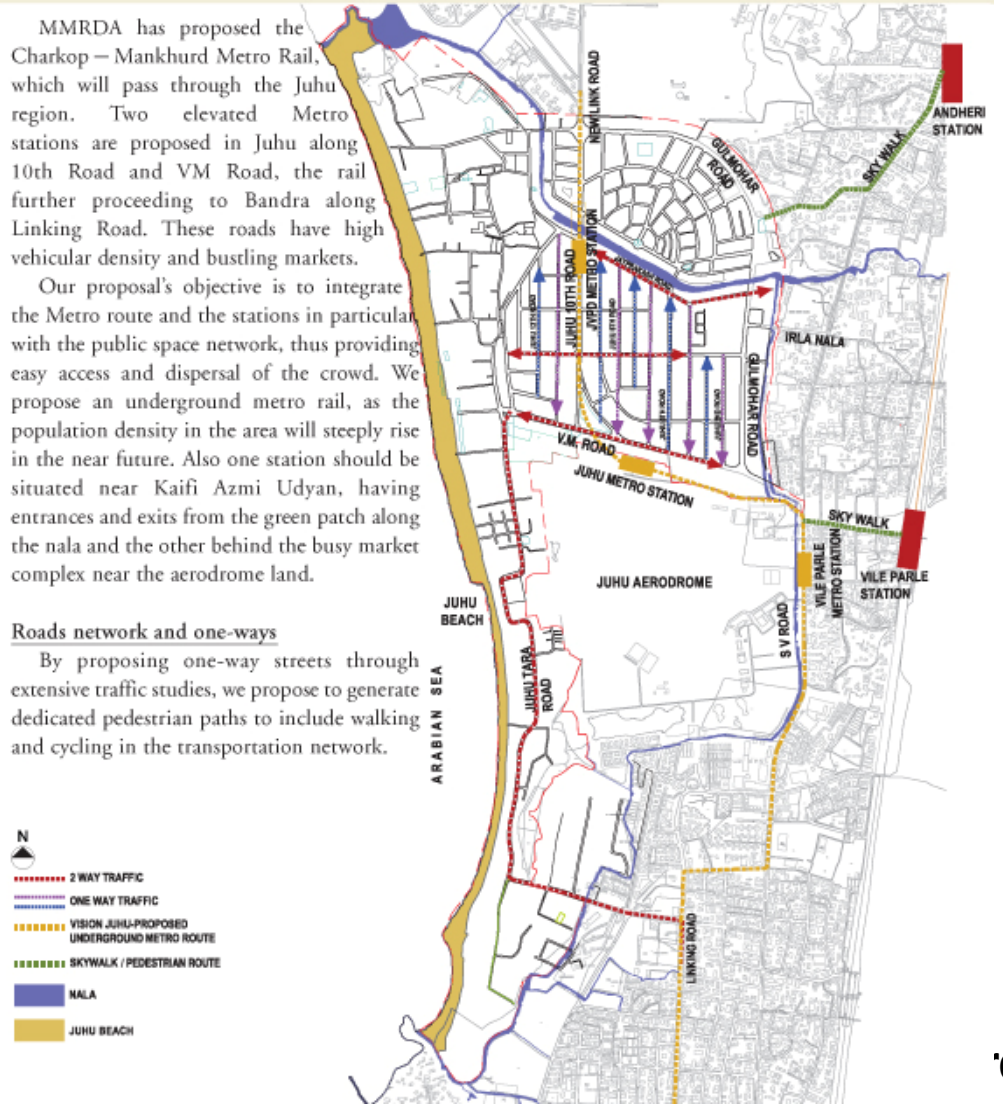
- Utilizing internal, low traffic density roads as pedestrian pathways and one-ways

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

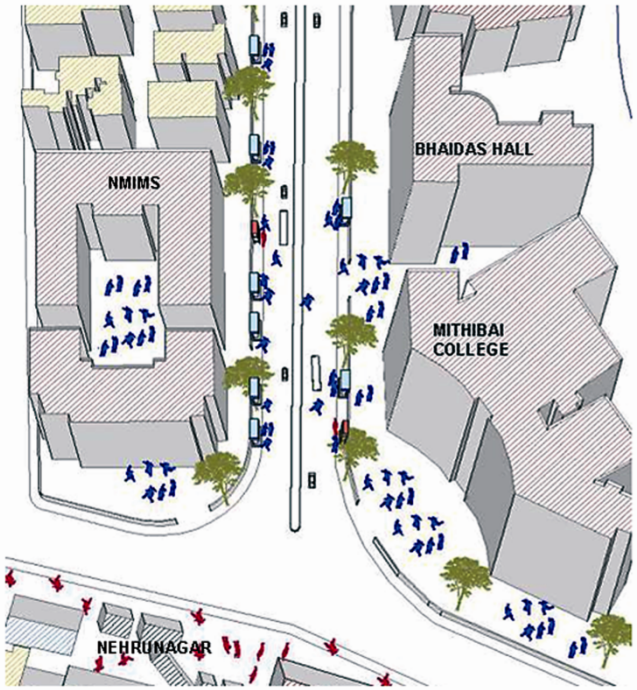
By proposing one-way streets through extensive traffic studies, we propose to generate dedicated pedestrian paths to include walking and cycling in the transportation network.



o 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 Vidyanidhi 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



RE-VISIONING CITIES

- A PEOPLE'S PLAN FOR MUMBAI

MUMBAI'S OPEN SPACES MAP



MUMBAI'S OPEN SPACES MAP

INDEX

	Nos.	AREA-SQKM	%	SIGN
MUMBAI BOUNDARY		482.74 (A)		
WARD BOUNDARY				
RAILWAY STATIONS & PROPERTY		9.41	1.94%	
AIRPORTS, DEFENCE, PORTS		14.557	3.01%	
MAJOR ROADS & HIGHWAYS		30.0	6.21%	
GARDENS [G] & PARKS [P]	428	3.41	0.7%	
PLAYGROUNDS [P.G]	690	3.77	0.78%	
RECREATION GROUNDS [R.G]	690	7.84	1.62%	
ENCROACHED OPEN SPACE [on G, P.G.,R.G, N.D.Z, Mangroves, Mudflats]	627	10.10	2.09%	
FISH DRYING YARDS	5	0.16	0.03%	
LAKES, PONDS & TANKS	23	7.06	1.46%	
CREEKS, RIVERS AND NALAS		13.14	2.72%	
WET LANDS [Includes salt pans]		8.01	1.66%	
MANGROVES		62.94	13.0%	
BEACHES	10	1.44	0.29%	
PROMENADES	6	0.12	0.02%	
HILLS , FORESTS & NATIONAL PARK		53.6	11.1%	
N.D.Z [excluding hills, mangroves,wetlands]		38.00	7.87%	
TOTAL AREA		257.31 (B)	54.4%	
Balance land area for development of Housing (5 categories as per DP), Industrial(6 categories as per DP), Commercial (2 categories as per DP), Amenities (34 categories as per DP), Services (15 categories as per DP) - (A) less (B) =		225.44 SQ KM	45.5%	

