

Redevelopment boosts Mumbai's realty sector

In land-scarce Mumbai, redevelopment projects breathe new life into old, dilapidated structures and enable optimal utilisation of land

In many Indian cities, land is scarce and the demand for housing is ever-growing. This problem is most acute in Mumbai, the financial capital of India, which is also the most expensive real estate market in the country. Recognising that redevelopment is the only option in Mumbai, the Maharashtra government has implemented various initiatives to support redevelopment.

TRANSFORMING THE URBAN LANDSCAPE

For Mumbai, redevelopment is not just an option but a necessity. The city is home to some of the most expensive real estate in the world and offers limited land for new developments. Redevelopment, therefore, becomes the only viable way for builders to acquire prime real estate and contribute to the city's evolving skyline. Redevelopment projects in Mumbai present a multi-billion dollar opportunity, given that such projects not only breathe new life into old, dilapidated structures but enable optimal utilisation of land, besides offering upgraded amenities.

Redevelopment schemes are crucial to ensure that Mumbai can continue to grow and accommodate its burgeoning population. According to estimates, over 25,000 housing societies in Mumbai are due for redevelopment. The

Maharashtra government has allowed additional Floor Space Index (FSI), for redevelopment projects, and cluster redevelopment, ensuring the benefits reach a wider section. Earlier this year, the government amended the Development Control Promotional Regulation (DCPR), granting an additional FSI of 1.0 to redevelopment projects that include more multi-storey public parking lots. Such projects were earlier allowed an FSI of 4.0, which has now been hiked to 5.0. FSI relaxations have also been provided for other projects to enable infrastructure creation. Together, these initiatives have paved the way for the transformation of vast swathes of the city, turning them into modern urban habitats.

Redevelopment schemes offer a win-win situation for all stakeholders - homeowners, developers and new residents. Homeowners in old buildings stand to gain larger, modern living spaces, while developers get additional FSI, which allows them to build more, thereby increasing their potential returns.

DHARAVI REDEVELOPMENT

Dharavi's redevelopment project is among the most ambitious redevelopment projects, not just in Mumbai but also throughout the entire country. Spread over 2.8 sq km, Dharavi is known as the largest slum in Asia and is home to more



than 8 lakh people. The slum stands on a prime location in Mumbai and hosts a thriving informal economy, particularly in leather and pottery, employing over one lakh people.

The Maharashtra government has envisioned transforming Dharavi into a cluster of high-rises with improved urban infrastructure. The project is being undertaken by the Dharavi Redevelopment Project Pvt Ltd (DRPPL), led by

billionaire Gautam Adani's Adani Realty, which won the project in the bidding process with its offer of more than Rs. 5,000 crore.

The project aims to resettle 68,000 residents, including slum dwellers and commercial establishment owners, at an estimated cost of Rs. 23,000 crore. The ambitious plan, expected to be completed in seven years, involves providing at least 350-square-foot houses with separate

kitchens and toilets to eligible residents, a 17 per cent increase over typical slum redevelopment units in Mumbai.

The project also aims for comprehensive redevelopment, including community halls, recreational areas, public gardens, dispensaries, day-care centres, schools and hospitals. The Dharavi Redevelopment Project has committed to making this vision a reality, ensuring that the new Dharavi - Nav Dharavi - caters to the needs of both eligible and ineligible residents.

As part of the project, vast tracts of land, including 250 acres of saltpan lands in the eastern suburbs and additional parcels in Deonar, Mulund, and Kurla, have been identified for re-allocating to eligible residents. These new townships will be equipped with modern infrastructure and social amenities, making them self-sufficient and sustainable communities.

BDD CHAWL REDEVELOPMENT

Another significant redevelopment initiative being undertaken in Mumbai is the Bombay Development Directorate (BDD) Chawl Redevelopment. The chawls were constructed by the British over a hundred years ago as low-cost housing for mill workers, dock workers, civic and other government employees. Spread over 92 acres in prime localities such as Worli, Lower

Parel and Dadar, the BDD chawls have been an integral part of Mumbai's history. However, they are now in dire need of modernisation, which led the Maharashtra government to kick off the BDD chawl redevelopment process.

