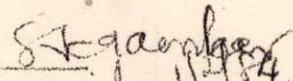


Date : February 1, 1984.

The minutes of the Adjourned Eighty-third Meeting of the Executive Committee of the Bombay Metropolitan Region Development Authority, held on the 19th January, 1984, are enclosed.


(S.V. ASGAONKAR)
SECRETARY,
EXECUTIVE COMMITTEE

To :

- | | |
|--|------------|
| The Chief Secretary to the Govt. of Maharashtra, General Administration Department, Mantralaya. | - Chairman |
| The Metropolitan Commissioner, B.M.R.D.A. | - Member |
| The Secretary to the Govt. of Maharashtra, Urban Development Department, Mantralaya. | - Member |
| The Secretary to the Govt. of Maharashtra, Housing and Special Assistance Department, Mantralaya. | - Member |
| The Municipal Commissioner, Bombay Municipal Corporation. | - Member |
| The Managing Director, C.I.D.C.O., Bombay. | - Member |
| Shri Charles M. Correa,
9, Mathew Road, Bombay-400 004. | - Member |
| Shri Shirish B. Patel,
SPA Consultants Pvt. Ltd.,
41, Nagindas Master Road, Bombay-23. | - Member |
| Dr. P.G. Patankar, Director,
Central Institute of Road Transport
(Training and Research),
Poona-Nasik Road, Pune-411 026. | - Member |

INVITEES :

- The Financial Adviser, BMRDA.
- The Dy. Metropolitan Commissioner, BMRDA.
- The Chief, T&C Division, BMRDA.
- The Chief, T&CP Division, BMRDA.
- The Chief, Planning Division, BMRDA.
- The Chief Engineer, Engineering Division, BMRDA.
- The Senior Planner, T&CP Division, BMRDA.
- The Legal Adviser, B.M.R.D.A.

351

ADJOURNED EIGHTY-THIRD MEETING OF THE EXECUTIVE COMMITTEE
B.M.R.D.A.

DATE : 19th January, 1984 (Thursday)

TIME : 11.00 A.M.

PLACE : Committee Room (4th Floor),
Griha Nirman Bhavan,
Bandra (East).

MEMBERS PRESENT:

- | | | |
|---|---|----------|
| Shri R.D. Pradhan, Chief Secretary to the Government of Maharashtra. | - | Chairman |
| Shri A.N. Batabyal, Metropolitan Commissioner, B.M.R.D.A. | - | Member |
| Shri N.R. Ranganathan, Secretary to the Govt. of Maharashtra, Urban Development Department. | - | Member |
| Shri S.S. Tinaikar, Secretary to the Govt. of Maharashtra, Housing and Special Assistance Department, Mantralaya. | - | Member |
| Shri D.M. Sukthankar, Municipal Commissioner, Municipal Corporation of Greater Bombay. | - | Member |
| Shri L.C. Gupta, Managing Director, C.I.D.C.O., Bombay. | - | Member |
| Shri Shirish B. Patel. | - | Member |
| Dr. P.G. Patankar. | - | Member |

INVITEES:

- The Financial Adviser, B.M.R.D.A.
 - The Chief, T&C Division, B.M.R.D.A.
 - The Chief, T&CP Division, B.M.R.D.A.
 - The Chief, Planning Division, BMRDA.
 - The Chief Engineer, Engineering Division, BMRDA.
 - The Director (Engineering Services and Projects), Municipal Corporation of Greater Bombay.
 - The Legal Adviser, B.M.R.D.A.
 - The Senior Planner, T&CP Division, BMRDA.
- Shri S.V. Asgaonkar, Secretary, Executive Committee, BMRDA.

Before the agenda was taken up for consideration, the Metropolitan Commissioner made mention of the announcement to the effect that The Royal Gold Medal for Architecture for 1984, the world's most prestigious architectural prize, would be awarded to Shri Charles M. Correa, a Member of the Executive Committee. The Committee Members were happy to note this announcement. They requested the Chairman, Executive Committee to suitably communicate their feelings and felicitation to Shri Correa.

The Committee then proceeded with undisposed of Items on the Agenda.

Item No.5 : Development of Mahim Nature Park in Bandra-Kurla Complex.