OPEN SPACES MAP

WARD A



OPEN SPACES LISTING

A WARD

Reservation	S.No	Name	Location	CTS	Area(sq m)
G	1	Earty Park	Colaba		1552.66
	2	Colaba Woods	Colaba Woods, Prakash Pethe Marg, Cuffe Parade,Mumbai-05		31000
	3	Mumbai Port trust Garden	Near Colaba Causeway Rd		49398.43
	4	Cuffe Parade Residents Association (CPRA) Garden	CPRA Garden, Prakash Pethe Marg, Cuffe Parade, Mumbai-05		12000
	5	G.D.Somani	Cuffe Parade		3935.64
	6		Jagannnath Bhosale Rd, Nariman Pt		5934.58
	7	BMC Udyan	Jmnalal Bajaj Rd, Nariman Pt.		2369.53
R.G.	1	Golf Course & Training Centre	Nanabhai Noos Marg, Colaba		174343.33
	2		Capt. Prakash Pathe Marg, Navy Nagar		3771.44
	3		Nanabhai Noos Marg, Colaba		20954.93
	4		Capt. Prakash Pathe Marg, Navy Nagar		8331.08
	5		Navy nagar , Colaba		1449.60
	6		Old Navy nagar , Colaba		11356.30
	7		Junction of Dr Homi Bhabha rd and Capt. Prakash Pathe Marg		3999.29
	8		Behind Geeta nagar, Colaba		41592.82
	9		Navy Chikdren School, Navy nagar		9235.65
	10		Junction of Dr Homi Bhabha rd and Capt. Prakash Pathe Marg		11929.67
	11		Colaba		1659.05
	12		Colaba		2464.31
	13	Budhwar Park	Capt. Prakash Pathe Marg		2920.83
	14		Radio Club		3875.33
	15		B. Behram Rd, Apollo Bandar Rd.		3523.45
	16	BMC Udyan	Junctn of JB Rd & Nathalal Parikh Marg.		11151.10
	17	PVM Gymkhana	Maharshi Karve Rd		1682.24
	18	Cooperage Football Grnd	Nathalal Parikh Rd		29795.78
	19	Sabina Chandrashekhar Recreation Ground	Sabina Chandrashekhar Recreation Ground, Opp.Regal Cinema, Nathalal Parekh Marg, Colaba-32		12800
	20	Dr.Shyamaprasad Mukherji Chowk	Opp. Regal Cinema, Colaba, Mumbai-400 001		370
	21	Chhatrapati Shivaji Udyan, Gateway of India	Gateway of India, Nr.Apollo Bunder, Mumbai-400 039		18000
	22	Bandstand Cooperage Garden	Bandstand Cooperage Garden, Junction of Madam Cama Rd & Maharshi Karve Road, Mumbai		5900
	23	Mahatma Gandhi Udyan	Madam Cama Rd, Nariman Pt.		7725.18
	24		Madam Cama Rd, Nariman Pt.		9224.23
	25	Oval Maidan	Veer Nariman Rd, Chuchgate		92180.56
	26	Prince Of Wales Museum	At Dr. Dr.Shyamaprasad Mukherji Chowk		17590.75
	27	Brabourne Stadium	Marine lines, Churchgate.		24168.47
	28	Cross Maidan	Mahatma Gandhi rd, New Marine Lines		68989.87
	29	Azad Maidan	Mahatma Gandhi rd, New Marine Lines		120150.70
	30	Horniman Circle Garden	Opp.Asiatic Library, Mumbai-400 001.		12000
	31	Upavani Udyan	Near Asiatic Library, Horniman Circle, Fort, Mumbai-400 001		304
	32		Behind Oriental Insurance, Ballard Estate		130
	33	Avery Ground	Behind NTC, Avery, N Morarji Road, Ballard Estate, Mumbai-01		312
	34	Open space adjoining Grand Hotel	Walchand Hirachand Road, Ballard Estate, Mumbai-400 001		600
	35		Ballard Estate, Mumbai-400 001		1391.51
	36	Walter Dsouza Garden	Cinema Road, behind Metro Cinema, Mumbai-400 001.		3000
	37	Sabbu Siddhiki Playground	Musarfirkhana,Mumbai-01		400
	38	David Sasoon Library Garden	Opp.City Civil Court, M.G.Road, Mumbai-400 001		288
P.G.	1		Kendriya Vidyalaya, Navy nagar		4309.68
	2	School P.G.	Nanabhai Noos Marg, Colaba		781.82
	3	School P.G.	Nanabhai Noos Marg, Colaba		970.70
	4	Hockey & Football Ground	Navy nagar , Colaba		18459.86
	5	Kohli Stadium	Colaba		65234.13
	6		Behind Geeta Nagar, Colaba		6337.09
	7		At Backbay Reclamation		4584.20
	8		Opp. Colaba woods garden, Cuffe Parade		21606.45
	9	G.D. Somani School P.G.	GD. Somani Rd, G.D. Somani School P.G., Cuffe Parade		1383.18
	10		1st Pasta Lane, Apollo Bandar		1502.25



