

From/ Applicants,

1	Kavya Petrol Bunk ( Indian Oil)
2	Madhura Garments
3	Polynex
4	Advaith Hyundai/ Bangalore Petroleum & Chemicals Pvt Ltd
5	Keys Hotels
6	Primer Milan
7	Graphite India Ltd
8	Jasky Exports Pvt Ltd
9	Aratta Interiors Pvt Ltd
10	IFB Automotive Pvt Ltd
11	Premier Inn
12	Anutone
13	Omni Fitness Reborn
14	Opus Restaurent
15	Shell Petrol Bunk
16	Klay Prep Schools & Day care
17	Swagelok
18	Saint Antony's Traders
19	Talk of the Town
20	Gopalan School
21	Maruthi Electrodes Pvt Ltd
22	Cotton World (Garments)
23	Azad
24	Southfield Pvt Ltd
25	Gleason Works India pvt Ltd
26	Solitaire
27	Rajamane & Hedge Service Pvt Ltd
28	Rajamane Industries
29	Hotel Fortune (5 star)
30	Hotel Radha Hometel
31	Prasad Technology Park Pvt Ltd
32	Hotel Ginger
33	Hamsa Creations
34	Abhilash Software Development Centre
35	Poornima Software
36	Ergo Tech

The above named firms/ Institutions/Commercial establishments/ Tech Parks,

situated on the proposed Metro Phase II network alignment from Garudachar Palya (Rajamane Industries) through Kundalahalli, Vydehi Hospital, BMTC Bus Terminal, Sathya Sai Hospital and to reach near Big Bazar , Bangalore.

**For any correspondence you may please contact M.Raju, #58, 2<sup>nd</sup> Floor, 5<sup>th</sup> Main, C.P.V Block, Ganganagar Extn, R.T. Nagar post Bangalore - 560094; Contact No: 09980121026;**

To

Sri S. V. NARASIMHAN  
Director (Finance)  
Bangalore Metro Rail Corporation Limited  
3<sup>rd</sup> Floor, BMTC Complex,  
K.H. Road, Shanthinagar,  
Bangalore - 560 027

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Bangalore Metro Rail Corporation Bangalore - 560 027
No: 1447
Date: 7.12.9.12
Signature

Respected Sir,

**Sub: - Request for re-aligning the proposed Metro Phase II network alignment from Garudachar Palya (Rajamane Industries) through Kundalahalli, Vydehi Hospital, BMTC Bus Terminal, Sathya Sai Hospital and to consider to align the track connecting Garudacharpalya, Hoodi Junction, Prestige Shantinketan and further to Whitefield Bangalore.**

With reference to the above, we the above named firms like to bring to your Good self's notice the following few points in support of our request for kind consideration.

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We whole heartedly welcome the Bangalore Metro Rail Corporation Limited's proposed network for hassle-free commuting in and around Bangalore for the General Public. But at the same time the implementation of the project should be people friendly and for the convenience of General Public rather than cause inconvenience and deviate from the path for what it is envisaged.

Whereas it is submitted that, the proposed Phase II network starting from Byappanahalli Station passes through Jyothi Puram, KR Puram, Narayanapura, Mahadevapura, GarudacharPalya, EPIP, ITPL, Kadugodi, Vydehi Hospital further touching Satya Sai Hospital and taking another detour to connect Whitefield.

The road starting from K.R.Puram hanging bridge to white filed passing through Hoodi Junction is an 100 feet road passing through densely populated residential areas and also lot of commercial establishments are located in that stretch.

The establishments situated in this stretch are mostly Information Technology or ITES based firms, with couple of automobile related establishments.

Accordingly most of the companies are high networth foreign exchange revenue earning companies with investments running in to several thousand crores of rupees.

On preliminary information obtained from the website of BMRCL, the proposed alignment takes a right turn near Garudcahrpalya,

entering industrial area and passing through EPIP, ITPL, Kadugodi, Vydehi Hospital further touching Satya Sai Hospital and taking another detour to connect Whitefield.

It is also gathered that to complete this particular stretch, the purposed alignment is going to disturb lot of establishments and in turn is going to render those building housing those establishments not worthy of any use and might force the establishments to relocate or might permanently shift out of Bangalore.

Moreover the Information Technology or ITES based firms, and the automobile related establishments are all service based networks which work in a scheduled time frame and the work force log in and log out at predetermined shift times. Except at the predetermined shift time there is hardly any movement of the work force in the middle of the shift time and the top executives of these companies rely on personal transportation to the said establishments. Also the said area was developed by Karnataka Industrial Areas Development Board for promoting EPIP zone in a planned manner with all the infrastructures in place.

Further there already exists a fully operation TTMC facility floated by Bangalore Metropolitan Transport Corporation to cater to the needs of the area with high end buses at regular intervals.

Also a High voltage electric line catering to needs of the area is running through the entire stretch and the proposed Metro alignment is going through the said line, in which case the shifting of the High tension line is high cost incurring time consuming and in turn detrimental to the operations of the firms which will harm the prospects of the work force and the companies.

