

Presentation On
UDCPR Modifications

Presented By
Er. Nikhil Jadhav,
Chairman, PEATA MMR Sub-committee

Supported By



**Practising Engineers Architects and
Town Planners Association (India)**

UDCPR Notifications dated 02.12.2021

- 1) Notification No. TPS-1821/575/C.R.121/21/UD-13 dt. 02.12.2021**
- 2) Notification No. TPS-1820/614/C.R.79/2021/UD-13 dt. 02.12.2021**
(Corrigendum / Addendum as per regulation no. 1.10 i.e. Removal of Difficulties)
- 3) Notification No. TPS-1818/CR-236/18 (Part-3)/Sec.37 (1AA)(c) & Sec.20(4) / Modification / UD-13 dt. 02.12.2021** *(Modification under section 37)*

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना
अधिनियम, १९६६
मंजूर एकत्रिकृत विकास नियंत्रण व प्रोत्साहन
नियमावलीतील काही तरतुदीच्या प्रभावी
अंमलबजावणीमध्ये येणाऱ्या अडचणीबाबत
सुधारणा करणेसंदर्भात विनियम १.१० अन्वये
मंजूर नियमावलीस शुध्दीपत्रक / पूरकपत्र.

शुध्दीपत्रक / पूरकपत्र

महाराष्ट्र शासन

नगर विकास विभाग,

मंत्रालय, मुंबई - ४०० ०३२

दिनांक : ०२/१२/२०२१

शासन निर्णय क्र.टिपीएस-१८२१/५७५/प्र.क्र.१२१/२१/नवि-१३, दिनांक : ०२/१२/२०२१

वाचा :- शासन निर्णय क्रमांक :

- १) टिपीएस-१८१८/प्र.क्र.२३६/१८/कलम ३७(१कक)(ग) व कलम २०(४)/नवि-१३, दिनांक ०२.१२.२०२०
- २) टिपीएस-१८१८/प्र.क्र.२३६/१८/विवो. व प्रायो/ कलम ३७(१कक)(ग) व कलम २०(४)/शुध्दीपत्रक/नवि-१३, दि.०९.१२.२०२०
- ३) टिपीएस-१८१८/प्र.क्र.२३६/१८/कलम ३७(१कक) व कलम २०(३)(भाग-१)/पूरकपत्र/नवि-१३, दि.१४.०१.२०२१
- ४) टिपीएस-१८१८/प्र.क्र.२३६/१८(भाग-१)/पूरकपत्र/नवि-१३, दि.२३.०६.२०२१
- ५) टिपीएस-१८१८/प्र.क्र.२३६/१८(भाग-१)/पूरकपत्र/नवि-१३, दि.०८.१०.२०२१
- ६) टिपीएस-१८२१/५७५/प्र.क्र.१२१/२१/पूरकपत्र/नवि-१३, दि.२७.१०.२०२१

शासन निर्णय :- सोबतचे शुध्दीपत्रक / पूरकपत्र महाराष्ट्र शासनाच्या असाधारण राजपत्रांमध्ये राज्यस्तरावर प्रसिध्द करण्यात यावे.

महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नांवाने.



(नारेश्वर रंजणे)
सह सचिव, महाराष्ट्र शासन

NOTIFICATION
(CORRIGENDUM/ADDENDUM)
Government of Maharashtra
Urban Development Department
Mantralaya, Mumbai - 400 032
Dated : 02/12/2021