The redevelopment project, being undertaken by the Maharashtra Housing and Area Development Authority (MHADA), is one of Asia's largest cluster redevelopment projects led by a state government. It aims to transform over 200 chawls into modern housing complexes while preserving the historical and cultural essence of the area. Work on the project has already started. To be developed in phases, the BDD redevelopment project has faced delays in the past, primarily due to reasons such as eligibility criteria, selection of contractors, agreement issues, and tenants' reluctance to opt for alternative accommodations or transit houses, but is expected to be fully completed by 2026.

These projects are not just about rebuilding structures but represent a comprehensive approach to urban transformation. These initiatives are critical for addressing the housing needs of a growing population while ensuring that the city continues to thrive as a vibrant and dynamic urban centre. Mumbai is poised to set a benchmark in urban redevelopment, balancing modernity with heritage and growth with inclusivity.

'Navi Mumbai Airport to bring in investment of Rs 60,000 crore'

CIDCO vice chairman and managing director Vijay Singhla shares insights on the upcoming Navi Mumbai International Airport (NIMIA), a project poised to significantly boost the country's economy. He also discusses CIDCO's visionary plans and various infrastructure development initiatives.



What are the key features of the upcoming Navi Mumbai International Airport and how will it impact the region's economy and infrastructure?

The NIMIA will provide an alternative to the existing international airport in Mumbai Metropolitan Region (MMR) and meet the anticipated air travel demand of 100 million passengers per annum (MPPA) by 2030 in MMR. NIMIA will serve as one of the world's largest Greenfield International Airport. It will form part of the first multi-airport city system in India. NIMIA is planned to be developed in two phases by the concessionaire Navi Mumbai International Airport Limited (NMIAL). Spread over 1160 ha, the airport will have two parallel and independent runways for simultaneous and independent operations along with full length parallel taxiways on either side of runways. The planned capacity of NIMIA is 90 MPPA and 2.5 million tonnes cargo annually in its final phase. It is centrally located in MMR and is well-connected through the Sion-Panvel Expressway, Nerul-Uran Rail Corridor and Mumbai Trans Harbour Link (MTHL). People within MMR can reach NIMIA within hours. The project will bring about an investment of Rs 60,000 crore in MMR and surrounding areas. NIMIA is estimated to generate around one lakh direct and two lakhs indirect jobs. The works in Phase-I of the project are on fast-track and the first flight will take off from here very soon.

Can you share updates on the Naina (Navi Mumbai Airport Influence Notified Area) project and expected outcomes in terms of smart city development and citizen benefits?

NAINA will be an ultra-modern, sustainable and smart city equipped with world-class infrastructure. CIDCO is executing this project, as a Special Town Planning Authority, through 12 Town Planning Schemes (TPS) on an area of 225 sq km from 96 revenue villages in Panvel Uran taluka. The prime purpose of the NAINA project is to prevent the potential haphazard development around NIMIA. The project is being executed through TPS for its speedy implement-

CIDCO'S HOUSING SCHEMES AREA BOON FOR CITIZENS WHO OTHERWISE HAVE TO GIVE UP THEIR DREAM OF BUYING A HOUSE IN MMR DUE TO HIGH PRICES

various nodes of Navi Mumbai for EWS and Lower Income Group. CIDCO's housing has the concept of 'Transit Oriented Development'. It ensures multiple alternatives of public transport for the residents. CIDCO's housing units will accommodate the large part of the future population.

What are the major infrastructure projects underway or planned in Navi Mumbai, and how will they contribute to the city's holistic development?

Some of the CIDCO's ambitious projects in the pipeline include — NAIMA, NAINA, Mass Housing Scheme, Corporate Park to name a few. The mega projects like NAIMA and NAINA will attract domestic and global investment on a massive scale. Along with NAINA Aerocity, planned on the lines of Delhi Aerocity on 175 ha, will accommodate business park, commercial zones, convention centres, shopping malls, aviation institute and other activities that will grow once the NIMIA becomes operational. CIDCO has undertaken the Navi Mumbai Metro Project to provide an alternative of fast and comfortable commute in four phases (Four Lines). Metro service has become operational on Line no. 1 Belapur to Panvel. Metro has provided connectivity to prime locations like CBD, Talaja MIDC and CIDCO's housing complexes at Kharghar. Rest of the three lines will be implemented soon. A whole Nerul-Uran Rail Corridor has become operational and thereby, provided better connectivity to the southern nodes of Navi Mumbai. CIDCO has undertaken the large Mass Housing Scheme of 67,000 tenements based on 'Transit Oriented Development'. International Corporate Park is being planned on an area of 50 ha, of land in Kharghar of Navi Mumbai. The CP is being developed adhering to the international standards, to attract foreign and commercial investments into the city. A football stadium of FIFA standards, dubbed 'Centre of Excellence' is developed within the International Corporate Park to uplift the name of Navi Mumbai in the international sports world. Kharghar Valley Golf Course is being expanded into 18 holes from 11 holes. Once the expansion is completed it will allow Navi Mumbai to host international golf matches. Turbhe-Kharghar Tunnel Road is also planned to provide easy connectivity to Corporate Park at Kharghar and to reduce the traffic congestion. All these projects will uplift the standard of living of the citizens of Navi Mumbai.