During the course of discussion on this item,

the following main points were made :-

- (1) There was generally an agreement on the need for executing this project on priority. The Chairman was of the view that by properly utilising earmarked funds of Rs.1/- crore for the year 1984-85, the visible impact may be achieved. It was, therefore, decided that a Sub-Committee consisting of the Secretary, Urban Development Department; the Managing Director, CIDCO; and the Metropolitan Commissioner should go through various estimates and chalk out priorities of works to be executed in 1984-85. It was suggested that works like Reclamation in Phases II and III - Water Tank foundation, Garden Soil (or top soil) in Phases II and III and planting trees in tree cell and on bunds could be completed and construction of buildings for tree cell and education centre could be started, in the year 1984-85.
- (2) The abovementioned Sub-Committee was also requested to examine as to how the cost of the project could be reduced.
- (3) The question of recurring cost on maintenance of garden was agreed to be deferred for the present. The Committee, however, noted that the BMRDA on its own could not bear the expenditure on maintenance.

Accordingly, the Committee passed the following Resolution :-

RESOLUTION NO.253 :

"Resolved that the Executive Committee hereby generally accords approval to the proposal to establish the Mahim Nature Park at an approximate cost of Rs.3/- crores for capital works as per Annexure 'E' to the Item Note, subject to the observation made at (2) above.

"Resolved further that the Committee hereby approves the works and expenditure already incurred on the project, as detailed in para.11 of the Item Note and Annexure 'F' thereto.

"Resolved further that a Sub-Committee

consisting....3/-

consisting of the Secretary, Urban Development Department; the Managing Director, CIDCO; and the Metropolitan Commissioner be appointed to consider observations made at (1) and (2) above."

Item No.6 : Policy on proposed Unified Passenger Transport Authorities for Metropolitan Areas including Bombay Metropolitan Region.

Introducing the item the Metropolitan Commissioner recounted the background of the proposal of the Ministry of Works and Housing, Govt. of India, to further pursue the recommendation of the National Transport Policy Committee (NTPC) to set up Unified Passenger Transport Authorities (UPTAs) for metropolitan cities such as Calcutta, Bombay, Delhi, Madras etc. He mentioned that there was some difference in the position taken on this matter by the State Govt. in Home (Transport) Department and the Urban Development Department in as much as the Home (Transport) Department (and the BMRDA office) had earlier generally supported the idea of Unified Passenger Transport Authorities whereas more recently the Urban Development Department had expressed itself to be not in favour. It was explained that the Govt. of India, Ministry of Works and Housing, had set up a Working Group and had also sponsored a Seminar on the subject matter in which the BMRDA had been requested to contribute a paper. The Seminar was now scheduled to be held at Delhi on 25th and 27th February, 1984. Since there was a variance of views as mentioned above the matter had been placed before the Executive Committee for its directions as to the position to be adopted by the BMRDA on this matter during the Seminar and at other forums.

Shri L.C. Gupta, Managing Director, CIDCO, and Shri N.R. Ranganathan, Secretary, Urban Development, felt that under the present provisions of the Constitution of India and the Rules of Business there may be many problems in setting up and effectiveness of Unified Passenger Transport Authorities. The necessity for shared use of the basic infrastructure such as the railway tracks and stations, etc., between the suburban railway system in Bombay and the long distance system might also pose problems.

Dr. P.G. Patankar expressed a view that it would be a step in the right direction to set up a UPTA which

should ultimately take over the operations of all modes of public passenger transport in the Bombay Metropolitan Region. He cited instances of London Transport and other metropolitan cities in the developed countries where they had found it necessary to set up such UPTAs which were operating successfully.

Shri Shirish Patel pointed out that in the case of London the British Rail infrastructure was distinct and separate as per the infrastructure of the London Underground, and this made it easier for UPTA to be set up in London.