The Maharashtra Regional & Town Planning Act, 1966

No.TPS-1821/575/C.R.121/21/UD-13 :-

Whereas, the Government of Maharashtra has sanctioned the Unified Development Control and Promotion Regulations ("UDCPR") (hereinafter referred to as "the said Regulations") for the state except Municipal Corporation of Greater Mumbai, other Planning Authorities / Special Planning Authorities / Development Authorities within the limits of Municipal Corporation of Greater Mumbai, MIDC, NAINA, Jawaharlal Nehru Port Trust, Hill Station Municipal Councils, Eco-Sensitive/ Eco-Fragile region notified by MoEF & CC and Lonavala Municipal Council and Area under CIDCO's jurisdiction as Planning Authority, PCNTDA, MIHAN, MADC, MSRDC, in Maharashtra under the provisions of the Maharashtra Regional & Town Planning Act, 1966 (hereinafter referred to as "the said Act") vide Notification No.TPS-1818/CR-236/18/DP. & RP/Sec.37 (1AA)(c) & sec.20(4)/UD-13, dated 02/12/2020 (hereinafter referred to as "the said Notification");

And whereas, to make applicable the said sanctioned Unified Development Control and Promotion Regulations for the area of CIDCO as Planning Authority, for the area of Pimpri-Chinchwad New Town Development Authority, for the area of Multi-Model International Hub Airport Notified area (MIHAN), for Shirdi Airport Notified area of Maharashtra Airport Development Company Ltd. (MADC) as Special Planning Authority and for notified area of Maharashtra State Road Development Corporation as Special Planning Authority, the Government has published Notices under section 37(1AA) & section 20(3) of the said Act, bearing No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/18/Sec.20(3)/UD-13, dated 02/12/2020 respectively alongwith directives under section 154 of the said Act, 1966 vide resolutions No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/18/Sec.20(3)/UD-13, dated 02/12/2020 respectively;

And whereas, Government has issued Corrigendum / Addendums to the said Regulations vide various resolutions;

And whereas, various representations from other Governments Departments, Planning Authorities and some other Organizations are received on the said Regulations requesting to check feasibility with respect to difficulties in implementation and to review some of the provisions to remove difficulties and amend such provisions;

And whereas after considering the various representations as above and in larger public interest, the Government is of opinion that, some of the provisions of the said Regulations shall be clarified or amended for smooth implementation of the said Regulations and Corrigendum / Addendums in this regard to the said Regulations shall be issued taking recourse of the regulation no.L10 of the said Regulation;



महाराष्ट्र प्रादेशिक नियोजन व नगर रचना
अधिनियम, १९६६
मंजूर एकत्रिकृत विकास नियंत्रण व प्रोत्साहन
नियमावलीतील काही तरतुदींच्या प्रभावी
अंमलबजावणीमध्ये येणाऱ्या अडचणीबाबत
सुधारणा करणेसंदर्भात विनियम १.१० अन्वये
मंजूर नियमावलीस शुध्दीपत्रक / पूरकपत्र.

शुध्दीपत्रक / पूरकपत्र

महाराष्ट्र शासन

नगर विकास विभाग,

मंत्रालय, मुंबई - ४०० ०३२

दिनांक ०२/१२/२०२१

शासन निर्णय क्र.टिपीएस-१८२०/६१४/प्र.क्र.७९/२०२१/नवि-१३, दिनांक : ०२/१२/२०२१

वाचा :- शासन निर्णय क्रमांक :

- १) टिपीएस-१८१८/प्र.क्र.२३६/१८/कलम ३७(१कक)(ग) व कलम २०(४)/नवि-१३, दिनांक ०२.१२.२०२०
- २) टिपीएस-१८१८/प्र.क्र.२३६/१८/वियो. व प्रायो./ कलम ३७(१कक)(ग) व कलम २०(४)/शुध्दीपत्रक/नवि-१३, दि.०९.१२.२०२०
- ३) टिपीएस-१८१८/प्र.क्र.२३६/१८/कलम ३७(१कक) व कलम २०(३)(भाग-१)/पूरकपत्र/नवि-१३, दि.१४.०१.२०२१
- ४) टिपीएस-१८१८/प्र.क्र.२३६/१८(भाग-१)/पूरकपत्र/नवि-१३, दि.२३.०६.२०२१
- ५) टिपीएस-१८१८/प्र.क्र.२३६/१८(भाग-१)/पूरकपत्र/नवि-१३, दि.०८.१०.२०२१
- ६) टिपीएस-१८२१/५७५/प्र.क्र.१२१/२१/पूरकपत्र/नवि-१३, दि.२७.१०.२०२१
- ७) टिपीएस-१८२१/५७५/प्र.क्र.१२१/२१/नवि-१३, दि.०२.१२.२०२१

