

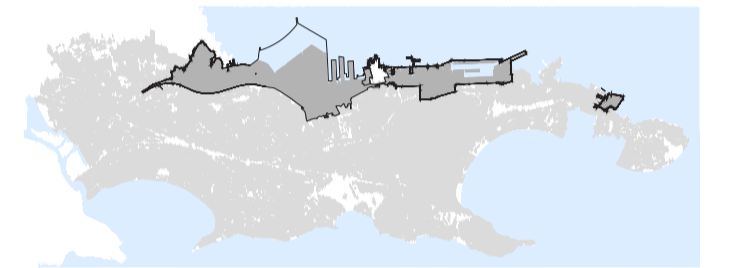
## MUMBAI PORT TRUST SPECIAL PLANNING AUTHORITY PLANNING PROPOSAL

Mumbai Port Trust (MbPT) was established in 1873. Sassoon Dock, its first wet dock, was constructed in 1875 and the Port Trust Railway was started in 1915. Establishment of the port and the building of its infrastructure rapidly expanded trade and commerce in Mumbai and fueled the city's growth for a century.

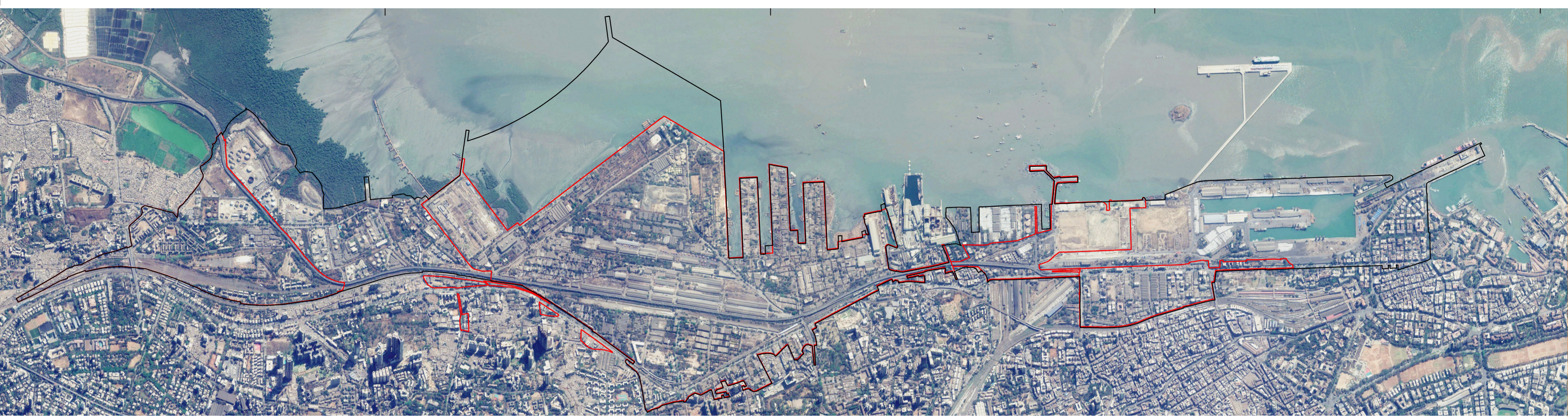
Then, limitations of Mumbai's harbor and the obsolescence of the port's infrastructure, began to hinder the functioning of the port. Mumbai's choked streets also made the movement of goods to and from the port difficult. In response, the Jawaharlal Nehru Port Trust (JNPT), with a modern container terminal, was established across the Bay of Nhava Sheva. By the end of the twentieth century, much of Mumbai's cargo traffic had moved there and the use of Mumbai Port's land and facilities was steadily declining.

Today, MbPT's centrally located land and facilities are highly underutilized and present a once in a lifetime redevelopment opportunity. This is all the more true when one considers the fact that the implementation of a number of new transportation proposals, such as Metro Line 11 and the Trans-Harbour Link will greatly enhancing MbPT's connectivity to far-flung suburbs.

MbPT has developed an extensive plan to seize this important opportunity. It comprises of an array of projects ranging from the development of an International Cruise Terminal, to the building of a Marina and Ro-Ro terminal, to the redevelopment of four pockets of land as urban areas. This brochure describes the key projects in MbPT SPA area identified under planning Proposal.



Mumbai Port Trust  
Masterplan and Architecture HCP Design, Planning and Management Pvt. Ltd., Ahmedabad



1.