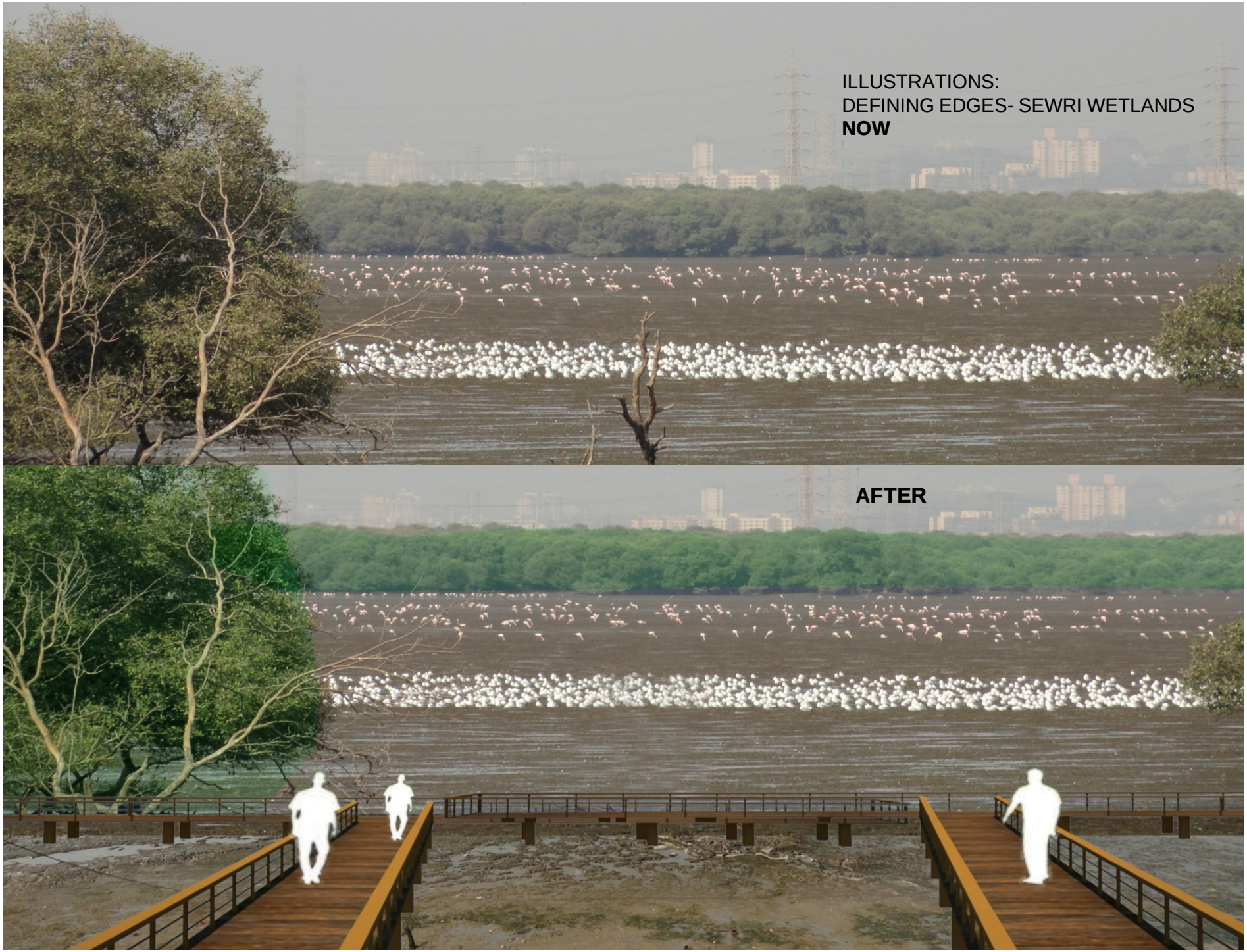
CONCEPTUAL NETWORK PLAN OF OPEN SPACES - ILLUSTRATIONS

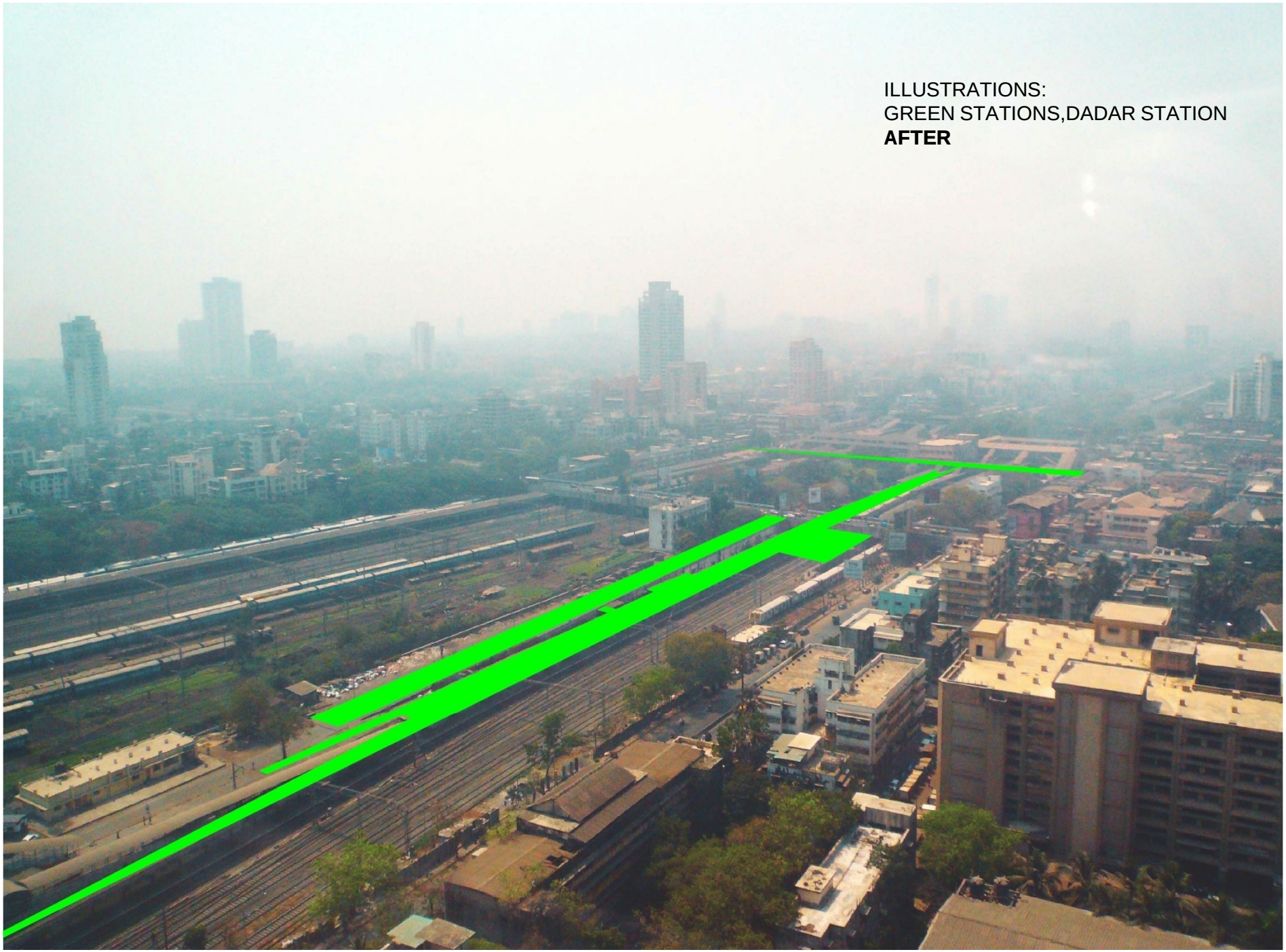
1	Avenues along roads.	Typical Example
2	Avenues along railway corridors	Mahim area
3	Avenues and promenades along rivers	Mithi river / BKC
4	Avenues and promenades along creeks	
5	Edges along wet lands	Sewri Wetlands
6	Edges of ponds and lakes	Bandra Talao
7	Avenues along nala's	Irla Nala
8	Walks / board walks along mangroves	Versova -Juhu
9	Beaches conservation	Dadar Prabhadevi Beach & Juhu
10	Sea front Promenades	Carter Rd, Bandstand, Nariman Pt & Chimbai fishing village
11	Public squares at Stations, Markets & Public buildings	Khar Station Square
12	City forest idea	Juhu
13	Gardens and parks	Kaifee Azmi / Central Park Nariman Pt.
14	Green Railway Stations	Dadar station


