



Prasad Technology Park (P) Ltd.

SRI SHIVA SAILAM
MANAGING DIRECTOR
BANGALORE METRO RAIL
CORPORATION LIMITED
BMTc COMPLEX, K.H. ROAD
SHANTHI NAGAR,
BANGALORE 560 027.

Bangalore Metro Rail Corporation Ltd.		01.09.2012
Bangalore - 560 027		
No.	10580	
Date	01/09/12	
	<u>11/9/12</u>	Signature

Sir,

Sub: Soil Test carried out in our premises No. 97 EPIP Industrial Area, Bangalore
Bangalore Metro Phase II

Rt.
EE/PH2
01/09/12
21/9/12

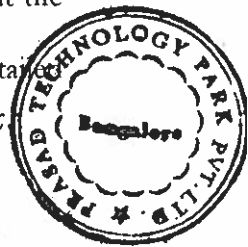
We, Prasad Technology Park Private Limited a Company registered and incorporated under the Indian Companies Act, 1956 represented by its Managing Director Mr.S.Prasad, make this representation pursuant to the discussion that we have had with your officials last week.

A. We are the absolute owners of the immovable property bearing No.97, EPIP Industrial Area, Whitefield, Bangalore, together with construction thereon. The total extent of land area is about 4,789 square meters and the total built up area is about 1,60,872.62 Square Feet. The said property houses 12 independent units carrying on the business of software development and support systems for various countries. The principals of the present occupants are multinational companies located in the United States of America.

B. Last week the officials of Bangalore Metro carried out a soil test in the premises of Prasad Technology Park Private Ltd. On enquiry, we were informed that the Bangalore Metro Rail Phase-II is slated to pass by our property. A detail



S. Prasad



professional verification of alignment of the metro rail line, location of the stations proposed, and the impact on our property has not been carried out at our end as on this date and we reserve liberty to give full and detailed representation and in necessary a presentation on the technical issues if any which may arise by providing to you all the necessary inputs from the professionals in the field. This representation however is made to ensure that we are heard and that the broad proposal that we have to make be considered in the right earnest.

- C. The property of Prasad Technology Park Private Limited totally measures in an extent of approximately 1.20 Acres or 51,600 Square Feet of land area and we have put up construction in 2 phases of a Software Technology Park which consists of approximately 12 independent units. The total number of employees in this building is approximately 3,400 in number. This is without taking into account such of those employees who work in overseas and on site. The total built up area over the Plot No. 97 of Prasad Technology Park Private Limited is 1,60,872.62 Square Feet.

- D. In view of the soil test carried out, we have also visited your office and have had discussions with your staff, who were courteous to show us the alignment and instructed us to apply for the copies of the said alignment. We have in the first instance requested for the copies of the relevant CAD drawings as a soft copy to




enable us to give our technical presentation. The documents are yet to made available to us, which we await as of now.

E. On verification with the office, we are informed that the proposed alignment of Bangalore Metro from Biappanahalli – Whitefield proceeds towards K.R. Puram in the first instance and thereafter to Whitefield Main Road. We are further informed that from Whitefield Main Road, the Metro Rail Line turns right Graphite India Road to take further detour towards R.M.Z Campus (S A P Labs) Thereafter the metro rail line runs via our property and turns towards Sathya Sai Hospital and finally towards Whitefield.

F. The Engineers have indicated that columns to be put up will fall within the compound of our property. The consequence of columns/pillars of Metro being laid, within the premises of Prasad Technology Park Private Limited of two numbers virtually renders the properties worthless. This observation is not without any basis. We would also like to bring to your notice that the proposed location of the pillars is directly in conflict with the user of the premises. The sewage treatment plant and the electrical installations including the transformers are located in the area where the columns are to be constructed. Immediately upon the excavation of the said area, the building will lose the amenity of both electricity and the sewage treatment plant. There cannot be the occupation of the premises by any person without either electricity of sewage connection. The same is a basic amenity and is to be used by around 3,400 employees in the premises.

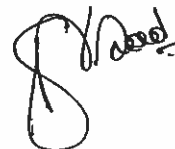
The entire property is constructed and the area where the transformers are



STP is located in the only vacant area and hence the same cannot be relocated. In these circumstances the only implication on the property is that the entire property is going to be put to waste for the entire duration and until the Metro Project is incomplete.