### International Cruise Terminal

Mumbai Port is redeveloping its International Cruise Terminal at Ballard Pier having an area of about 4 ha, which will include facilities for passengers, including retail, hotels, separate departure/arrival, and is designed to handle the increase in capacity of 10,000 passengers at a time and around 500 ships per year.

2.

### Water Transport - Marina, Ro-Ro, Domestic Cruise Terminal

Mumbai Port has taken out 24.50 ha. of its Custom Bonded waterfront area for the development of a 1 km long waterfront, consisting of Ro-Pax Terminal, Marina, Domestic Cruise Terminal (I) & (II) and other allied activities. This is envisaged to cater to the booming cruise tourism in Mumbai. Mumbai's first Marina is an area of 8.02 ha which is proposed to include shipyard facilities, a Marina Hospitality Centre, Ancillary activities to cater to Marina users, yacht parking and other allied facilities. Domestic Cruise Terminal of about 0.7 ha. has started plying cruises from Mumbai to Goa.

3.

### Redevelopment Site I

The Redevelopment Site I of 253 ha. area, is located at Cotton Green and mainly comprises of underutilized areas, dilapidated warehouses and port piers. As an opportunity to benefit the city, the area has been prioritized for redevelopment. The project proposes publicly accessible parks, waterfront development, a Hi-Tech city for employment generation, mixed-use development, CGO complex and pedestrianized theme streets and theme piers with an intention to create an active public realm.

4.

### Sea Front Park

A seafront park is proposed along Hay Bunder of 93 ha reclaimed land. The area that lies in shallow water depth is proposed to be developed as a continuation of the central park. As flood control measures, a sweet water lake is proposed which will act as a retention / holding pond for the surface runoff during monsoons and to avoid water logging in Redevelopment Site I. The park is envisaged with a retention pond, ropeway terminal, urban forest park, mangrove protection area and the '12 Nation Park of Alliance' to create a recreational and ecological public park.

5.

### Eco Park (Mangrove and Flamingo Park)

An ecology park on 4 ha. of land is proposed at Sewri for the preservation of existing mangroves and flamingo habitat. The scenic mangroves and flamingo habitat is often visited by many and this is encouraged by proposing a visitor center, observation tower, interpretation center, and other activities to create awareness and enhancing the ecosystem.

6.

### Eastern Freeway and MTHL

The Eastern Freeway provides connectivity to the site from Chembur in the north to Elphinstone Estate in the south. The elevated Freeway passes through Redevelopment Site I and severs the area into two parts. The Mumbai Trans-Harbour Link is a major proposal that connects Mumbai to JNPT, new airport and Navi Mumbai via a sea link. The MTHL junction is located at Sewri and has various connections to the Eastern Freeway and Redevelopment Site I.

7.

### Metro and Rail

An integrated public transit network acts as a backbone of the development in MbPT. The metro and railway are the main lines connecting the Redevelopment site I to the rest of the city and run parallel with the stations proposed at close vicinity to each other. The proposed underground Metro Line-11 passes through the entire length of the MbPT area, connecting key locations of the site. It is an extension of Line 4, from Wadala in the north and extends up to CST intermodal station in the south. Three metro stations are located within accessible distance to important locations such as the Central Park, Hi-Tech City, CGO complex and public waterfront areas. An existing harbour railway line runs along the western periphery of the site, and is integrated with the proposed metro line stations at Sewri and Reay Road.

8.

### Super Speciality Hospital

The area around the existing MbPT Hospital at Wadala is proposed to be developed as a Super Speciality Hospital and Health Care Zone that will be planned as a specialized area for large scale medical facilities and other interdependent activities in one comprehensive area.

9.

### Rehabilitation of Steel, Timber and Retail Markets

Darukhana is a densely populated area with major activities being the steel and timber market. The area is devoid of any essential infrastructure, packed with dingy tin Godowns, narrow lanes and factories. The total area under these units is 34.26 ha. Most of the leases in this area are expired. In order to have planned development of the piers, it is proposed to resettle all the existing lessees on 10 identified plots covering an area of 5.30 ha. These small businesses are proposed to be rehabilitated in close proximity, in an organized manner so as to improve their physical environment and in turn, productivity. A policy is being formulated to enable an equitable rehabilitation process.

10.

### Affordable Housing

The assessment of the slums within the Mumbai Port Complex area indicates, that the slums are spread over 20.99 ha. of land. The Master Plan proposes the relocation housing for these slum dwellers at Wadala.