

# OSHIWARE DISTRICT CENTRE

## PLANNING PROPOSALS

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MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY  
Plot No. C-14 & C-15, Bandra Kurla Complex, Near Drive-In-Theatre, Bandra (East),  
MUMBAI 400 051.

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## **I. PREAMBLE**

### **1.1 Genesis**

1.1.1 In December, 1977, the BMRDA after evaluation of two scenarios based on alternative development strategies for the BMR Identified the most desirable pattern of growth called the Optimal Regional Structures and recommended policies that, in course of time, would achieve such a structure. The key feature of this Policy is to restructure the existing pattern of development by planned decentralization of economic activities through such measures as preventing growth of offices and wholesale establishments in South Bombay, shifting wholesale markets from the congested parts of the city and developing new growth centers in the Region. Some of the growth centers Identified in the above policy namely Bandra-Kurla Complex, New Bombay, Kalyan Complex are presently in various stages of planning and Implementation. In addition to these growth centers, the above policy has recommended the creation of two District Centers - one each in the eastern and western suburbs with a target employment of 20,000 to 25,000 in the near future and about 40,000 to 45,000 employment by year 2001. The policy plan (1981-2001) formulated by BMC for the city's future development also envisages a poly-nucleated structure of development, and entails creation of new growth centers in the northern part of the city.

### **1.2 Need for a District Centre**

1.2.1 Relentless pressure of growth of population and economic activity in Bombay has created heavy demand for space for offices, wholesale and semi-wholesale establishments, banking, high order shopping in the traditional business centers in the Island city, where, owing to the scarcity of open land, there is little scope for further expansion. Moreover, the MMRDA's policy of discouraging offices and wholesale establishments and the policy of limiting the FSI to 1.33 in the island city of Bombay has further restricted the supply of additional space. The demand arising from the inevitable growth can only be met in the new Growth Centers.

1.2.2 While New Bombay can be considered as an appropriate location for the large establishments such as State and Central Government offices, offices of the Public Undertakings or offices of large manufacturing concerns, port oriented offices, banking and insurance, wholesale markets etc., the offices directly and necessarily linked with Greater Bombay and small private offices, banks, semi-wholesale markets and other related commercial activities must find place in the growth centers located in Greater Bombay. Bandra-Kurla Complex, which is a

major growth centre in Greater Bombay, has limited potential to absorb future growth of commercial activities considering the availability of land and the commitments that have already been made. Unless, therefore, the growing demand for commercial space is channelized into organized District Centers, it would result in haphazard and sporadic growth of commercial activities in the suburbs. The following table will give a fair idea of the growth of jobs and population expected by the year 2001 in the northern part of Greater Bombay.

**TABLE 1.1**

Area	Population in Lakhs			Jobs in Lakhs		
	1971	1981	2001	1971	1981	2001
Source	(1)	(1)	(2)	(1)	(3)	(2)
Bombay City.	30.70	32.58	34.18	10.94	13.58	12.89
Suburbs & extended suburbs	29.01	49.69	57.73	4.44	6.07	10.54
TOTAL	59.71	82.27	91.91	15.38	19.65	23.43

**SOURCE :-** (1) Census  
 (2) Optimal Regional Structure, BMRDA.  
 (3) Operation Research Group (ORG).

1.2.3 It may be mentioned that the figures projected for the year 2001 are based on the assumption that policies for restructuring Region's growth pattern will be pursued vigorously. In absence of such efforts, as the actual figures for 1981 would indicate, these projections will be overtaken much earlier than the year 2001. Such a possibility under-scores the need to develop new growth centers to absorb the future jobs in an orderly manner.

**1.3 Nature of the District Centre**

The predominant activity in the District Centre will be private and public *offices*, offices of professionals and other commercial establishments, business services accounting for nearly 20,000 jobs. The high order retail trade and semi-wholesale market will employ nearly 10,000 persons and will emerge as the largest concentration of retail trading activity in the western suburbs with nearly 3000 shops of various sizes. Around this core of intensive commercial activity, a variety of cultural and recreational activities will be provided. Besides, the District Centre will include some residential area to accommodate about 50,000 population. It is

expected that the District Centre will provide excellent opportunity to private and public sector offices, banks, small commercial establishments and professionals to set up their offices in this area. Similarly, considering that the existing population of the suburbs between Andheri and Borivali is around 21.5 Lakhs the development of major retail shopping complex will offer new business opportunities to traders.