'MahaRail has developed robust in-house capabilities'

Maharashtra Rail Infrastructure Development Corporation Ltd (MRIDC) managing director Rajesh Kumar Jaiswal (RSE)



MAHARAIL COMPLETED AND COMMISSIONED 24 ROB'S IN VARIOUS DISTRICTS OF THE STATE WITHIN A SHORT SPAN OF ITS INCEPTION

clearances, and other necessary permits.

What are the engineering and technical challenges that MRIDC faces while constructing bridges over railway tracks, and how are they addressed?

Constructing a Road Over Bridge (ROB) over a Railway Line is a highly complex and time-consuming task, often it has taken from 5 to 10 years to complete in the past. The process involves overcoming significant technical challenges, such as the need for Railway blocks, which are temporary stoppages of train services necessary to ensure the safety of both workers and ongoing train operations. Coordinating these blocks with Railway authorities is critical to minimise disruptions to regular train schedules. Additionally, the launching of steel girders, which are the primary support structures of the bridge, requires precision and careful execution, making it one of the most demanding aspects of the construction.

The design and engineering of a ROB also add to the complexity of the project. The bridge must be meticulously designed to meet specific criteria, such as accommodating the height and width of the Railway Line, supporting the expected load of road traffic, and adapting to the geographical and environmental conditions of the site. Moreover, the project demands coordination and approval from multiple stakeholders, including various government agencies and local bodies, each with its own set of standards and procedures.

Despite these challenges, MahaRail has managed to complete several ROB projects in a significantly shorter timeframe than usual.

How do these bridge projects contribute to improving the overall transportation network and reducing congestion in urban areas like Mumbai?

MahaRail is the only organisation in the state that started the implementation of iconic cable-stayed bridges on the busy roads of Mumbai without affecting the traffic movement on existing bridges.

MahaRail has been entrusted with the challenging task of rebuilding more than 100-year-old dilapidated British-era bridges by BMC. Under this, MahaRail has signed an MOU with BMC for reconstructing 11 ROB's and one RUB in Mumbai. Byculla ROB, Dadar Tiak ROB and Ghatkopar ROB.

These projects are crucial for enhancing the overall transportation network and reducing congestion, particularly in densely populated urban areas like Mumbai.

Are there plans to incorporate innovative features or technologies, such as pedestrian-friendly infrastructure or smart traffic management systems, into these bridge projects to enhance their functionality and sustainability?

MahaRail has developed following features to enhance functionality and sustainability

I. LED Lighting on Bridges
II. Integrated Four Coat Epoxy Paint System
III. Wearing Coat at RCC Deck and Approach Portion

IV. Crash Barrier with Integrated Cable Ducts. There are many utility lines that are typically run over bridges, including electrical lines, telephone lines etc. These wires can be harmful and cause fatal accidents. To prevent this, MahaRail has introduced a separate cable duct within the crash barriers of ROB's for distribution of cables. MahaRail has received a patent for its invention called A CONCRETE CRASH BARRIER WITH INTEGRATED UTILITY DUCT (Patent No. 431634)

V. Protective Cover Solutions for Flood-Free LHS and RUB. MahaRail has taken proactive measures to address the issue of waterlogging and flooding during the rainy season by constructing Low Height Subways (LHS) and Road Under Bridges (RUB) with special protective covers. These covers are designed to prevent water from entering the subways or underpasses, ensuring that the infrastructure remains dry and fully operational even during heavy rains. This engineering solution is crucial for maintaining uninterrupted transportation and avoiding the disruptions that typically accompany monsoon-related water accumulation.

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