



NAGRIK CHETNA MANCH
नागरिक चेतना मंच

Societies Registration Act, 1860-Mah/6199-91/Pune-17/12/1991, Bombay Public Trusts Act, 1950-P 7352(Pune)-24/02/1992, Eligible for benefit u/s 80G of IT Act 1961

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Date : 5th November 2015

Kind Attn : Shri Devendra Fadnavis – Chief Minister Maharashtra

Sub : Standing Committee Approval of HCMTR

Dear Sir,

On 4th November 2015, the Standing Committee approved development TDR for acquiring land for HCMTR in the face of opposition from the BJP members. HCMTR alignment in the draft DP still awaits approval from the State Government. Even suggestions / objections have not yet been called. So this hurry on the part of some of the members of the Standing Committee to approve TDR for a project, despite it not being sanctioned, is suspect.

There is a strong under current amongst these councillors, PMC staff and the builder lobby to get approval for High Capacity Mass Transport Route, which is meant for public transport only and then allow personalised transport. Parts of areas along the HCMTR alignment have been merged in reservations in Sector III, TPS-I fully developed in C2 Zone. As you should be well aware, any changes to TPS needs approval from the State Government specifically for each variation. Additionally, PMC has shifted the 80 feet wide HCMTR on existing 90 feet DP road (Senapati Bapat Marg) under Old DC Rule 14.4.1.G and area under HCMTR in final plot nos. 403 and 403A of International Convention Centre of MCCIA and merged this in C2 zone. These actions have virtually killed the essence of HCMTR because large parts of HCMTR will now have to be elevated for which PMC has no funds.

The PMC has kept the same alignment in the new draft DP that is not at all realistic. On the other hand, PMC is very keen to construct parts of the HCMTR, especially in areas that are eco-sensitive and convert adjoining areas into C2 Zone in anticipation of construction by developers adjoining these road alignments / stretches.

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With this background, PMC is bound to put it's hands up mid-way to state that reservations and TPS do not permit acquisition of land and cost is too high for the entire HCMTR to come up because large stretches are elevated. Eventually only those stretches that are convenient for various builder and other affiliated lobbies will have wide roads.

PMC does not have a DPR for the HCMTR nor is there a plan to make an Environment Assessment Impact report, Socio-Economic Assessment and Financial Feasibility Report. These reports are essential because there has been a sea-change in the areas along the old HCMTR alignment during the last over 30 years since its planning began. Proper planning will prevent piecemeal acquisition of land and ensure successful completion of the project as a whole. Else, this project will meet the same fate as the BRTS has and this project too has the indications of another scam in the making.

We request a reply to this letter directly from your office and / or Urban Development Department and not from the Municipal Secretary PMC as in the past. This is because you cannot rely on those who break the law to investigate their own lapses.

Yours sincerely,



Qaneez Sukhrani
Secretary
Nagrik Chetna Manch