G. We have had the benefit of witnessing the pace of development of Bangalore Metro in Bangalore City and we do understand the pressures under which Bangalore Metro is working by providing for the traffic to flow simultaneously upon the execution of your work. But the reality of the situation and the effect on our property cannot be discounted. This situation does not in any manner give us any comfort as the consequences on the properties abutting the said metro lines is certainty. Whilst we are not complaining of any development or up-gradation of the quality of life in Bangalore City, the consequences of such up-gradation cannot be to the detriment of all the property owners especially where there is a possibility of an equally effective and alternate remedy, which if accepted can save money, save jobs of around 3400 employees and save our property worth approximately Rs.200.00 Crores.

H. In addition to the request for a detailed technical presentation on the subject to substantiate our request, we propose the following three alternatives as under. The alternatives are suggested in the order of priority of preference.



01. First Alternative:

- a. The Metro Stations relevant for our scope are proposed to be located near (1) SAP Labs, (2) over the property of Central Warehousing Corporation in part and over the property of Rattha Somerset Whitefield Hospitality Private Limited and (3) finally next to the BMTC Terminus.
- b. The said proposal requires a modification. There is already a proposal to have a Metro station near SAP Labs. The distance of Metro station in SAP Labs and Metro Station at Central Ware Housing Corporation is around 750 meters. The necessity of two metro stations within a distance of 750 meters merely increases the cost of the project, waiting time. The length of the train itself is around 200 meters and therefore even before the train starts from SAP Labs it would have reached CWC. The next Metro station after CWC proposed again within a distance of 1000 meters. Effectively within the distance of 1.75 kilometers there are 3 stations.
- c. In the first option, we would request the deletion of the metro station proposed in the premises of Central Ware Housing Corporation, which will eradicate the necessitating of the columns entering into our property. This proposal may not effect the existing BMTC bus terminus nor reduce the turning radius required for Metro rail.
- d. As a consequence of this option, no public property or private property will be damaged. In addition to the above, payment of compensation to Central Ware Housing Corporation, Rattha Somerset Whitefield Hospitality Private Limited, payment of compensation to us could also be avoid. It is also relevant to point out that the availability of bus station can also ensure the commuters from bus station to Metro station and vice versa can be provided. Incidentally Metro is already planning to integrate their services to BMTC and is merely in continuation of your line of thought.
- e. The entire area is already grid locked every day due to BMTC Terminus and therefore adding 3 Metro Station in the vicinity of 1.75 kilometers in our opinion adds to confusion.



02. Second Alternative:

- a. In the event the Metro Station is required to be located in all the said three locations as aforementioned, the slight change in actual location in the middle stage would also resolve the issues.
- b. We are informed that at present the proposed Metro station is to be located partly in the premises of Central Ware Housing Corporation and partly over the property of Rattha Somerset Whitefield Hospitality Private Limited. The property of Rattha Somerset Whitefield Hospitality Private Limited is incidentally adjacent to our property bearing No.98. The construction over the Central Ware Housing Corporation is practically nil. There only exist some industrial sheds with asbestos Sheet roofing and dismountable steel sheds being temporary structures. It is learnt that in the event of such a construction also, the pillars would be located within our compound thereby effecting over the building.
- c. As an alternative we would suggest that the entire metro station be located within the property of Central Ware Housing Corporation. The property of Central Ware Housing Corporation in any event is already vacant and is owned by the Government. No destruction to any building or property is being carried out and in view of station being located entirety within the premises of Central Warehousing Corporation. In such an event also it would be possible to provide for 120 degree turning radius required without affecting our property or any other structure, whereby the pillars can be provided for outside the premises. We have requested for soft copy of the CAD drawings available at your end to provide a detailed presentation of the suggestions made by us in this context also.