#### 1.4 **The Site**

1.4.1 The site identified for the proposed District Centre is a 102 ha. piece of land situated near the Western Railway Line, midway between Jogeshwari and Goregaon railway stations. It covers revenue villages of Oshiwari, Bandivili, Pahadi Goregaon and Goregaon, and forms part of Ward 'K' and 'P' of the Greater Bombay. Nearly half of this area is already occupied by small scale and service industries and a large number of unauthorized hutments, cattle sheds, etc. Despite this, what makes the site potentially attractive for the development of a major commercial complex is its proximity to the railway line on which a new suburban railway station can possibly be opened in future, besides, an area has about 47 ha. of open land sufficient to accommodate commercial activities of the magnitude envisaged for the District Centre can be available. A large part of this open land, about 15 ha. situated on the west of S.V. Road belongs to this, there are three other pickets of open land admeasuring 7.7 ha., 4,45 ha. and 10 ha. which were once notified for acquisition by Railways. A few years back these lands were released from acquisition. Such open lands along the suburban railway lines are scare and hence the present site is by far the only location suitable for such a growth centre. The shifting and rehabilitation of the unauthorized hutments, workshops and the cattle-sheds can relieve additional land for development.

1.4.2 Apart from its proximity to the Railway line the site has good accessibility from all directions. The Railway stations of Jogeshwari and Goregaon are about 2 kms. from the site. The S.V. Road which forms the major northern access of the development would link the proposed District Centre to other western suburbs. The 36.6 m. wide link road proposed in the Development Plan along the Western Boundary of the site would further improve the accessibility of the site for the surrounding suburbs. Jogeshwari-Vikhroli link road proposed in the Development Plan joins the S.V. Road about 1/2 km. on the South of the site. This would provide direct connection to the Western and Eastern Express Highways.

## 1.5 Notifications

On 18<sup>th</sup> June 1982, the Government of Maharashtra, by its Notification No. TPB-4382/26-UD-5 appointed BMRDA as a Special Planning Authority under Section 40 of the Maharashtra Regional and Town Planning Act, 1966, for planning and development of the District Centre at Oshiware. Since the BMRDA is to function not only as a Planning Authority but also as an agency to promote the development of District Centre actively, the State Government notified all privately owned under-developed lands for acquisition under the BMRDA Act by its Notification No. BMRDA 2682/3330/CR-308-82-UD-4 dated 17th August, 1982. This notification covered an area of 63.41 ha. out of the four villages mentioned earlier, of the land notified, about 40 ha. of land is open and the rest is encumbered with stables, unauthorized hutments and workshops, and in some cases with permanent structures. Barring the land under permanent structure all land is proposed to be eventually acquired. The broad distribution of land notified for acquisition is as under :-

**TABLE 1.2**

Area in ha.

	Category	Land West of S. V. Road	Land East of S.V. Road	Total
1.	Permanent Structures (including committed land)	-	9.67	9.67
2.	Hutments and Workshops	6.37	2.49	8.86
3.	Stables	-	4.12	4.12
4.	Open lands	1.03	39.73	40.76
TOTAL land notified for acquisition		7.40	56.01	63.41

## **II. EXISTING DEVELOPMENT**

### **2.1 General Character**

2.1,1 The existing development presents a rather depressing picture, testifying to the years of neglect and inadequate control of development in the area, large scale encroachments comprising hutments, shop and small industries, large number of stables densely located in the low lying inaccessible area, and the insanitary conditions surrounding them represents total chaos that mar the development prospects of this area. The development of permanent nature, mostly consisting of industries has taken place on the east of S.V. Road. The West side of the S.V. Road is lined with unauthorized shops and industries whose number seems to have grown rapidly ever since the MHADA acquired vast lands here.