शासन निर्णय :- सोबतचे शुध्दीपत्रक / पूरकपत्र महाराष्ट्र शासनाच्या असाधारण राजपत्रामध्ये राज्यस्तरावर प्रसिध्द करण्यात यावे.

महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नांवाने,



(नोःश्वर र. शेंडे)
सह सचिव, महाराष्ट्र शासन

NOTIFICATION
(CORRIGENDUM/ADDENDUM)
Government of Maharashtra
Urban Development Department
Mantralaya, Mumbai - 400 032
Dated : 02/12/2021

The Maharashtra Regional & Town Planning Act, 1966

No.TPS-1820/614/C.R.79/2021/UD-13 :-

Whereas, the Government of Maharashtra has sanctioned the Unified Development Control and Promotion Regulations ("UDCPR") (hereinafter referred to as "the said Regulations") for the state except Municipal Corporation of Greater Mumbai, other Planning Authorities / Special Planning Authorities / Development Authorities within the limits of Municipal Corporation of Greater Mumbai, MIDC, NAINA, Jawaharlal Nehru Port Trust, Hill Station Municipal Councils, Eco-Sensitive/ Eco-Fragile region notified by MoEF & CC and Lonavala Municipal Council and Area under CIDCO's jurisdiction as Planning Authority, PCNTDA, MIHAN, MADC, MSRDC, in Maharashtra under the provisions of the Maharashtra Regional & Town Planning Act, 1966 (hereinafter referred to as "the said Act") vide Notification No.TPS-1818/CR.238/18/DP. & RP./Sec.37 (1AA)(c) & sec.20(4)/UD-13, dated 02/12/2020 (hereinafter referred to as "the said Notification");

And whereas, to make applicable the said sanctioned Unified Development Control and Promotion Regulations for the area of CIDCO as Planning Authority, for the area of Pimpri-Chinchwad New Town Development Authority, for the area of Multi-Model International Hub Airport Notified area (MIHAN), for Shirdi Airport Notified area of Maharashtra Airport Development Company Ltd. (MADC) as Special Planning Authority and for notified area of Maharashtra State Road Development Corporation as Special Planning Authority, the Government has published Notices under section 37(1AA) & section 20(3) of the said Act, bearing No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/18/Sec.20(3)/UD-13, dated 02/12/2020 respectively alongwith directives under section 154 of the said Act, 1966 vide resolutions No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/18/Sec.20(3)/UD-13, dated 02/12/2020 respectively;

And whereas, Government has issued Corrigendum / Addendums to the said Regulations vide various resolutions;

And whereas, various representations from Planning Authorities and some other Organizations are received on the said Regulations requesting to check feasibility with respect to difficulties in implementation and to review some of the provisions to remove difficulties and amend such provisions;

And whereas after considering the various representations as above and in larger public interest, the Government is of opinion that, some of the provisions of the said Regulations shall be clarified or amended for smooth implementation of the said Regulations

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना
अधिनियम, १९६६
मंजूर एकत्रिकृत विकास नियंत्रण व प्रोत्साहन
नियमावलीतील काही तरतुदींमध्ये सुधारणा
करणेसंदर्भात - कलम ३७(१कक)(ग) व कलम
२०(४) अन्वये मंजूरीची अधिसूचना...