The proposed alignment also leaves out the residential areas of Hoodi and surrounding areas which has a steady stream of floating population which require a metro like project. If the alignment goes directly from Garudcharpalya to Hoodi junction and further towards Whitefield, it would serve the purpose for what it was planned rather than taking the alignment inside avoiding populated area.

Whereas the proposed alignment of Metro Phase II from Garudachar Palya (Rajamane Industries) passing through Kundalahalli, Vydehi Hospital, Bus Depot/Terminal, Sathya Sai Hospital to reach ITPL is about 6 KMs and is of no use for the common man and also inconvenient to the public living and working in the respective companies either side of main road in and in and around Hoodi village. As per the information made available BMRCL is planning 5 extra stations in a short span of 5 to 6 kilometers, and which is taking big curvature would escalate the cost in to several hundred corers. These stations to come up on such curvature would be cutting in to the commercial establishments already running and would cause a huge financial loss to all concerned, Revenue loss to

the Government, loss of livelihood for employees and would render the EPIP zone worthless and the proposed line would itself become a financial burden to the BMRCL. The estimated loss would go up to more than several Thousand crores.

Further, most of the companies are catering to overseas based establishments and the shift timing would be to cater to the daytime zone of the said countries which would be usually after 10 P.M in Indian time and as Metro network operates between 6 AM to 10 PM, the very purpose of taking a detour is defeated.

If the proposed alignment passes through the said stretch, each and every company having its own establishment would collapse and would lose property, constructed areas and all other related installations and also related services relying upon the said establishments. The damage that would be caused is catastrophic and un-imaginable.

Further, the local population in and around Garudacharpalya, Hoodi and other places are skilled and semi skilled work force who need to go to the city center for their work and those are the ones who need Metro Network rather than the few thousand who come to the EPIP zone. Hence taking a detour near Garudacharplaya and avoiding Hoodi junction and further places would be a huge injustice to the work force of the said areas.

More over the EPIP zone is already well connected by BMTC through TTMC facility and if the BMRCL aligns the Network without taking a detour near Garducharpalya, BMTC can operate feeder service from the Metro station in addition to its regular service already in existence to EPIP.

Further the distance to connect Garducharpalaya to Big Bazar Junction without a detour is only 3.7 kilometers where as Metro alignment from Garudacharpalya through Kundalahalli, Vydehi Hospital, Bus Depot/Terminal, Sathya Sai Hospital to reach ITPL and to Big Bazar Junction is 6 Kms which would automatically escalate the cost of implementation and also will not serve the general public.

Further the lands/sites owned by the establishments were allotted by the Government of Karnataka through Karnataka Industrial Area Development Board (KIADB) for the establishment of Software Development and for development of Industries and other commercial purposes in accordance with the Law and accosrdingly the title to the said properties have been passed on to those establishments on payment of consideration fixed by KIADB and they are also paying taxes regularly to the local bodies. The said firms have invested huge amounts of money in developing the said properties and for the putting up the constructions and also set up the infrastructures for the concerned business needs. The respective stake holders have already put up their huge

constructions, multistoried buildings, software companies, huge Software parks with their principals in various countries or having business contracts with various foreign companies, Industrial houses, Commercial Complexes, premium star hotels catering to the business executives by investing huge amount of money

If BMRCL plans to implement the proposed alignment by taking a detour from Garudachar Palya (Rajamane Industries) through Kundalahalli, Vydehi Hospital, Bus Depot/Terminal, Sathya Sai Hospital to reach ITPL the following are some of the establishments which would be partially or totally affected

Companies being affected by the proposed alignment between Garudachar Palya through Kundalahalli, Vydehi Hospital, Bus Terminal, Sathya Sai Hospital to reach ITPL	
1	Kavya Petrol Bunk ( Indian Oil)
2	Madhura Garments
3	Polynex
4	Advaith Hyundai/ Bangalore Petroleum & Chemicals Pvt Ltd
5	Keys Hotels
6	Primer Milan
7	Graphite India Ltd
8	Jasky Exports Pvt Ltd
9	Aratta Interiors Pvt Ltd
10	IFB Automotive Pvt Ltd
11	Premier Inn
12	Anutone
13	Omni Fitness Reborn
14	Opus Restaurent
15	Shell Petrol Bunk



16	Klay Prep Schools & Day care
17	Swagelok
18	Saint Antony's Traders
19	Talk of the Town
20	Gopalan School
21	Maruthi Electrodes Pvt Ltd
22	Cotton World (Garments)
23	Azad
24	Southfield Pvt Ltd
25	Gleason Works India pvt Ltd
26	Solitaire
27	Rajamane & Hedge Service Pvt Ltd
28	Rajamane Industries
29	Hotel Fortune (5 star)
30	Hotel Radha Hometel
31	Prasad Technology Park Pvt Ltd
32	Hotel Ginger
33	Hamsa Creations
34	Abhilash Software Development Centre
35	Poornima Software
36	Ergo Tech

If the above said companies have to be compensated if in case BMRCL sticks to its alignment between Garudachar Palya through Kundalahalli, Vydehi Hospital, Bus Terminal, Sathya Sai Hospital to reach ITPL, the compensation would run in to thousands of crores which would skyrocket the cost of implementation of Metro Network.

