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

n 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 op-tion in Mumbai, the Maharashtra government has implemented various initiatives to support

TRANSFORMING THE URBAN

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 oriers inflited faild for new developments. Redevelopment, therefore, becomes the only vi-able 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, dilap-idated structures but enable optimal utilisation of

idated structures but enable optimal utilisation of land, besides offering upgraded amenities. Redevelopment schemes are crucial to ensure that Mumbai can continue to grow and accom-modate 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 pro jects, 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 pro jects that include 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 en-able infrastructure creation. Together, these initiatives have paved the way for the transforma-tion of vast swathes of the city, turning them into modern urban habitats. Redevelopment schemes offer a win-win sit-

uation for all stakeholders - homeowners, de-velopers 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 sg 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 infor-

location in Mumbai and hosts a thriving infor-mal economy, particularly in leather and pottery, employing over one lakh people. The Maharashtra government has ervisioned transforming bhrawi 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

kitchers and tollets 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, daycare centres, schools and hospitals. The Dharavi Rodenslane and Phospitals or project should be a project to the project of the p Redevelopment Project has committed to make receveropment Project has committed to mak-ing this vision a reality, ensuring that the new Dharavi - Nav Dharavi- caters to the needs of both eligible and inelligible residents. As part of the project, vast tracts of land, in-cluding 250 acres of saltpan lands in the east-

ern suburbs and additional parcels in Deonar. ern suburbs and additional parcels in Deona; Mulund, and Kurla, have been identified for re-settling ineligible residents. These new town-ships will be equipped with modern infrastruc-ture and social amenities, making the self-sufficient and sustainable communities.

BDD CHAWL REDEVELOPMENT

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 lowcost housing for mill workers, dock workers, dvic and other government employees, Spread over 92 acres in prime localities such as Worli. Lower

Parel and Dadar, the BDD chawls have been ar rarei and Dadar, the BUD chawis have been an integral part of Mimbal's listory, 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 Authoriti. (AUDA) is careful.

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 al-ready started. To be developed in phases, the BDD redevelopment project has faced delays in the past, primarily due to reasons such as eligithe past, primarily due to reasons such as eligi-bility criteria, selection of contractors, agreement issues, and tenants' reluctance to shift to alter-native 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 ap proach to urban transformation. These initiative proact to urban transformation, inese intitudings 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 moder

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

IDCO vice chairman and managing director Vijay Singhal shares in sights on the upcoming Navi Mumbai International Airport (NMIA), a project poised to significantly boost the country's economy. He also discusses CIDCO's visionary plans and various infrastructure development initiative

What are the key features of the up-coming Navi Mumbai International Airport and how will it impact the re-gion's economy and infrastructure? The NMIA will provide an alternative to the existing international airport in Mumbai Metopolitan Region (MMR) and meet the an-ticipated air traved demand of 100 million pas-sengers per annum (MPPA) by 2030 in MMR. MMA will serve a one of the world's larnest NMIA will serve as one of the world's largest Greenfield International Airport. It will form of the first multi-airport city system in India. NMIA 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 and independent runways for simultaneous and independent operations along with full length parallel taxiways on either side of runways. The planned capacity of NMIA is 90 MPPA and 2.5 million tonnes cargo annually in its final plasse. It is centrally located in MMR and is well-connected through the Sion-Panyel Expressway. Nerul-Uran Rail Corridor and Mumbai Trans Harbour Link (MTHL), People within MMR can reach NMIA within hours. The project will bring about an investment of Rs 60,000 crore in MMR and surrounding areas. NMIA 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 of

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 infra-structure. CIDCO is executing this project, as a Special Town Planning Authority, through 12 Town Planning Schemes (TPSs) on an area of 225 sg km from 96 revenue villages in Panyel Uran taluka. The prime purpose of the NAINA project is to prevent the potential haphazard de-velopment around NMIA. The project is being executed through TPS for its speedy implemen-



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**

tation. The TPS are based on the unique model of participation of landowners. TPS 1 and 2 are sanctioned and infrastructure works of TPS 1 are completed, CIDCO is in the final stage of allotting completed. LIDCU sin the linal stage of allotting Final plots of TPS 2 along with the property cards. NAINA TP Schemes are already being taken up for implementation. Bids are already invited for development of infrastructure facilities of Roads, SW Drains, water supply network, sever line network and Letter of Acceptance will be invade broads.

How does CIDCO plan to address the demand for affordable housing in Navi

CIDCO's housing schemes have proven to be a boon for the common citizens who other wise have to give up their dream of buying a wise have to give up their dream of buying a house in MMR due to the skyrocketing prices. CIDCO's housing has made an indelible mark in the affordable housing sector by constructing more than 1,50,000 dwelling units in Navi Mumbai area for various income groups. However, CIDCO prioritises building houses for economically weaker sections (EWS) and lowe income groups (LIG). CIDCO is on a fast-track towards achieving the target of houses set under the PMAY. CIDCO has undertaken the gigantic task of building 67,000 houses in 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 ccommodate the large part of the future