महाराष्ट्र शासन
नगर विकास विभाग,
मंत्रालय, मुंबई - ४०० ०३२

अधिसूचना

शासन निर्णय क्र.टिपीएस-१८१८/प्र.क्र.२३६/१८(भाग-३)/कलम ३७(१कक)(ग) व
कलम २०(४)/फेरबदल/नवि-१३, दिनांक ०२/१२/२०२१

शासन निर्णय :- सोबतची अधिसूचना महाराष्ट्र शासनाच्या असाधारण राजपत्रामध्ये राज्यस्तरावर
प्रसिध्द करण्यात यावी.

महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नांवाने,



(नोरेश्वर र. भोन्डे)
सह सचिव, महाराष्ट्र शासन

प्रत :-

१. मा.मुख्यमंत्री महोदय यांचे प्रधान सचिव, मंत्रालय, मुंबई.
२. मा.उप मुख्यमंत्री महोदय यांचे सचिव, मंत्रालय, मुंबई.
३. मा.मंत्री, नगर विकास यांचे खाजगी सचिव, मंत्रालय, मुंबई.
४. मा.राज्यमंत्री, नगर विकास यांचे खाजगी सचिव, मंत्रालय, मुंबई.
५. मा.विरोधी पक्षनेता, विधानपरिषद / विधानसभा, महाराष्ट्र विधानमंडळ सचिवालय, मुंबई.
६. मा.उपसभापती, महाराष्ट्र विधानपरिषद, महाराष्ट्र विधानमंडळ सचिवालय, मुंबई.
७. मा.उपाध्यक्ष, महाराष्ट्र विधानसभा, महाराष्ट्र विधानमंडळ सचिवालय, मुंबई.
८. प्रधान सचिव (नवि-१), नगर विकास विभाग, मंत्रालय, मुंबई.
९. संचालक, नगर रचना तथा सह सचिव, नगर विकास विभाग, मंत्रालय, मुंबई.
१०. सह सचिव तथा सहसंचालक (नगर रचना), नगर विकास विभाग, मंत्रालय, मुंबई.

NOTIFICATION

Government of Maharashtra
Urban Development Department,
Mantralaya, Mumbai - 400 032.

Dated : 02/12/2021

The Maharashtra Regional & Town Planning Act, 1966

No.TPS-1818/CR-236/18 (Part-3)/Sec.37 (1AA)(c) & Sec.20(4)/Modification/UD-13 :-

Whereas, the Government of Maharashtra has sanctioned the Unified Development Control and Promotion Regulations ('UDCPR') for the state except Municipal Corporation of Greater Mumbai, other Planning Authorities / Special Planning Authorities / Development Authorities within the limits of Municipal Corporation of Greater Mumbai, MIDC, NAINA, Jawaharlal Nehru Port Trust, Hill Station Municipal Councils, Eco-Sensitive/ Eco-Fragile region notified by MoEF & CC and Lonavala Municipal Council and Area under CIDCO's jurisdiction as Planning Authority, PCNTDA, MIHAN, MADC, MSRDC, in Maharashtra under the provisions of the Maharashtra Regional & Town Planning Act, 1966 (hereinafter referred to as 'the said Act') vide Notification No.TPS-1818/CR-236/18/DP. & RP./Sec.37 (1AA)(c) & sec.20(4)/UD-13, dated 02/12/2020 which has come into force from 03/12/2020, excluding area of Pune Metropolitan Region Development Authority and Regional Plan of Ratnagiri District;

And whereas, to make applicable the said sanctioned Unified Development Control and Promotion Regulations for the area of CIDCO as Planning Authority, for the area of Pimpri-Chinchwad New Town Development Authority, for the area of Multi-Model International Hub Airport Notified area (MIHAN), for Shirdi Airport Notified area of Maharashtra Airport Development Company Ltd. (MADC) as Special Planning Authority and for notified area of Maharashtra State Road Development Corporation as Special Planning Authority, the Government has published Notices under section 37(1AA) & section 20(3) of the said Act, bearing No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/18/Sec.20(3)/UD-13, dated 02/12/2020 respectively, along with directives under section 154 of the said Act, 1966 vide resolutions No.TPS-1818/ CR-236/18/Sec.37(1AA) & Sec.20(3)/UD-13, dated 02/12/2020 and No.TPS-1818/CR-236/ 18/Sec.20(3)/UD-13, dated 02/12/2020 respectively;