However the stretch between Garudacharpalya passing through Hoodi and further towards Whitefield in a straight line is of a distance of 3.7 KMs and has the following establishments on both sides of the road

1	Bhoruka Steel Ltd
2	K.V. receiving station 400/200KV
3	Pink Lotus Technologies
4	Tarang Technologies
5	Novozymes South Asia Pvt Ltd
6	Colex Systems India Pvt Ltd
7	Rurail Shores
8	Zuri
9	Tata Elxi Ltd
10	Prestige Shantiniketan
11	Bio Plus
12	Big Bazaar

These companies are situated on either side of the road from Garudachar Palya (Rajamane Industries) to ITPL and the alignment would not affect these companies as the road passing is 100 feet road and several Government lands are available for construction of Station facilities.

Further BMRCL is trying to execute the project in a hushed manner stonewalling the enquires and keeping the public in dark and this attitude of BMRCL smacks of ulterior motive. The project floated for public should be people friendly rather be run like a private enterprise without coming out with detailed project report and the details of the study it has conducted in respect to movement of

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traffic and revenue generation which is the basic ingredient for a successful implementation of a public related project.

The practice worldwide in implementing a public purpose project is taking in to confidence the local public and the local Business fraternity, hence it would be greatly appreciated by the Business fraternity in the area, if BMRCL takes the entrepreneurs in the area in to confidence and showcase to them the study it has undertaken for implementation of the project so that the Business fraternity would really pitch fork their respective experience to make Metro a success whole heartedly.

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It is also brought to your Good self's notice the Metro alignment from Yeshwanthpur to Nelamangala passes on the main road adjacent to Peenya industrial area, first and second phase which is the biggest in Asia. No where it takes detour to cater to such a huge area but is connected through feeder network from BMTC.

But for reasons known best to BMRCL and well guarded, the reason for taking a detour near Garudacharplaya is not forthcoming.

Further as it is only an alignment on paper as we understand in the absence of any notifications either issued in papers in accordance with law nor non-receipt of personal individual notice, it would be

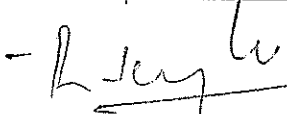
prudent enough to BMRCL to take in to confidence the local population, elected members, entrepreneurs and city planners before doing any preliminary works.

Hence we the stake holders in the companies situated in the said area request you to take us in to confidence, provide us with all the relevant information regarding Phase II of Metro network before taking any decision which would affect large section of public and consider our petition to align the Metro line in a straight line from Garudachar Palya to Hoodi and further towards Whitefield rather than the proposed detour from Garudachar Palya (Rajamane Industries) through Kundalahalli, Vydehi Hospital, Bus Depot/Terminal, Sathya Sai Hospital to reach ITPL in the interest of all concerned.

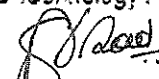

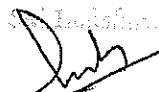

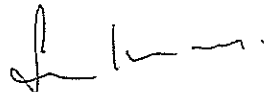
Thanking you

Yours faithfully,

The investments and other related expenditure made by each of the company are herewith produced.

Companies operating between Garudachar Palya through Kundalahalli, Vydehi Hospital, Bus Terminal, Sathya Sai Hospital to reach ITPL		
Sl.No.	Company Name	Signature
1	Rajamane & Hegde Services (P) Ltd. Whitefield Road, Bangalore - 48	 mob: 9900105011

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2.	S-S. ELECTRONICS. No 40 New Deshpandury Mahadevapura. Bang-48.	Agarwani 9844026579.
3	Prasad Technology Park Ltd., # 97, Road, # 2, E.P.I.P. White field. Bangalore - 560066	For Prasad Technology Park (P.) Ltd.,  Managing Director 09980121021 (M)
4	ASSOCIATED COMMERCIAL ENTERPRISES PLOT NO 40E DODDANEKUNDI INDUSTRIAL AREA MAHADEVAPURA P.O. BANGALORE - 560048	 RNSHARMA 9880308686
5	SHRI SAI LAKSHMI INDUSTRIES Flat No. V-1-A NCEF Industrial Estate Mahadevapura Post BANGALORE-560048	For Shri Sai Industries  Authorised Signatory 9342160662
6	HAMSA CREATIONS. NO, 120 - A2 EPIP, White Field, BANGALORE - 560066.	B.S. Hantharu 9845350409
7	Abhilash Software Development centre. #96, Road # 2, E.P.I.P white field Bangalore - 560066	 09980121022 (M)
8.	Poornima Software. 120A, EPIP. Bangalore.	 9243106998.