

KSC NEW TOWN

MAHA MUMBAI 3.0

An Exclusive Investment Brief on Maharashtra's Next Metropolitan Expansion

INFORMATIONAL BROCHURE

This brochure consolidates brief information about this new development, and investment opportunities around it. The information is gathered from documents like Master plan of MMRDA and its website.

KARNALA • SAI • CHIRNER



Planned
Metropolitan
Expansion



Infrastructure



Urban
Development



Investment
Opportunity



01 | PROJECT OVERVIEW

KSC NEW TOWN | MAHA MUMBAI 3.0

(KARNALA – SAI – CHIRNER)

A New Metropolitan Growth Corridor in Maharashtra

KSC New Town is envisioned as a large-scale planned urban development in Maharashtra, positioned as the next phase of metropolitan expansion after Mumbai and Navi Mumbai.



MMRDA

Planning
Authority



324 sq. Km

Large planned
development area
(3X South Mumbai)



124 Villages

Coverage
Villages cited in source

Purpose & Vision

- Relieve population pressure, infrastructure stress and soaring real-estate costs in Mumbai and Navi Mumbai.
- Develop a globally competitive economic hub.
- Create a BKC-style commercial and financial district.
- Develop IT parks, high-capacity data centres and advanced logistics ecosystems.
- Create an “Education City” with international universities, research institutions and AI labs.
- Build sustainable infrastructure including large green spaces, smart drainage and EV networks.



02 | STRATEGIC GROWTH DRIVERS

KSC New Town is strategically positioned around major road, airport, port, freight and rail infrastructure that is expected to strengthen regional connectivity and support long-term urban and economic development.

	Atal Setu (MTHL)	The 21.8-km Mumbai Trans Harbour Link significantly improves connectivity between Mumbai and the mainland, strengthening access towards the Raigad and KSC region.
	Navi Mumbai International Airport — NMIA	The new international airport is expected to act as a major catalyst for commercial, hospitality, residential and logistics activity across its wider influence zone.
	JNPT & Dedicated Freight Corridor — DFC	Jawaharlal Nehru Port is a major container-port gateway for the region. Its connectivity with the Dedicated Freight Corridor strengthens the logistics and industrial potential of the surrounding region.
	Virar Alibaug Multi-Modal Corridor	A planned multi-modal transport network designed to connect major growth centres across the Mumbai Metropolitan Region and improve movement between emerging economic zones.
	Panvel Karjat Suburban Rail	The planned rail corridor is expected to strengthen mass-transit connectivity between mainland Navi Mumbai and the wider KSC region.

Connectivity-led development

The combination of road connectivity + international airport + port infrastructure + freight network + suburban rail creates the foundation for future commercial, logistics, hospitality and urban development.

03 | THE EVOLUTION: FROM NAINA TO NEW TOWN

NAINA — Navi Mumbai Airport Influence Notified Area

NAINA was originally announced in 2013 and developed under CIDCO as an airport-influence planning area focused on structured, infrastructure-led development.

The planning approach was designed to guide urban growth around the upcoming Navi Mumbai International Airport and prevent unplanned expansion.

KSC NEW TOWN

As major infrastructure such as Atal Setu progressed and the airport development moved closer to operation, the broader development vision expanded towards creating a larger planned urban ecosystem.

The KSC New Town framework brings together a wider metropolitan development vision across the region.

Village Overlap

Of the 124 villages identified within KSC New Town, approximately 80–94 villages are stated to have been drawn from the NAINA region.



Simple relationship



NAINA

Airport Influence &
Structured Planning Area



KSC NEW TOWN

Larger Planned Urban
Development Vision

Timeline of Milestones

 JANUARY 2024	Atal Setu Opens	The 21.8-km Mumbai Trans Harbour Link becomes a major connectivity catalyst, strengthening access between Mumbai and the mainland.
 OCTOBER 2024	Official Designation	MMRDA formally identifies the KSC New Town development and defines the planned boundary across 124 villages.
 JANUARY 2025	Major Institutional Investment	A \$5 billion commitment attributed to Blackstone Group is associated with the KSC New Town region, with focus areas including hospitality, retail and warehousing.
 MARCH 2026	Land Acquisition Begins	Formal land-acquisition activity is initiated, with compensation options described as including: 22.5% developed land Monetary compensation TDR
 MID-2026	Masterplan Commissioned	Surbana Jurong is appointed for preparation of the blueprint covering layout, transportation and utilities for approximately 104 sq. km. of developable land.
 LATE 2026 (EXPECTED)	Suburban Rail Catalyst	The Panvel–Karjat rail corridor is expected to strengthen regional passenger connectivity.
 2030 TARGET	Economic & Transport Integration	The development vision includes a target of doubling the region's GDP to approximately \$300 billion, supported by major infrastructure and the Virar–Alibaug corridor.