And whereas, the Government is of opinion that, it is necessary to modify some provisions of the said sanctioned Unified Development Control and Promotion Regulations (hereinafter referred to as 'the said modification');

And whereas, in exercise of the powers conferred under section 37(1AA)(a) and section 20(3) of the said Act, the Government in Urban Development Department has declared its intention regarding the said modification and published a Notice No.TPS-1818/CR-236/18/Sec.37(1AA) & Sec.20(3)/Modification/UD-13, dated 02/12/2020 & Addendum No.TPS-1818/CR-236/18/Sec.37 (1AA) & Sec.20(3)/Addendum/UD-13, dated 09/12/2020 to that effect, for inviting suggestions/objections from the general public, which



Regulation 1.10 - Removal of Difficulties

If any difficulty arises in giving effect to the provisions of this Unified Development Control and Promotion Regulations, the State Government may, by order published in the official Gazette, give such directions, as may appear to it to be necessary or expedient for the purpose of removing the difficulty.

Provided that, no such order shall be made after the expiry of a **period of 1 years** from the date of coming in to force of this Unified Development Control and Promotion Regulations.

CONTENTS OF PRESENTATION

- I) Modifications for open space requirements
- II) Modifications for free of FSI features
- III) Other modifications -
 - Plot area consideration for Premium FSI & TDR
 - Excess parking created at the time of part approval
 - Inclusive Housing
 - Accommodation Reservation
 - Instalment extension
 - Travel Distance
 - Car Lifts for smaller plots
 - Definition of High Rise Building / Special Building
 - Agricultural Zone, Afforestation Zone, Green Belt
- IV) Modifications for redevelopment schemes

I) Modifications for Open Space Requirements

OPEN SPACE REQUIRED BETWEEN TWO BUILDINGS

6.2.3 (b)

Provided that, such marginal distance shall be subject to a maximum of 12m. from the plot boundary and distance between two buildings shall be ~~maximum 16 m.~~ as per regulation no. 6.2.4

6.2.4

Distance between two buildings: The distance between two buildings shall be the side/rear marginal distance required for the taller building between the two adjoining buildings.

Interpretation - Max. Open Space Required Between Two Buildings Reduced From 16 M TO 12 M.

OPEN SPACE REQUIRED FOR DEAD WALL

6.2.3 (b)

Provided further that, where rooms do not derive light and ventilation from the exterior open space, i.e. dead walls, such marginal distance may be reduced ~~by 1 m. subject to minimum of~~ to 6.0 m. in case of special building and 3.0 m. in case of other buildings.

Example:

For a building having height more than 55 M,

Open space required for dead wall was 11 M; Now It is reduced to 6 M

OPEN SPACE FOR PARKING TOWER

8.1.1 viii)(f)

Mechanical / Hydraulic / Stack parking / Parking tower may be permitted at 1.5 m in side and rear margin under following circumstances –

1. Min. 6 m driveway required for fire appliances. (On one side only??)
2. For non special building, such distance shall be min. 3 m
3. **Such parking tower may be permitted touching building on dead wall side.**

**Above text is mentioned in concise manner for easy understanding.
Refer original notification for exact text of regulation*

OPEN SPACE FOR PODIUM

10.2.12

Podium may be permitted with side & rear marginal distance of 1.5 m from plot boundary, subject to following conditions:-

- a) Top of the podium to be accessible for fire engine by 7.5 m ramp
- b) Structural stability certificate for fire engine load
- c) Min. 6 m marginal distances over the podium for fire engine manoeuvring

(Note – Above regulation is applicable for TMC area only)

**Above regulation is mentioned in concise manner for easy understanding.
Refer original notification for exact text of regulation*

OPEN SPACE FOR RAMPS

9.12.2 – Vehicular Ramp allowed in side marginal distances

In case of non-special building, Vehicular ramps may be permitted in side marginal distances.