ILLUSTRATIONS:
MANGROVE EDGES
NOW


AFTER


ILLUSTRATIONS:
ALONG RAILWAY CORRIDORS
NOW
AFTER


ILLUSTRATIONS:
DEFINING EDGES- SEWRI WETLANDS
NOW
AFTER



ILLUSTRATIONS:
GREEN STATIONS,DADAR STATION
AFTER



ILLUSTRATIONS:
RIVER EDGES' MITHI RIVER
NOW



AFTER

ILLUSTRATIONS:
SEA FRONT'S - BANDSTAND
BEFORE





ILLUSTRATIONS:
SEA FRONT PROMENADE- BANDSTAND
AFTER



ILLUSTRATIONS:
SEA FRONT PROMENADE- CARTER ROAD
AFTER

ILLUSTRATIONS:
SEA FRONT'S – CHIMBAI
FISHING VILLAGE



ILLUSTRATIONS:
SEA FRONT'S - BANDRA LANDS END
BEFORE



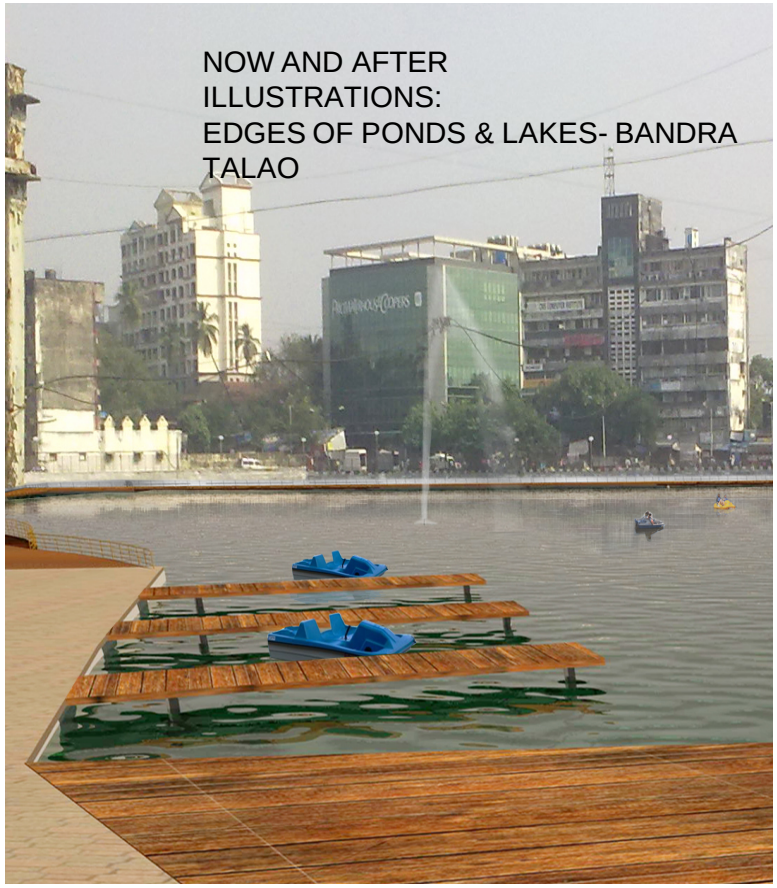




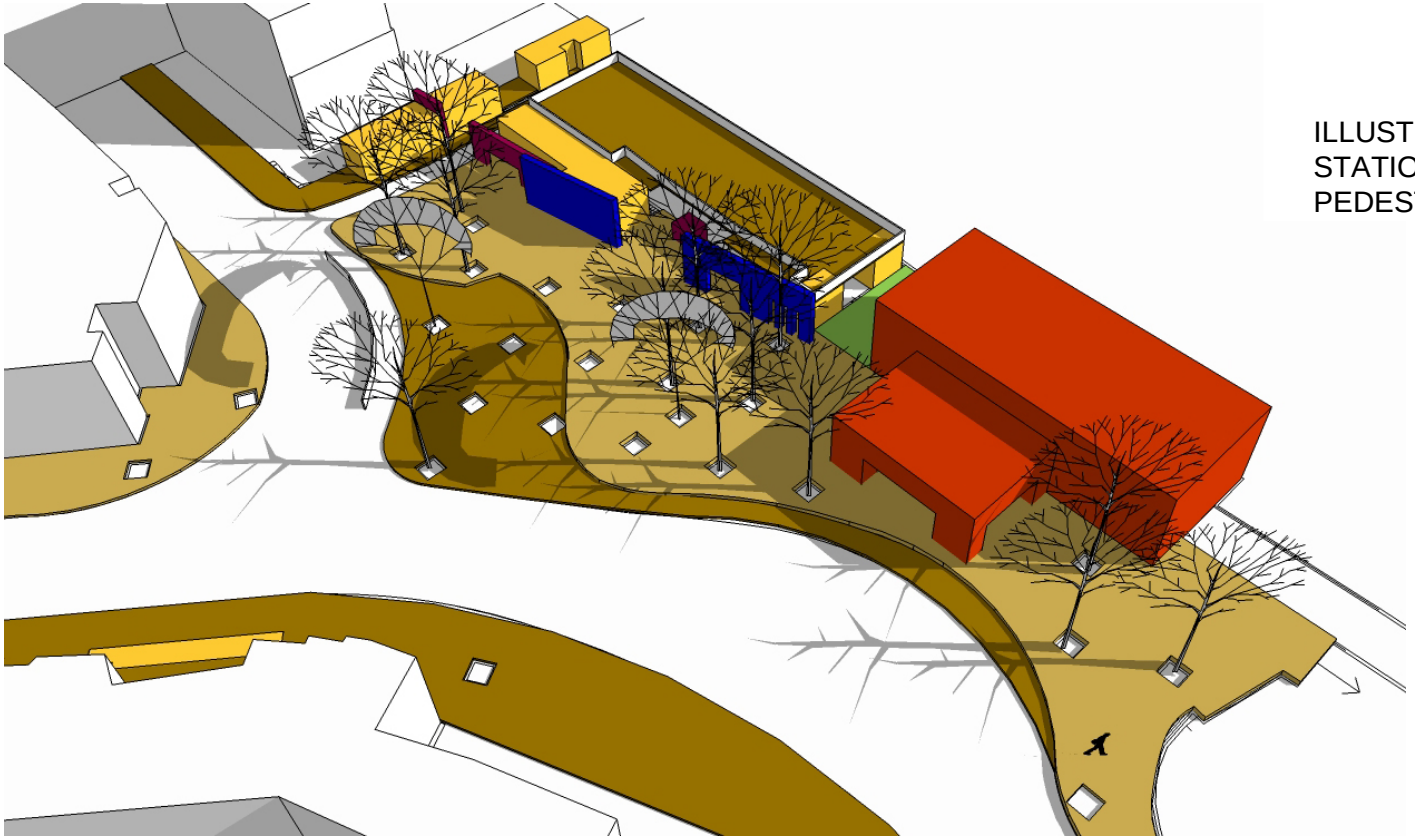
ILLUSTRATIONS:
SEA FRONT CULTURAL SQUARE-
BANDRA
LANDS END
AFTER



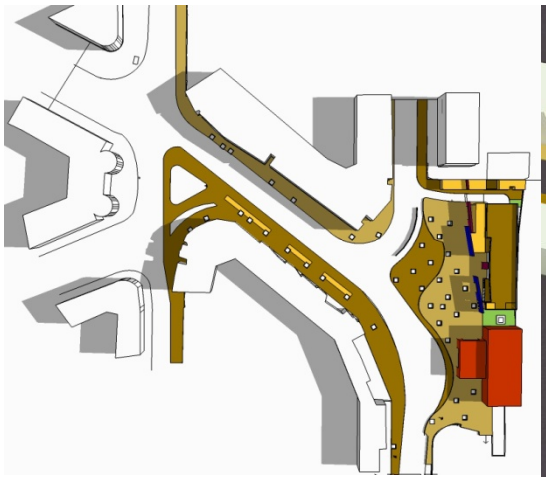


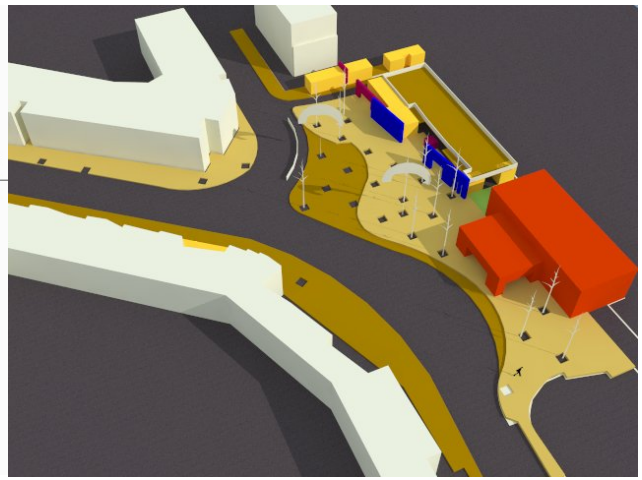


NOW AND AFTER
ILLUSTRATIONS:
EDGES OF PONDS & LAKES- BANDRA TALAO



ILLUSTRATIONS:
STATION SQUARES- KHAR STATION
PEDESTRIANIZATION







WASTE AND ABUSED LANDS
ILLUSTRATIONS:
GARDENS- KAIFI AZMI UDYAN
AFTER







ILLUSTRATIONS:
NALLA EDGES-
IRLA NALA
BEFORE & AFTER





ILLUSTRATIONS:
SEA FRONT PROMENADE-
NARIMAN POINT
AFTER







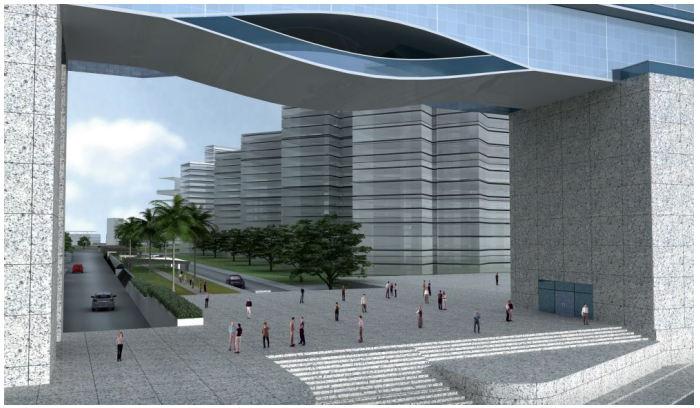

ILLUSTRATIONS:
CENTRAL PARK
NARIMAN POINT

ILLUSTRATIONS:
MAIDAN CONNECTIVITY









RE-VISIONING CITIES

- SLUM REDEVELOPMENT & AFFORDABLE HOUSING

VISION OF HOPE









New township raises the bar for slum rehab

Asia's largest slum re-housing project in Chandivli gets its first occupants

Madhurima Nandy

projects. The success of slum

PHOTO: MANO







"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK

SANJAY GANDHI NATIONAL PARK

BEFORE & DURING DEMOLITION








80,000 FAMILIES TO BE EVICTED
25,000 FAMILIES ELIGIBLE FOR REHABILITION
NIVARA HAKK IS THE DESIGNATED NGO

"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK

CHANDIVALI REHABILITATION SITE



Location:
Chandivali Village

Surroundings:
- Nahar Amrit Shakti Residential Complex
- Tata Symphony Residential Towers
- Behind Hiranandani Development., Powai.
- Adjacent to Khairani Rd, Ghatkopar (E)
- 15 minutes to Ghatkopar Station.

Land Details:
- Plot CS No.6, part 11, part 12, part16, part 20, part 25, ward-L,
- Land area 305466.35mt (approx 75.46Acres)