03. Third Alternative:

- a. In the event the first or in the alternative the second proposal is not acceptable, in such an event, we would seek for the monetary compensation of a sum of Rs.200 Crores as quantified hereunder as compensation of value of the property and structure and the assets available thereon.
- b. The compensation being sought is not with an intention of either express or implied to admit to the correctness of the alignment as provided for laying metro rail or with an intention to concede to the laying of the Metro Rail as per the proposed alignment but only as an alternative



- c. We would like to clarify that the financial package is sought as a last alternative and our first preference we would always be to save the property, the project and the employment of 3400 people. We wish to ensure that the property is not put to waste, and that the purpose of establishing a Software Technology Park is not lost.
- d. The manner in which the compensation of Rs.200.00 Crores is arrived at is extracted herein below for your easy calculation.

Prasad Technology Park Private Limited		
Plot No	97, Road No.2, EPIP Industrial Area, Whitefield	
Survey No	152 of Hoodi village	
Land Area allotted from KIADB	4789.00 Sq.Mtrs	
Total Built up Area in Square Feet	Tower A	Tower B
Ground Floor	7545.56	12750.00
First Floor:	7545.56	13503.00
Second Floor:	9289.33	14526.00
Third Floor:	9289.33	14346.00
Fourth Floor:	8718.84	14741.00
Roof area for cafeteria:	8718.00	14650.00
Basement Area:	9063.00	14687.00
Security Area:	1500.00	
Total:	61669.62	99203.00
Total Built up Area in Square Feet	160872.62	
Lease charges per month exclusive Service Tax	Company Name	Rent in Rs.
	1 st Tenant	46,67,222.10
	2 nd Tenant	20,000.00
	3 rd Tenant	20,000.00
	Total:	47,07,222.10
Lease charges per month inclusive Service Tax @ 12.36%	52,84,090.75	
Property Value	Land Rs.5,000/- per Sq.Ft	25,76,48,200.00
	Building Rs.5,000/- Per Sq.Ft	80,43,63,100.00
	Total:	106,20,11,300.00
Building Fixtures	Value in Rs.	
Air conditioners & Chillers:	8,00,00,000.00	
Diesel Generators:	4,00,00,000.00	

[Handwritten Signature]



Transformers:	2,00,00,000.00	
Lift:	1,00,00,000.00	
Total:	15,00,00,000.00	
Grand Total Value of Property		121,20,11,300.00

- e. The value of land owned by Prasad Technology Park Private Limited is computed @ Rs.5000/- per square feet. The cost of construction is inclusive of all amenities provided therein like furniture, amenities, fittings and fixtures, electrical, networking, work stations etc.
- f. We have not computed the loss of income. The present rate of rent is Rs.47,07,222.10. The loss of rent for the next 5 years is a sum of Rs.28,24,33,320. The rate of rent being generated is after deduction of TDS. The same rate of rent without application of TDS is projected for the purpose of this computation. The entire project of metro is likely to complete in 5 years during which time, it would not possible to secure a tenant. The building will have to be kept idle for the period of 5 years thereby incurring loss of revenue and hence the loss of rent is quantified for the next 5 years. The escalation in rent is 5 % every year.
- g. Towards loss to be caused on account of maintenance of the property which cost of maintenance includes minimum electricity charges, House keeping, security, sanitation, property tax, maintenance of machineries, electrical and plumbing, Air conditioners, etc in a sum of Rs.10.00 lakhs per month for the period of 5 years in a sum of Rs.6,00,00,000/- [Rupees Six Crores Only]
- I. The occupants of Prasad Technology Park Private Limited are Software Companies having their principals in various countries or having contracts with various foreign companies which mandate the existence of security and confidentiality, as a consequence of 9/11 attack (Terrorists attack). As a part of commencement of work being your organization, effectively the safety of the



installation will be compromised to which the said tenants will not accept. We do understand that the actual work may commence after a period of 3 years but however, the soil test having been conducted in our premises, we are already in receipt of communication from our occupants demonstrating their anxiety of security of their premises.

J. We do feel that unless the remedies to the situation is immediately located, the damage to the large extent on morale of occupants has already been caused. In the event of failure on your part to remedy to the situation we will suffer the consequences even before the actual work may commence at the end of 3 years. In addition to the above, the cost of maintenance of such a huge structure without generation of revenue is an economic drain.

K. In the event of Bangalore Metro Rail Corporation agrees to pay us the aforementioned compensation we have no hesitate in transferring the assets immediately and on as is where is basis together with the revenue be generated including but not limited to the rent, facilities, structure ownership of the property in question.