In case of special building, ramps may be permitted in side marginal distances, after leaving 6 m open space for movement of fire fighting vehicle.

II) Modifications for Free of FSI features

Exclusion of structures / projections for FSI calculation

6.8 (i) Structures/ Projections / features / ornamental projection of glass façade permitted in marginal open spaces as mentioned in Regulation No.6.7 (a), (c), (d), (e), (f) (iii), (g), ~~(h)~~, (j), (k).

(i.e. Staircase midlanding free of FSI deleted)

6.8 (ii) Stilt/ Multi-storeyed floors/ podium/ basement, if used exclusively for parking including passages and staircase, Lift Duct / Lobby therein and basement used for users mentioned in regulation 9.11.1 (i) to (iii).

6.8 (iv) Area of structures for water, grey water, wet-waste or an effluent treatment plant, rain water harvesting, Pump rooms ~~(maximum 10sqm.)~~, electric cabin of sub-stations / of generator set area, electric meter rooms as per requirements, Refuse chutes / garbage chutes / garbage shafts for wet and dry garbage separately with collection chambers.

III) Other Modifications

Plot area consideration for Premium FSI & TDR

11.2.7 (iii) The utilisation of Transferable Development Rights (TDR) shall be permissible by considering ~~Gross Plot Area excluding area affected by reservations or deemed reservation, if any.~~ the provision mentioned in Note (xiv) below Table No. 6G of regulation 6.3

6.3. Note- xiv) Entire area of plot may be considered for calculating the potential of plot in respect of premium FSI +TDR, but not the basic FSI. Basic FSI shall be calculated on area of the plot remaining with the owner after deducting area under D.P. road / road widening / reservations and amenity space. This shall be applicable in cases where reservation area or amenity space is handed over to the authority.

Excess parking created at the time of part approval

8.2.1 Off-street parking requirement. Table No. 8B - Parking Requirements

Note - v) Parking more than 50% over and above stipulated... shall be liable for payment of charges @ 10% of ASR land rate....

Parking requirement as stipulated ... may be permitted for full permissible potential of the plot even though Building permission is... sanctioned for only part of the full potential.

In such cases the difference between such parking requirement shall be liable for payment of charges, at time of final occupancy certificate

or

If the proposal for balance potential is not submitted before final O.C., then such excess parking shall be handed over to the Authority free of cost as public parking

Inclusive Housing

3.8.2 (b)

Size of tenements **between 30 and 50 sq.m. carpet area**
(Earlier it was built-up area)

Accommodation Reservation

11.1 (xi) Notwithstanding anything contained in these regulations, there shall be no cap for utilization of available in-situ FSI/and Premium FSI and TDR potential of the entire plot on the remaining plot.



Instalment Facility for Premium Charges and Fire Infrastructure Charges

2.2.14

The aforesaid premium charges shall be allowed to be paid in the instalments with interest @ 8.5% per annum in the following manner and subject to following conditions. (Option 1 & Option 2 instalment options are mentioned in UDCPR)

Note (v) - The aforesaid option 1 & option 2 shall be applicable for the period of 2 years. *In addition to this, extension of further 2 years (i.e. upto 2.12.2024) shall be applicable, considering the lock-down measures and guidelines issued by the Government w.r.t. Pandemic situation.*



Travel Distance

9.28.4

Note added –

For the buildings where **sprinkler system** has been provided in entire building for fire fighting, the travel distance **may be increased by 50%** of the value specified in above table.

Car Lifts for plot area upto 2000 sq. m.

9.12.2

In case of plot admeasuring up to 2000 sq.m., one ramp of minimum 6 m width may be provided for car / two wheeler parking or the owner may provide minimum 2 Car lifts instead of Ramp.