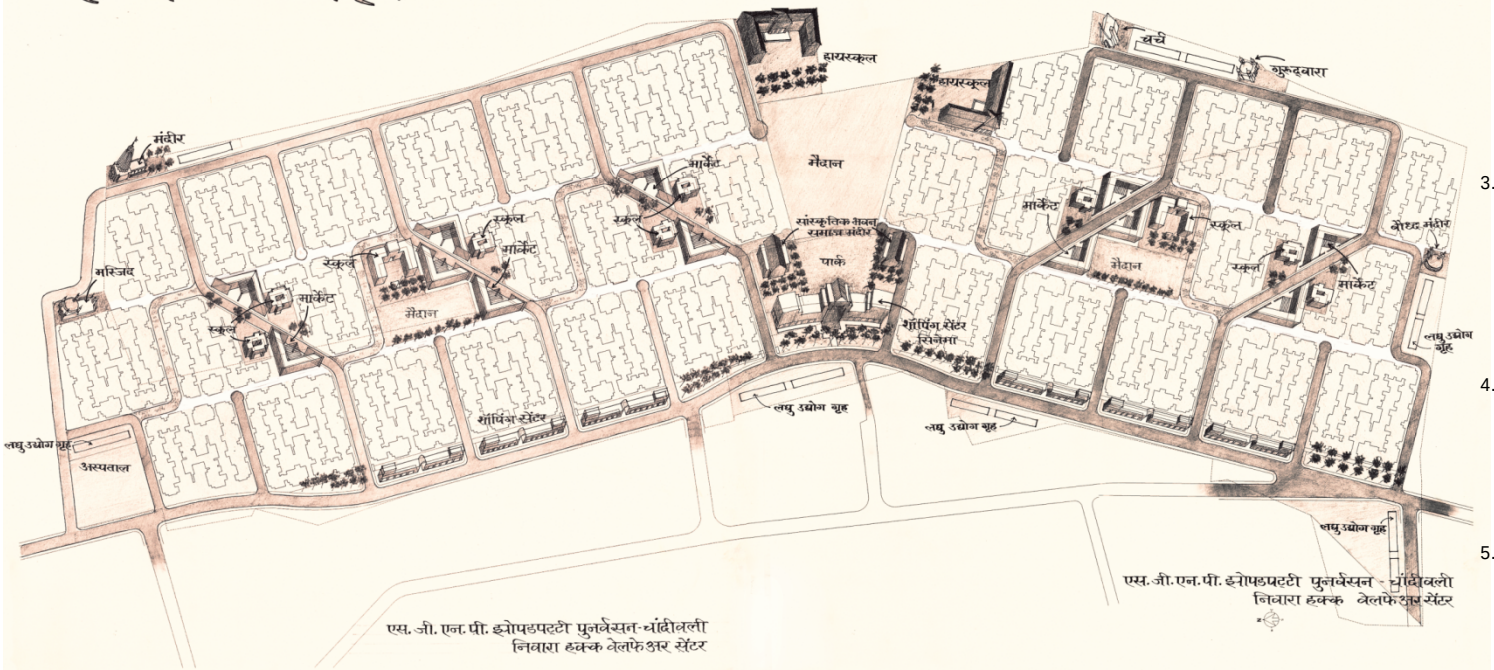
MASTER PLAN

यहाँ हमारे अपने घरों के साथ-साथ खुले मैदान और कई सामाजिक सुविधायें होंगी.

- वाडीकी रचना परिचित समुहों और सोसायटियों को कायम रखेगी.
- सार्वजनिक सहभाग और व्यवस्थापन नियंत्रण इस रचना का मुख्य हेतू रहेगा.
- इमारतें सिर्फ पाँच मंजिली होंगी.

- एक बडा चार एकर क्षेत्र का मैदान शहर का केंद्रबिंदू होगा, इस के व्यतिरिक्त एक एकर के दो और खेल मैदान और हर वाडी में दो चौक होंगे.
- कुल सोलह स्कूल होंगे, जिसमें दो हायस्कूल, चार सेकंडरी स्कूल और दस प्राथमरी स्कूल होंगे.
- दो अस्पताल और कई छोटे क्लिनिक और दवाखाने आरोग्य विषयक हर जरूरतों को पूरा करेंगे.
- दो बडे सांस्कृतिक भवन और कई धार्मिक स्थल सामाजिक और सांस्कृतिक गतिविधीयों को बढावा देंगे.
- रोजगार उपलब्धी के लिए हमारे शहर में २५० लघु उद्योग गृह बनाये जायेंगे.

हमारा नया शहर.....



Total land area – 3,13,621 sq mt (77.47 acres)
Total built-up area – 6,58,604 sq mt
Density achieved - 550 units/ha

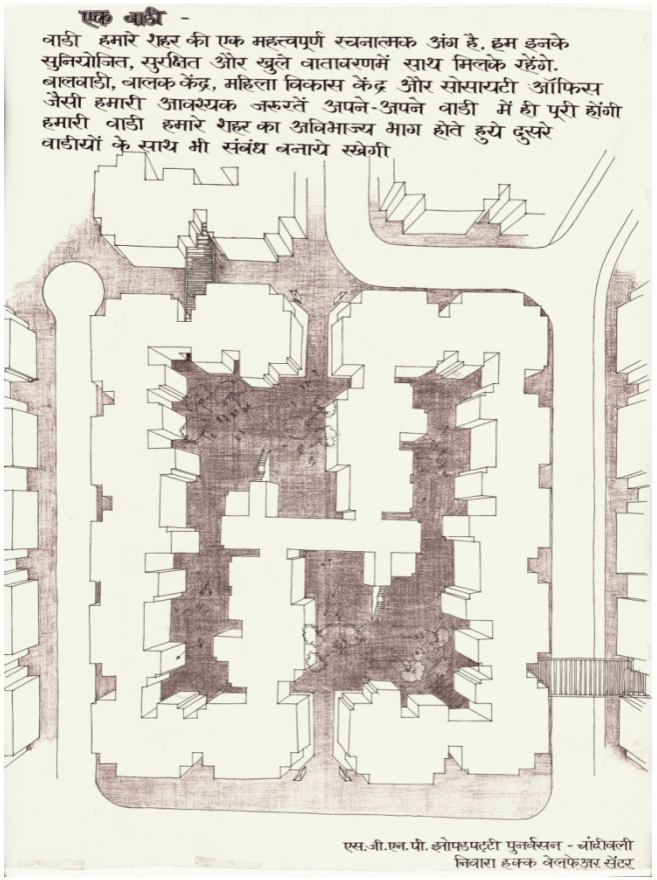
1. Houses –		18,362 (26.62 %)
2. Social infracture –		13.5 %
Primary schools		8
Secondary schools		2
High schools		2
Community halls		2
Women's welfare centres/creches		180
Balwadis		80
Society offices		60
Religious institutions		4
3. Facilities		8.6%
Markets		13 (800 shops)
Hospital		1
Consulting rooms		12
Clinics and polyclinics		6
Day care centre/nursing homes		6
4. Commercial development		6.1%
Shops, banks, post offices, communication centres, restaurants,Cinemas, Industrial estates etc.		19432.83 sqmt
5. Open spaces		15.03%
Central maidan	1	10,250 sqmts
Neighbourhood parks	3	2550x3 sqmts
Courtyards	60	450x60sqmts