2.1.2 Most of the land on the west of S.V. Road is low-lying with levels varying between 3.85 m. and 1.05 m. above mean sea level. The area is inundated by creek water that flows in through Oshiwara Nalla passing along the northern boundary of the site. Between the S.V. Road, and the railway line, there are some large pockets of low-level lands. Land drainage in this part of the site is poor.

### **2.2 Land use Analysis**

In 1978, the Bombay Municipal Corporation conducted a land use survey before revising the Development Plan for Greater Bombay. In the suburbs this survey covered more than 90 percent of the existing development. The data collected in this survey is therefore a principal source of information about the existing development. Field checks were carried out to up-date the survey and to collect broad data for the area not covered by the BMC's survey. The land use analysis based on this survey is given below :-

**TABLE 2.1**

#### **EXISTING LANDUSE DISTRIBUTION**

	Category	Area (in ha.)	Percentage
1.	Residential	8.57	8.40
2.	Commercial	0.72	0.71
3.	Industrial	9.49	9.30

CONTD..

4.	Residential plus commercial	0.51	0.50
5	Commercial plus Industrial	1.55	1.52
6.	Residential plus Industrial	0.23	0.23
7.	Residential plus commercial plus Industrial	4.89	4.79
8.	Storages and warehouses	2.31	2.26
9.	Educational Facilities	0.43	0.42
10.	Medical Facilities	0.54	0.53
11.	Community & Religious Facility	2.19	2.15
12.	Encroachment (Hutments & Workshops)	12.84	12.58
13.	Stables	4.35	4.26
14.	Recreational Gardens/Grounds	0.58	0.57
15.	Open land	47.06	46.12
16.	Road	4.85	4.76
17.	Nalla	0.92	0.90
	TOTAL	102.03	100.00

### **2.2.2 Residential Development**

Since in the existing development plan, area east of S.V. Road was zoned for I-2 Industrial use, no residential development took place in this area until lately when some parts of the area were rezoned for residential use. These newly developed areas, and others existing prior to that, have 1563 residential tenements covering an area of 6 ha. Unauthorized hutments mostly on the west of S.V. Road, is another form of residential development. As per the survey carried out by BMRDA, there are in all 3537 structures of which 2463 are residential, 89 are residential-cure-commercial, 879 commercial, 101 industrial and 5 amenities. Out of these about 48 structures have been removed by BMC when the 27.45 m. wide road to the south of existing Hindu crematorium was linked to S.V. Road. Besides, on the East of S.V. Road, based on gross area covered the number of hutments is estimated to be about 900. The gross area covered by all the hutments in the area is 12.84 ha. Another type of residential development is the area consisting of 400 transit camps constructed by the Bombay Housing and Area Development Board, in the north-west corner of the District Centre site. It is thus estimated that the total number of tenements in the area is 5415 implying a population of about 27,000.



### **2.2.3 Unauthorized shops and small industries**

Intermingled with the hutments are shops, storages and small industries. They have occupied the entire western side of the S.V. Road and their activities freely spill on to the road. Small industries consist mostly of engineering workshops, fabrication units, automobile repair workshops and the like units. Nearly all of them are unregistered units located in unauthorisedly built structures. Other non-residential units consist of new and old furniture shops, tea shops and shops serving the surrounding population and storages for scrap and miscellaneous goods. As per the survey conducted by BMRDA in the area, west of S.V.Road, there are about 879 commercial structures and 101 industrial units. Thus, in all there are about 980 commercial and industrial structures.

### **2.2.4 Stables**

As per the municipal record, there are about 3200 licensed cattle in this area. The stables housing these cattle are rickety structures located in low-level land on the east of S.V. Road. These stables have been in this area for a long time and apparently, unlike hutments and workshops, their number has not increased in the last few years. The land on which the stables are located is rented. The access to these stables is not proper and the sanitary conditions around them are very poor.