Definition of High Rise Building / Special Building

10.2.9

For the sake of regulations no. 1.3.74, no. 1.3.93(xiv)(i) and no.6.2.3(b), High Rise Building / Special Building means any multi-storied Residential building, which is under redevelopment, and which is more than 25 m. in height above average surrounding ground level.

Note – Above regulation is applicable for TMC area only

Uses permissible in Agricultural Zone:

Following uses added -

4.11 (xxxiii) Development of Housing for EWS / LIG as per Regulation No. 7.7 permitted in Agricultural Zone

4.11 (xxxiv) Development permissible adjacent to Gaothan as specified in Regulation No. 5.1.1.

Uses permissible in Afforestation Zone

Following uses added -

4.16 (v) Development permissible adjacent to Gaothan as specified in Regulation No. 5.1.1 subject to maximum 200 m periphery from gaothan limit.

FSI of Green Belt

6.5. Basic FSI along with full potential of premium FSI and TDR of the green belt shown on the Development Plan / Regional Plan may be allowed on remaining land of the owner by counting area of green belt in gross area of plot subject to condition that the area shall always be under tree cover.

IV) Modifications for Redevelopment Proposals

7.6.1 Redevelopment of multi-dwelling buildings of Co-Operative Housing Societies/ Apartments –

FSI permissible –

FSI of existing authorized building + **Incentive FSI to the extent of 30% of existing BUA or 15 sq.mt. per tenement**, whichever is more.

Provided further that if the existing authorized built-up area and incentive thereon as stated above is less than maximum building potential mentioned in Regulation No.6.1 or 6.3, as the case may be, then society may avail premium FSI/TDR upto maximum building potential.

10.2.10 Redevelopment of Old Dilapidated / Dangerous Buildings

(New Regulation added under TMC Specific Regulations)

Applicability -

Reconstruction/Redevelopment in whole or in part of any building which has ceased to exist in consequence of accidental fire / natural collapse
or demolition for the reasons of the same having been declared dangerous
or dilapidated or unsafe by or under a lawful order of the Authority
or building having age of more than 30 years.

FSI Permissible -

FSI permissible under Regulation no.6.1 or 6.3 including FSI on payment of premium and maximum permissible TDR loading as per Table 6-A or 6-G

or the FSI consumed by the existing authorized Building including TDR, premium FSI etc.,

Whichever is more.

In addition to this, **incentive FSI to the extent of 50% of the existing authorised built up area or 15 sq.mt. per tenement**, whichever is more, shall be allowed.

10.2.11

Height of Building permissible for Redevelopment Proposals / SRA Proposals

For all re-development proposals and slum-rehabilitation schemes in Municipal Corporation area, **the building height up to 70.0 m. shall be permissible on roads having width between 9.0 to 12.0 m**

subject to minimum front margin as per these regulations or minimum 6.0 m. whichever is less and subject to condition that, such road shall be widened to 12.0 m. under the provisions of Municipal Corporation Act, by prescribing line of street before granting occupation certificate to such buildings of re-development or slum-rehabilitation schemes.

This shall be subject to Fire prevention, protection and life safety requirements and Fire NOC from Chief Fire Officer.

Note – Above regulation is applicable for TMC area only

Other Modifications for Redevelopment projects

Front open space requirement for **redevelopment proposals in congested area** shall be **1.5m** (for roads having width 6 m or more) ...Reg. no. 10.2.13

For **redevelopment of smaller plots upto 1500 sq. m.,** for **building height < 24m** (+ 6m parking ht.), **Side / Rear margin shall be relaxed to 3 m,** subject to Fire NOC, and such building shall not be considered as special building. ...Reg. no. 10.2.15

Parking requirement for redevelopment projects to be considered **at 80%** of regular parking requirement. ...Reg. no. 10.2.14

(Note – Above regulations are applicable for TMC area only)

Looking forward to more modifications...

- Reduction of Two Wheeler Parking Requirement
- Transit Oriented Development (TOD) Policy
(kept in abeyance)

THANK YOU