at are the major infrastructure pro-

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 CIDC'S ambitious projects in the pipeline include — NMIA, NAINA, Mass Housing Scheme, Corporate Park to name a few. The mega projects like MMIA and NAINA will attract domestic and global investment on a massion scale belowed to the project of the project sive scale, Along with NAINA Aerocity, planned on the lines of Delhi Aerocity on 175 ha., will ac-commodate business park, commercial zones, convention centres, shopping malls, aviation in-stitute and other activities that will grow once the NMIA 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 Pendhar. Metro has provided connectivity to prime locations like CBD, Taloja 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 Transit Oriented Development*. International Corporate Park is being planned on an area of 50 ha. of land in Kharghar of Navi Mumbai. The ICP is being developed adhering to the international standards, to attract foreign and commercial investments into the city. A football stadium of ICP or the property of the proper FIFA standards, dubbed 'Centre of Excellence' is developed within the International Corporate developed within the International Corporate Park to uplift the name of Navi Mumbain in the in-ternational 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 is also prainted to provide easy connections 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'

aharashtra Rail Infrastructure Development Corporation Ltd (MRIDC) managing director umar Jaiswal (IRSE)

Can you share an update on the bridge construction projects across road Railway tracks in Maharashtra?

MahaRail is the only corporation in the state which has been entrusted with the con-struction of around 200 ROBs/RUBs/LHSs struction of around 200 ROBs/RUBS/LHSs across Maharashtra, by various authorities like the Ministry of Railways (MoR), Ministry of Road Transport and Highways (MoRTH), Public Works Department (PWD), Urban Development Department (UDD) of Development Department (UDD) of Maharashtra, Municipal Corporation of Greater Mumbai (MCGM), Mumbai Metropolitan Region Development Authority (MMRDA) and Kalyan Dombivil Municipal Corporation (KDMC) etc. MahaRail has developed robust in-house conshibities for devaling decision 2D pains.

capabilities for drawing, design, 3D anima-tion, land acquisition, estimates, tender and contract management, project planning, elec-trical design and coordination with various authorities. MahaRail has completed and commis-

sioned 24 ROBs in the year 2023 in various districts of Maharashtra within a very short districts of Manarashtra within a very short span of its inception, which is a significant achievement. It further planned to commis-sion 20 to 25 ROBs in the year 2024-25. The BMC has entrusted MahaRail with the challenging task of rebuilding more than 100-

year-old British-era bridges in Mumbai city. These bridges will be rebuilt as state-of-the-art ed bridges without causing any dis

How does MRIDC coordinate with various stakeholders to ensure seam-less execution of these projects? The organisation first establishes a strong

ation framework among the v communication framework among the vari-ous authorities involved in these projects. By setting up dedicated teams to interface with each stakeholder, MahaRail ensures that the interests, priorities, and requirements of all par ties are clearly understood and addressed from the project's outset. MahaRail's expertise ir project management comes into play in coor-dinating the flow of funds and approvals from these Stakeholders. Since funds are con-tributed by respective authorities, efficient financial planning and timely approvals are crit-ical. MahaRail streamlines this by maintaining transparent communication channels and reg-ular progress updates, which help secure faster approvals for land acquisition, environmental



MAHARAIL COMPLETED AND COMMISSIONED 24 **ROBS IN 2023 IN VARIOUS** DISTRICTS OF THE STATE WITHIN A SHORT SPAN OF ITS INCEPTION

clearances, and other necessary permits

What are the engineering and techni-cal 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 tech-nical 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 au-thorities is critical to minimise disruptions to regular train schedules. Additionally, the launching of steel girders, which are the primary sup-port 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 specinc 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 procedure

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

How do these bridge projects con-tribute to improving the overall trans-portation network and reducing con-gestion 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 move-

Mumbai without affecting the traffic move-ment on existing bridges. MahaRail has been entrusted with the challenging task of rebuilding more than 100-year-old dilapidated British-rea bridges by BMC. Under this, MahaRail has signed an MOU with BMC for reconstructing 11 ROBs and one RUB in Mumbai. Construction work is in full swing at Reay Road ROB, Byculla ROB, Packet Tale A Road Chatkons y Back Tale A Road Packet Tale A Road Chatkons y Back Tale A Road

is in full swing at Reay Road ROB, Byculla ROB, Dadar Tilak 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?

features to enhance functionality and

sustainability

LLED lighting on Bridges

II. Integrated Four Coat Epoxy Paint System

III. Wearing Coat at RCC Deck and Approach

IV. Crash Barrier with Integrated Cable Ducts. IN Clash samer with integrated cane Ducks. There are many utility lines that are bytically run over bridges, including electrical lines, tele-phone lines etc. These wires can be harmful and cause fatal accidents. To prevent this, MahaRail has introduced a separate cable duct within the crash barries of ROSs for dis-tribution of cables. MahaRail has received a substantial facility in the control of the control of a substantial for the control of the control of substantial facility in the control of substantial substantial substantial substantial substantial substantial substantial substan patent for its invention called A CONCRETE CRASH BARRIER WITH INTEGRATED UTILITY

V. Protective Cover Solutions for Flood-Free LHS and RUB. MahaRail has taken proactive measures to address the issue of waterlogging and sures 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 dy and followed the control of the control 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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