Shri R.Y. Tambe, Chief, Transport and Communications Division felt that procedural problems and also problems of sharing of infrastructure could be resolved if UPTAs were found to be a better way of dealing with metropolitan transport in Bombay and elsewhere than as at present. He pointed out that all modes of public passenger transport are and should be treated as subsystems of the entire transportation system and also that the transportation system should be integrated with the land-use planning of the area. He felt, therefore, that as metropolitan cities increased in size and in terms of transport demand, unification of the administrative set up for public passenger transport was a necessary step as has been experienced in the developed countries. He pointed out that the modalities involved in setting up such an authority and the financial and other powers to be given to it would be the subject of detailed examination and recommendation by the Working Group already set up by the Ministry of Works and Housing, Govt. of India. He, therefore, expressed a view that it would be preferable for the BMRDA/Govt. of Maharashtra to participate in these discussions and try to influence thinking of the Working Group so that it could come to a solution acceptable for Bombay.

Some members apprehended that Unified Passenger Transport Authorities might be one way for the Railways to pass on their liabilities and losses on the suburban services to State Governments and/or local authorities and that this danger should be taken cognisance of and avoided.

Summing up the discussion the Chairman, felt that there was merit in setting up a more effective administration for public passenger transport in the metropolitan cities but underscored that there were several reservations for valid reasons about the practical problems in setting up as well as administration of such an organisation. He felt that a more pragmatic course would be to opt for a gradual development of the organisation and felt that one of the first step was to suggest to the Railways to unify the suburban railway administrations in Bombay into a single unit instead of the present set-up in which the Western Railway, Central Railway as well as the Metropolitan Transport Project (Railways) were three separate railway organisations dealing with planning and operation of the suburban railway system. He also felt that a co-ordinating committee with high level representation from the Railways, BMRDA, Bombay Municipal Corporation and the State Government should be set up for the proper planning and operation of the transport system for the Bombay Metropolitan Region. He directed that while participating in the Seminar at Delhi on 25th and 27th February, 1984, BMRDA should express reservations that were voiced during the meeting and also put forward the above two proposals.

Item No.7 : Bombay Urban Development Project-I (BUDP-I).

The Metropolitan Commissioner informed the meeting that subsequently this item was discussed with the concerned officials of Government and the Maharashtra Housing and Area Development Authority and that it was, therefore, not necessary for the Executive Committee to consider the item note further. He then requested the Committee to allow him to withdraw the Item which was agreed to.

Item No.9 : Applications for permission under Section 13 of the BMRDA Act, 1974.

The applications bearing the following Registration numbers were placed on the Table :

(1) 430/25/10/83

(2) 431/01/12/83

(1) Application No.430/25/10/83 (The Vice-Chairman, :
Bombay Housing and Area Development Board.) :

The Committee considered the application and noted that the proposal was for change of use of floor area of 383.59 square metres in a building known as Tardeo Mansion, at Survey No.1/370, 1A/370, and part of 370 of Tardeo Division, Malbar Hill, (Municipal No. of Building 89-89A,

91-95, Tardeo Street) in 'D' Municipal Ward from residence to office of the Deputy ^{Chief} Engineer (South) of the Bombay Housing and Area Development Board. It was noted that the land in question was situated in Residential Zone where Government and Municipal Sub Offices were permissible under Rule 7(e)(xv) of the Development Control Rules for Greater Bombay. It was also noted that the Committee under its Resolution, No.246, dated 30th July 1983 had permitted office user in the adjoining building, known as Maniyar Building for the same office and the area allowed that time was 407.37 square metres. After shifting the office to the latter premises, the accommodation thereat was found not suitable for office use for various reasons which were given in the applicant's letter attached to the application. The change of use sought for by the applicant was in lieu of one already granted by the Committee. The Committee, therefore, decided to give permission to the change of use sought for on the condition that the area vacated in Maniyar Building shall be reverted to its original residential use.

(2) Application No.431/1/12/83 (M/s. Antop Hill Warehousing Co. Ltd.)