POSTER FOR PUBLIC PARTICIPATION & DISCUSSION

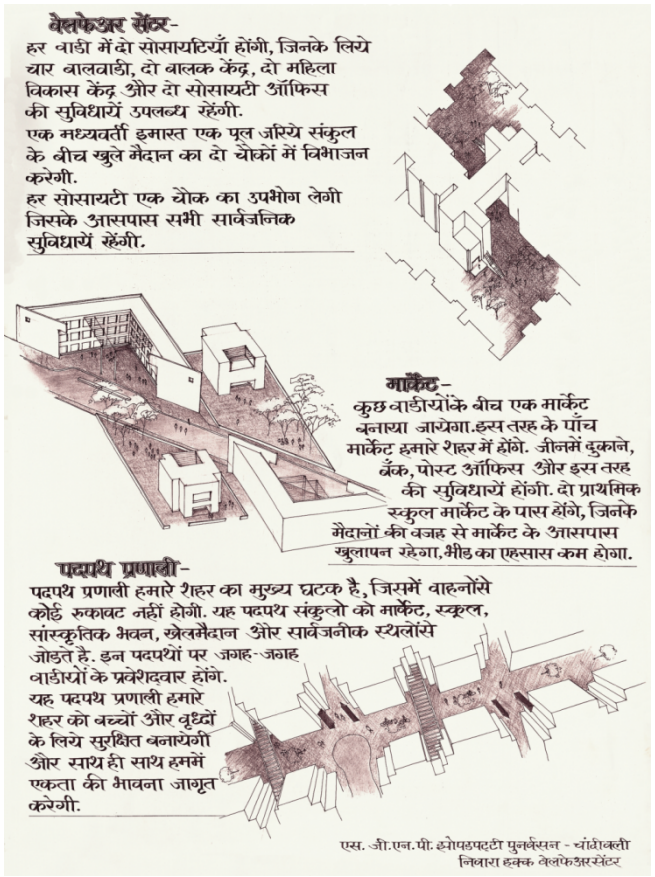
"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK

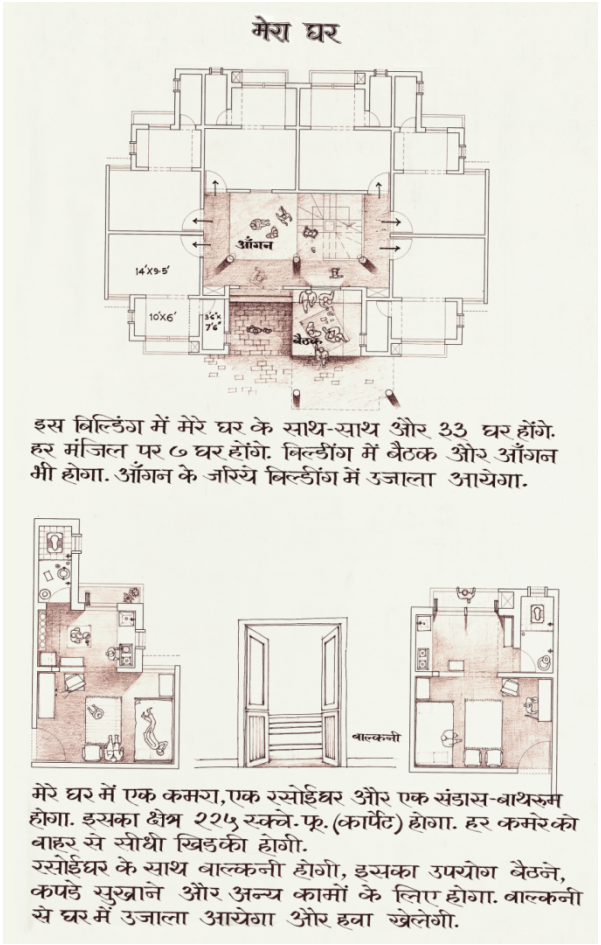
REHABILITATION PLANS



Poster 1-TYPICAL CLUSTER



Poster 2-AMENITIES



Poster 3-TYPICAL HOUSE

POSTERS FOR PUBLIC PARTICIPATION & DISCUSSION













"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK













"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK



"SANGHARSH NAGAR"
NATIONAL PARK SLUM DWELLERS REHABILITATION AT CHANDIVILI

NIVARA HAKK

LESSONS FROM CHANDIVILI

- **OPEN SPACES STANDARDS**

SPACE BETWEEN BUILDINGS, SET-BACKS, PG & RG





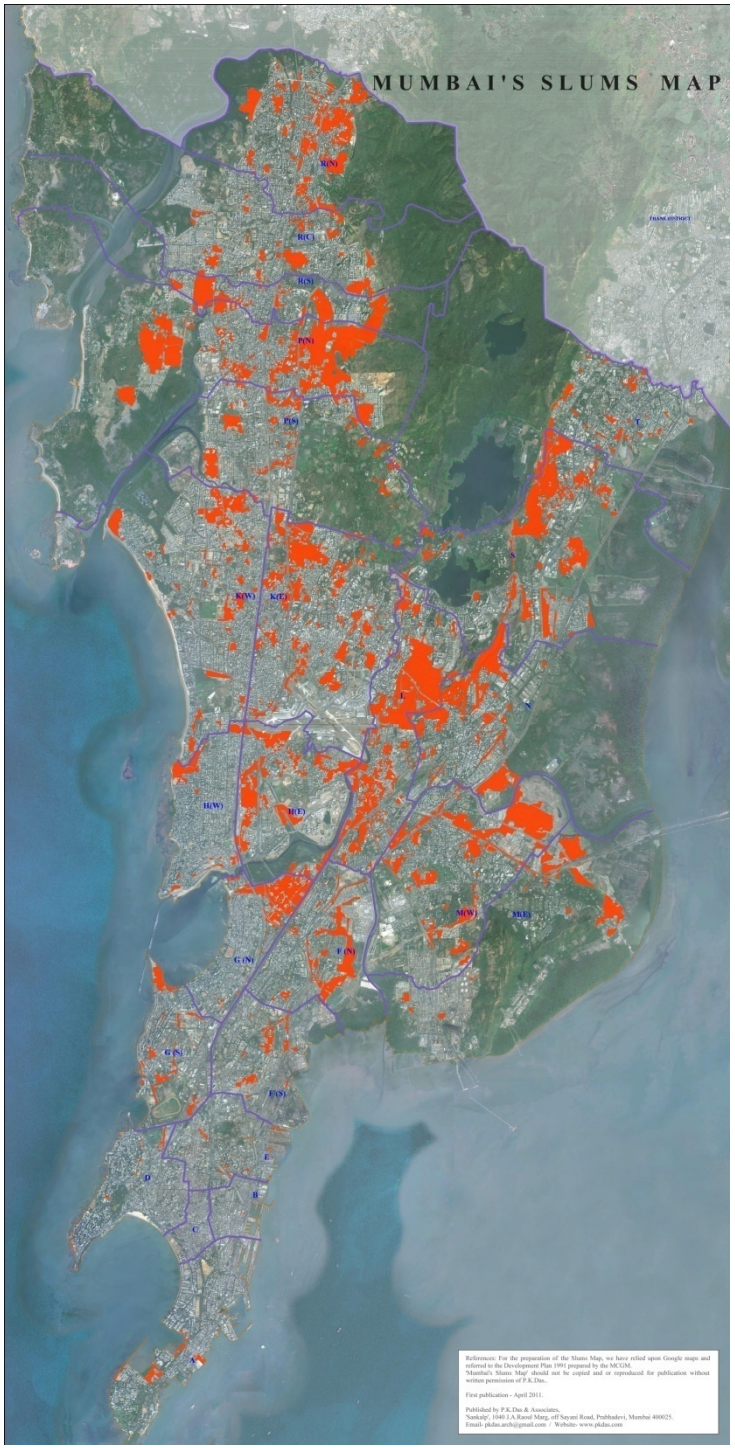


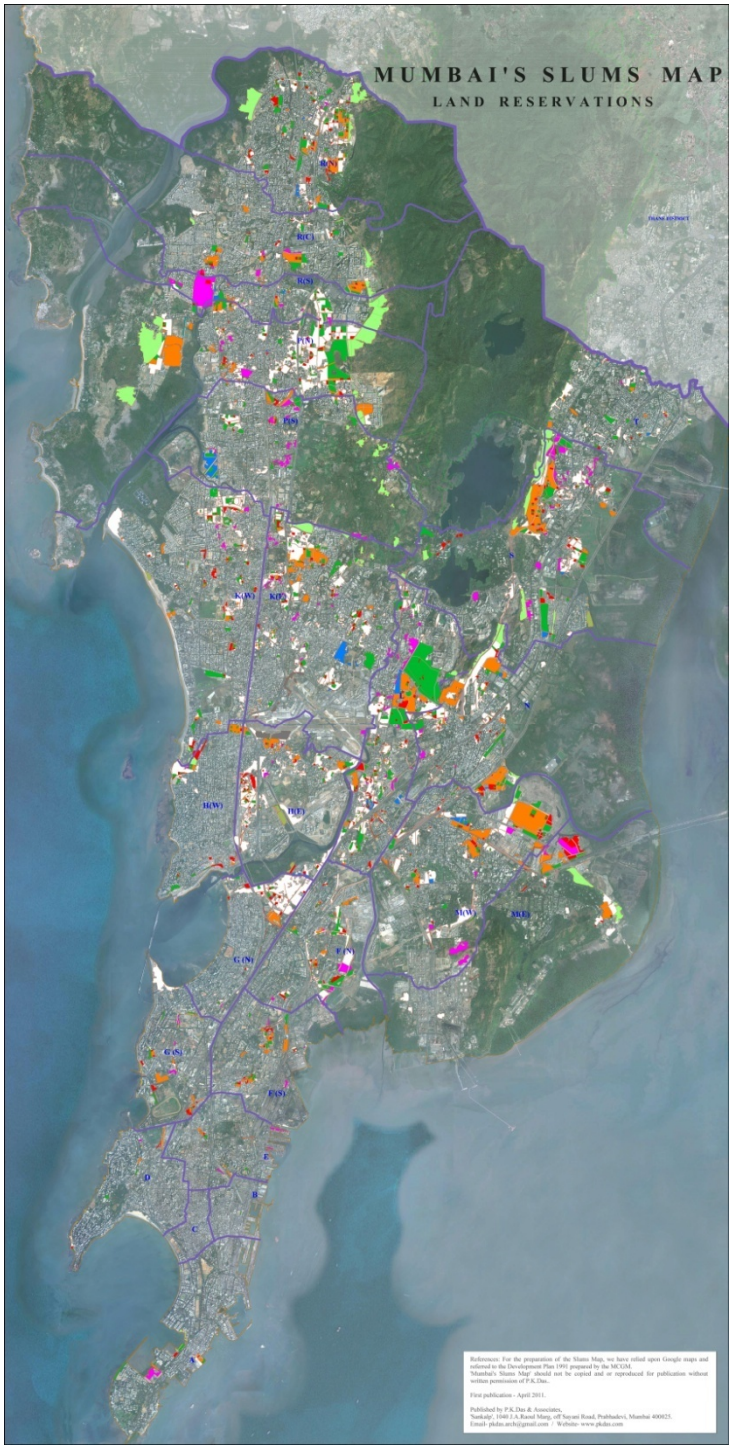




TYPICAL DEVELOPMENT

CHANDIVILI EXAMPLE


MUMBAI'S SLUMS MAP
R(N)
R(C)
R(S)
P(N)
P(S)
K(W)
K(E)
H(W)
H(E)
M(W)
M(E)
G (N)
F(N)
G (S)
F(S)
E
D
B
C
A
References: For the preparation of the Slums Map, we have relied upon Google maps and referred to the Development Plan 1991 prepared by the MCGM.
'Mumbai's Slums Map' should not be copied and or reproduced for publication without written permission of P.K.Das..
First publication - April 2011.
Published by P.K.Das & Associates,
'Sankalp', 1040 J.A.Raoul Marg, off Sayani Road, Prabhadevi, Mumbai 400025.
Email- pkdas.arch@gmail.com / Website- www.pkdas.com


MUMBAI'S SLUMS MAP
LAND RESERVATIONS
R(C)
R(S)
P(S)
K(W)
K(E)
H(W)
H(E)
M(W)
M(E)
G (N)
F(N)
G (S)
F(S)
E
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Email- pkdas.arch@gmail.com / Website- www.pkdas.com

PRESENT FACTS AND FIGURES

Total area of Greater Mumbai- 482 sq. kms.

Total Slums land area- 42.30 sq. kms (approximately 9%) - As per the 'Slums Map'