MMRDA is to help make proposal to shift the stables from the said Notified Area and rehabilitate them elsewhere

### **2.2.5 Social facilities**

As the residential development in the area has come only lately, most of the facilities are provided in the last couple of years. There are two municipal primary schools with total enrollment of 3764. One of the BMC schools has been recently expanded and has 2964 pupils, the other with 800 pupils is located in a residential building with no playground facilities. A new Maternity Centre has been built by the BMC in the area adjoining a new residential complex. A 0.57 hectare municipal garden is also provided near this area. On the west of S.V. Road, the BMC has constructed an electric crematorium with large area for burial ground.

## **2.2.6 Industrial Development**

2.2.6.1 According to the BMC's 1978 land use survey, there are 448 industrial units employing 4510 workers and occupying a land area of 11.09 ha. These industries are concentrated in the pockets adjoining the S.V.Road on its east, and in a narrow belt along the nalla that forms the north-western boundary of the District Centre. The development is intensive in the two pockets east of S.V. Road with some multi-storied flatted factories. The development is rather sparse in other areas.

2.2.6.2 As the area east of S.V. Road was zoned for Special Industrial Zone (I-2) in the existing Development Plan, a large variety of medium and large units were set up in the area. However, after the Industrial Location Policy of the State Government prohibited location of any new industry in this area, only service industries and other small scale industries shifting from Island City of Bombay alone seems to have come up. The survey reveals that there were 52 vacant units with floor area of 5398 sq. m.. This can be partly explained by the effect the Industrial Location Policy has on opening up new industrial units. The Policy has encouraged more and more service industries which account for nearly 52 percent of industrial units in terms of numbers, 29 percent in terms of floor area and 33.44 percent in terms of employment. It may be mentioned that in spite of wide variation in the scale of operation between the three types of industries, the average floor area per employee is about 12 sq. m. for all types. The relative picture of the distribution of industries according to their scale of operation is given in Table 2.2.

**TABLE 2.2**

### **DISTRIBUTION OF INDUSTRIES BY SCALE OF OPERATION**

	Category	No. of units	Floor Area in sq. m.	Employment	Average Area/ Unit in sq. m.
1)	Service Industries	233 (52.01)	17850 (29.19)	1508 (33.44)	76.61
2)	Light Industries (Permissible in I-1 Zone)	148 (33.04)	21817 (35.68)	1714 (38.00)	147.49
3)	Large Industries (Permissible in I-2 Zone)	15 (3.35)	160.77 (26.29)	!288 (28.56)	1071.80
4)	Vacant units	52 (11.60)	5398 (8.83)	Nil	103.00
	<b>TOTAL</b>	<b>448</b> (100.00)	<b>61141</b> (100.00)	<b>4510</b> (100.00)	<b>136.48</b>
NOTE: Figures in parenthesis represent percentages of respective column head					

2.2.6.3 As mentioned earlier, although the development consists of industries manufacturing wide range of products, the predominant group is engineering industry manufacturing metal products, machines and transport equipment, which account for 28 percent of floor area and 27 percent of employment. Other major industries are Chemical industries Textile products units and other manufacturing industries. Table 2.3 will give comparative picture of the types of industries in the area and their share in floor areas and employment.

**TABLE 2.3**

**DISTRIBUTION OF INDUSTRIES BY TYPE OF PRODUCT MANUFACTURES**

	Category	No. of units	Floor area in sqm.	Employment
1.	Manufacturing of Textile and Textile Product	30	6701 (10.96)	536 (11.88)
2.	Chemical and Chemical Product	80	12479 (20.41)	782 (17.34)
3.	Metal, Metal Products, Manufacturing of Machinery Transport equipment	126	17152 (28.06)	1230 (27.28)
4.	Other Manufacturing Industries	64	11656 (19.09)	1101 (24.41)
5.	Rest of the Units	96	7756 (12.68)	861 (19.09)
6.	Vacant Units	52	5398 (8.83)	Nil
	TOTAL	448	61141 (100.00)	4510 (100.00)
NOTE : Figures in parenthesis represent percentage of respective column head				

**2.2.7 Land available for Development**

The analysis of the existing land use will indicate that of the total area of the District Centre i.e. 102.03 ha. about 38.03 ha. is occupied by the existing development in the form of industries and residences etc. that would be retained in the new plan. Of the remaining, 12.84 ha. and 4.12 ha. land is occupied by unauthorized hutments and tables, respectively. Their shifting and rehabilitation should make this land available for development. The open land of 47.76 ha. consists of 15.41 ha. in the area west of S.V.Road, already

notified for acquisition. Thus it can be assumed that a total of about 60 hectare land will be available for the Development of the District Centre. The Table 2.4 gives a complete picture, as in 1984.