The Committee considered the application and noted that the proposal was for development of a warehousing complex at C.S.No.254 of Salt Pan Division, Wadala in 'F-North' Municipal Ward for shifting extra hazardous and hazardous chemical godowns from the congested areas of the City of Bombay. The total floor area of the complex was 92,788.53 square metres with permissible F.S.I. of 1.33. It was noted that Govt. of Maharashtra had leased land admeasuring 19.07 acres to the Municipal Corporation of Greater Bombay for the aforementioned purpose and the Bombay Municipal Corporation had in turn sub-leased that land to the applicant which was a public limited company. The proposed development comprised of ^{4 twin} 2 units for extra hazardous blocks in addition to 6 structures proposed to accommodate various godowns. One structure (B-3) would accommodate godowns and an incidental office area of about 971.00 square metres on the top floor. It was further noted that initial allotment of godowns in the complex will be made by a Joint Committee consisting of two

representatives...7/

representatives of the Municipal Corporation of Greater Bombay, besides representatives of the Indian Merchants Chamber and of other connected Associations and that in the case of any dispute or difference in respect of the proposed allotment, the decision of the Municipal Commissioner would be final and binding on the Committee. The company had also taken individual undertaking from the applicants to the effect that they would not store any hazardous materials in the presently occupied godowns after the new units at Wadala were handed over to them. After noting various details as regards godown units, existing godown area in City and Suburbs, etc., the Committee decided to grant permission as applied for, subject to the condition that existing extra hazardous and hazardous godowns from 'B' and 'C' Wards should be accommodated in the proposed complex and under no circumstances these should be allowed to be continued at the existing places after the godowns were allotted in Wadala Complex.

Accordingly, the Committee passed the following Resolution :-

RESOLUTION NO.254 :

"Resolved that in exercise of the powers conferred on it by clause (iv) of the sub-section (3) of Section 7 of the Bombay Metropolitan Region Development Authority Act, 1974, (as amended upto date) read with sub-section (1) of Section 13 of the said Act and all other powers enabling it in this behalf, the Committee hereby grants permission to :-

- (1) The Bombay Housing and Area Development Board (Application bearing Registration No.430/25/10/83) for change of use of an area of 383.59 square metres in building known as Tardeo Mansion, at Survey No.1/370, 1A/370, and part of 370 of Tardeo Division - Malbar Hill in 'D' Municipal Ward, subject to the condition that the office area vacated from Maniyar Building should be reverted to its original residential use; and
- (2) The Antop Hill Warehousing Co. Ltd. (Application bearing Registration No.431/1/12/83) for construction of a warehousing complex with floor area of 92,788.53 square metres with F.S.I. 1.33, at

C.S.No.254 of Salt Pan Division, Wadala, in 'F/North' Municipal Ward, subject to the condition that existing extra hazardous and hazardous godowns from 'B' and 'C' Municipal Wards shall be accommodated in the proposed complex and these shall under no circumstances, be allowed to be continued after the godowns are allotted in Wadala Complex,

for the reasons recorded in these minutes."

Item No.10 : Setting up of a Telecommunication Cell in the T&C Division, BMRDA.

The Committee considered the Item Note and passed the following Resolution :-

RESOLUTION NO.255 :

"Resolved that the Executive Committee hereby approves appointment of Shri M.M. Wagle as part-time Adviser, Telecommunication Cell, T&C Division of the BMRDA, as per terms and conditions set out in the draft offer of appointment enclosed to the item note."

Item No.11 : Appointment of Shri R.Y. Tambe, on deputation to B.M.R.D.A.

During the course of discussion on this item, it was desired that in case Shri Tambe wanted to get himself absorbed in BMRDA service, proposal in that respect be initiated at the earliest. The Committee then passed the following Resolution :

RESOLUTION NO.256 :

"Resolved that, in exercise of the powers vested in it under Section 7(3)(i) of the Bombay Metropolitan Region Development Authority Act, 1974, (as amended upto date), the Executive Committee hereby accords ex-post-facto sanction to the appointment of Shri R.Y. Tambe, Hydrographer, Maharashtra State, to the post of Chief, Transport and Communications Division, on deputation with effect from 17th November, 1983, on the terms and conditions prescribed by Government."

Item No.12 : Recruitment Rules for various categories of posts in BMRDA.

The Committee desired that a Sub-Committee

consisting....9/-

consisting of the Managing Director, CIDCO; Dr. P.G. Patankar; and the Metropolitan Commissioner should first consider this proposal in detail and submit the same along with its report to the Executive Committee for final sanction.

Item No.13 : Certain pending items before the Executive Committee.

As Shri C.M. Correa was not present, the consideration of this item was postponed to the next meeting of the Committee.

The meeting then concluded after a vote of thanks to the Chair.