04 | THE INVESTMENT OPPORTUNITY

Understanding the 22.5% Development Model

One of the key elements associated with the planned development is the 22.5% developed-land compensation model.

Under the model, eligible landowners surrender land for planned development and may receive 22.5% of the surrendered land area back as a developed and demarcated plot, subject to the applicable scheme, eligibility and approvals.



Potential Benefits



Value Appreciation

Infrastructure development and urbanisation can enhance the value potential of developed land.



Reduced Development Burden

The planned development model can provide infrastructure and planning benefits without the landowner independently undertaking the complete urbanisation process.



Commercial Potential

A developed plot may potentially be sold, leased or considered for a joint-development arrangement, subject to applicable regulations.



Early-Stage Opportunity

Acquiring or participating at an early stage may provide exposure to the region's long-term urbanisation cycle.



Important: The applicability of the 22.5% model, compensation structure and resulting economics depend on the specific land parcel, scheme, eligibility, approvals and prevailing government regulations.



05 | LAND BANKING & AGGREGATION



Creating Value Through Land Consolidation

A key land-development strategy is the aggregation of smaller land parcels into a larger, contiguous tract.

1 | AGGREGATE



Consolidate fragmented parcels into a contiguous land holding.

2 | DE-RISK THE ASSET



- Verify ownership and title.
- Resolve encumbrances.
- Complete required documentation.
- Evaluate zoning and planning requirements.
- Convert land to Non-Agricultural use where applicable.

3 | FSI MULTIPLIER EFFECT



- Land-use permissions and applicable zoning can materially influence development potential and permissible FSI.
- The development thesis is based on transforming fragmented or raw land into a clear-title, development-ready asset with applicable planning permissions and development rights.

4 | INTEGRATED TOWNSHIP POLICIES



Larger land parcels may, subject to applicable policy and eligibility conditions, qualify for development opportunities associated with integrated township frameworks.

Potential Policy Benefits

For sufficiently large contiguous land parcels, applicable policies may provide opportunities such as:

- FSI benefits
- NA conversion provisions
- Development incentives
- Financial subsidies

All such benefits remain subject to applicable government policies, eligibility requirements and approvals.

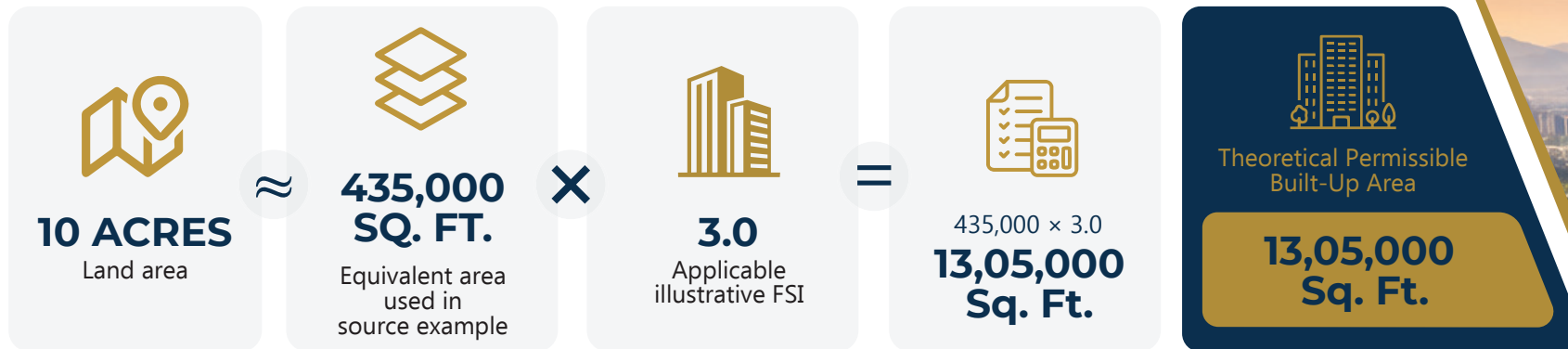


06 | THE FSI MULTIPLIER — THE MATH

(Understanding Floor Space Index)

FSI = Floor Space Index

FSI determines the permissible built-up area in relation to the land area, subject to applicable planning regulations.



This illustrates how development rights can influence the economic potential of a land parcel.

Key Takeaway

The opportunity is not simply about acquiring land.

Simple relationship



Actual permissible development depends on zoning, road width, reservations, infrastructure requirements, approvals and applicable planning regulations.