**TABLE 2.4**

**LAND AVAILABILITY FOR DEVELOPMENT**

	<b>Category</b>	<b>West of S.V.Road</b>	<b>East of S.V.Road</b>	<b>Total</b>
1)	Existing Development to be retained	11.55	25.76	37.31
2)	Unauthorized hutments, workshops	10.35	2.49	12.84
3)	Stables	-	4.12	4.12
4)	Open land	15.41	32.35	47.76
	<b>TOTAL</b>	<b>37.31</b>	<b>64.72</b>	<b>102.03</b>

### III. MAJOR ACTIVITIES OF THE DISTRICT CENTRE

#### 3.1 Catchment Area

It is expected that the District Centre will serve as a focus of commercial activity for the population residing in K, P and R Wards of Greater Bombay, more commonly known as Andheri, Goregaon and Borivali areas. Owing to efficient transport system the District Centre may draw its employment from the population living in any part of the city. However, the retail and semi wholesale trading, entertainment and other facilities would be primarily supported by the population of the three areas mentioned above. The pattern of population growth of these areas, as Indicated in Table 3.2 gives a clear picture of the pace with the District Centre must grow to cope with the increasing demand for such functions.

**TABLE 3.2  
GROWTH TRENDS**

Ward	1971	Population in the year 1981	Annual compound growth rate present
Andheri - K	5,73,693	9,23,354	4.87
Goregaon - P	3,72,335	6,63,246	5.94
Borivali - R	2,35,833	5,61,338	9.05
	11,81,861	21,47,938	6.12

The following principal functions are proposed to be Included in the District Centre.

#### 3.1.1 Offices

The District Centre will be developed with a prime objective of absorbing future growth of jobs in Greater. Bombay and attracting some existing jobs from the established centers. in 1981, the office jobs in Greater Bombay were 3.36 Lakhs, accounting for about 17 percent of the total employment. The office employment perspective emerging from the Study on Office Location. Policy carried out in 1983 by Lakhs Operations Research Group, Baroda, for BMRDA Indicates that in 1981-2001 period about 2.2 to 2.5 Lakhs new office jobs will be added in Greater Bombay. The Study also shows that about 63 percent of this additional office employment would tend to find place in the Bombay's, CBD, unless it is *directed*

to other growth centers. Based on the office location trends the Study recommends development of a new office centre near Nhava-Sheva (for 35,000 to 45,000 jobs) and at Bandra-Kurla Complex (for 451,000). As the plan of the Bandra Kurla Complex provides for only about 25,000 to 30,000 office jobs, the study has suggested raising this capacity. Since this may not be possible it is reasonable to expect that the demand for additional office space in suburbs will get diverted to the next best location, if adequate promotional efforts are made. The survey of the decision-makers conducted as a part of the above study shows that, next to Bandra-Kurla, Oshiware is to some extent an acceptable location and has therefore good scope for development of office centre. Considering the degree of acceptability shown for this location by the decision makers a target of 20,000 jobs by 2001 is set for the District Centre.

- 3.1.2 The target of 20,000 office jobs to be located in the District Centre by 2001 will be achieved in Phases. The office jobs will consist of jobs in public and private offices, banks, small commercial establishments, professionals' offices and the like. The space standard used for offices is 10. sqm. per person. By this standard a moderate degree of over-crowding in offices in future can be absorbed without seriously affecting the efficiency.