Slums area on Housing reservation (MH, PH, H, HD & R)	**20.07 sq kms.**	**47.6%**
Slums area on Industrial reservation	2.55 sq kms.	6.0%
Slums area on Commercial reservation	0.72 sq kms.	1.7%
Slums area on services reservation (Depots, substations, etc)	1.02 sq kms.	2.4%
Slums area on amenity reservation	2.37 sq kms.	5.6%
Slums area on open spaces reservation-RG, PG, P, & G	7.47 sq kms.	17.7%
Slums on NDZ	4.22 sq kms.	10.0%
Slums on Natural assets (hills, forests, mangroves, wetlands)	0.32 sq kms.	0.8%
Slums on Airports, railways, ports & defense	0.44 sq kms.	0.4%

Mumbai's population 12.50 million

Slum-dwellers population (being 60%) Say 7.50 million

AFFORDABLE LOW COST HOUSING PRODUCTION
Target = 2.70 million units

- 42.30 sq km slums land area is available for slums rehabilitation and additional low-cost housing.

- With 2.5 FSI we get 105.75 sq kms or 105 million sq meters to build.

- Existing slum dwellers population is approximately 7.5 million or 1.5 million families.

  1.5 million famlies x 30 sq mt. house area = 45 sq mts million FSI area.

- Balance FSI is 105 million sq mts less 45 million sq mts = Say 60 million sq mts (ie 60 sq kms)

- Build additional affordable housing stock with say 50 sq mts average unit area (30,40,50 and 60 sq mts units)

  Therefore $\frac{\text{60 million sq mts}}{\text{50 sq mts}}$ = **1.20 million additional housing stock logistically possible**

Note: Additional housing stock is required for displaced slums from untenable sites, PAPs, population in-growth and new demands.


THANK YOU