07 | EXIT STRATEGY

Potential Routes to Monetisation

Once the applicable master layout and development permissions are in place, potential exit strategies may include:

1

Outright Sale —
Plotted
Development



Sell infrastructure-ready plots to end-users or smaller developers, wherever permitted.

2

Joint Venture
Partner with an
established developer.



The landowner may contribute clear -title land while the development partner contributes construction capital, development expertise, brand and execution capabilities.

Revenue sharing is structured according to the agreed development arrangement.

3

Selling FSI / TDR



Where applicable, development rights such as TDR may arise from land surrendered for public infrastructure and may potentially be transferable or monetised in accordance with applicable regulations.

Investment Logic

Acquire /
Aggregate



Clear & Structure
the Asset



Obtain Applicable
Planning Permissions



Develop /
Monetise



Exit Through Sale, JV or
Applicable Development Rights

This sequence is a conceptual representation of the business model described in the supplied document. Each stage is subject to legal, planning, financial and execution conditions.

OFFICIAL LINKS AND SOURCES

Official Government Reference



MMRDA Govt. Portal

<https://mmrda.maharashtra.gov.in/en/planning/new-town-development-authority/overview#gsc.tab=0>



Supported Documents and Maps

https://drive.google.com/drive/folders/1XxW0cOVLgscEMjaqARega3OWQrA5Q2zF?usp=drive_link



MMRDA NTDA Notification

<https://drive.google.com/drive/folders/1YZhlfqopN5q47ANGIdoBFL1YCRvPHgly>



MMRDA Land Allocation Policy

https://drive.google.com/file/d/1ZM85G8gfDmB90JRJIScYMeI_Tfdv1Y8v/view?usp=drive_link



MasterPlan Image

https://docs.google.com/document/d/1BZHlaUx_6S5qYhT26iF5vllpHNxu7rnT9K0vOc7T1MU/edit?tab=t.0

DISCLAIMER

This brochure is intended for preliminary information and discussion purposes only.

Development plans, infrastructure timelines, investment announcements, land-acquisition provisions, compensation mechanisms, FSI, TDR, township-policy benefits, GDP targets and other future-oriented information are subject to applicable government policies, approvals, regulatory changes and implementation timelines.

The 22.5% developed-land model, FSI benefits, TDR provisions, NA conversion, township incentives and other development-related benefits may vary according to the specific land parcel, eligibility, planning regulations and approvals.

This brochure does not constitute an offer, solicitation, investment guarantee, legal opinion or assurance of returns.

Real-estate investments involve title, regulatory, market, liquidity, infrastructure, execution and development risks.

Investors and landowners should independently verify all relevant documents, government notifications, planning permissions and property records and obtain appropriate legal, financial and technical advice before entering into any transaction.



Role of Vantage Realtors



Understanding the 22.5% Development Model

1 Land Aggregation And Title Verification

Buying agricultural land in Maharashtra is notoriously complex due to fragmented ownership, unclear 7/12 extracts, and generational disputes.

The Role: Vantage Realtors can act as the critical boots-on-the-ground aggregator. By sourcing contiguous agricultural parcels from local farmers and working with legal experts to clear titles, the firm can package clean, undisputed land banks for High-Net-Worth Individuals (HNIs) and institutional investors who lack the local network to negotiate directly at the village level.

3 Zoning and NA (Non-Agricultural) Conversion Strategy

As the KSC New Town zoning regulations are formalized, agricultural land will need to be converted to NA status to realize its true commercial value.

The Role: The firm can analyze the anticipated infrastructure corridors (such as the Virar-Alibaug Multi-Modal Corridor and airport influence zones) to help investors buy agricultural land specifically in future high-density zones. Vantage Realtors can then manage or advise on the bureaucratic process of NA conversion, which instantly multiplies the land's valuation.

2 Navigating MMRDA Compensation Schemes

The MMRDA has initiated land acquisition in the KSC region offering landowners multiple compensation models, including the highly lucrative 22.5% developed land scheme, Transferable Development Rights (TDR), or direct monetary compensation. due to fragmented ownership, unclear 7/12 extracts, and generational disputes.

The Role: Vantage Realtors can advise investors on acquiring agricultural land now with the explicit strategy of participating in these MMRDA pooling schemes. The firm can model the projected returns of opting for TDR versus holding out for the 22.5% developed commercial/residential plots once the masterplan is finalized, guiding the investor to the most profitable exit strategy.

4 Exit Strategy

Acquiring land with a clear title is easier than realizing profits from it. We at Vantage Realtors will formulate and execute exit strategies to optimize returns by :



Outright Sale
of land parcels



Sale of TDR



Joint Ventures with
land developers.



Plottings and
Development etc



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For More Information :-

<https://vantagerealtors.in/newtown>