## **3.2 Shopping**

- 3.2.1 Variety of retail shops in the District Centre selling a wide range of products at competitive prices will be a major attraction for the population residing in K, P and R Wards. Shopping will include large departmental stores, shops selling high valued consumer durables, semi-wholesale and retail markets in fruits and vegetables, bazaar for hawkers, snack bars, restaurants and the like. The number of shops in the District Centre will depend on the population of the influence area and its spending capacity.
- 3.2.2 The Development Plan of Greater Bombay recommends a standard of 1 shop for 100 - 150 persons. However, the study of a number of cities in India reveals that the standard can be as high as 1 shop for 50 - 60 persons. The Development plan for New Bombay recommends 1 shop for every 66 persons. The information available from the shops and Establishment record indicates that Bombay has surpassed this standard. In 1981, in the island city, the standard was 1 shop for 40 persons and in the suburbs, 1 shop for 91 persons. This indicates the vast scope for increasing retail trading activity in the suburbs. It is therefore expected that by the year 2001, the standard of 1 shop for every 66 persons in

the suburb could be achieved. As the combined population of K, P and R Wards is likely to reach 25 Lakhs or more by 2001, it is estimated that about 38,000 shops will be necessary by 2001, distributed in various centers, namely neighborhood shopping, Sub-District Centre, District Centers and Central Business District.

3.2.3 It is rather difficult to estimate precisely the scale of shopping activity in the new district centre. However, it is visualized that it would be somewhat comparable with the existing centre at Dadar. According to rough estimates, Dadar Centre has over 2500 shops of various sizes and countless number of hawkers. The shopping near Andheri Station, which can be classified as a Sub-District Centre, has about 1500 shops. Based on these observations a target of 3000 shops in the District Centre by 2001 will not be unrealistic. The Sub-District Centers of Andheri, Jogeshwari, Goregaon, Malad, Kandivall and Borivali are expected to grow in the range of 1500 to 2000 shops by 2001. Assuming an average floor area of each typical shop to be 25 sqm. and assuming a space standard for jobs as 7.5 sqm. per job, the total employment in the shopping is estimated to be 10,000 by 2001. Half of the total shopping i.e. 1500 shops with 5000 employments is proposed to be provided for by 1995.

### 3.3 Service Industry

Of the total 40,000 jobs in District Centre, 30,000 are expected to be in the offices and shopping activity. The remaining 10,000 jobs will be shared by industrial jobs (7500) and jobs in other activities (2500). in this area already 4500 industrial jobs are existing.

### 3.4 Other Activities

These will Include service functions such as telephone exchange, fire station, police station and the like, social and community facilities such as community centre, hospital, schools, and sports, etc. These activities will generate an employment of about 2500.

**TABLE 3.3  
SUMMARY OF ACTIVITIES IN DISTRICT CENTRE**

	Activity	No. of jobs/population
1.	Public & Private Offices and commercial establishments.	20,000 jobs
2.	Retail and Semi-wholesale shopping	10,000 jobs
3.	Other Activities	10,000 jobs
4.	Residential	50,000 population

### **3.5 Residential**

According to the existing development plan, of Greater Bombay, a large part of the proposed site, i.e. the land west of S. V. Road is zoned for residential use. This land has been acquired by the MHADA for its housing programme, though part of it will now have to be diverted to commercial use. The residential potential of the area is evident from the fact that owners of land on the east of S.V. Road have been seeking conversion of Industrial Zone into Residential. Thus the residential and shopping development in this area will give an early start to the development of District Centre. The sizeable residential development will give many employees and proprietors an opportunity to stay close to their place of work. Moreover, the residential component will add to the variety of functions in the District Centre and will ensure some activity in the Centre even after working hours. Highly homogeneous commercial centers wear deserted look after business hours and become unsafe places at night. Considering time land available after providing for offices, shopping, service industry, and other it is possible to provide for about 3500 new dwelling units of an average size of 50 sqm. each.

3.6 Although an attempt has been made in the foregoing paragraphs to rationally arrive at the composition of various activities in the District Centre, the exercise is largely target seeking. In spite of the promotional measure that the development agency might undertake, the market forces will play a decisive role in making the project succeed or otherwise. The scale of various important activities as summarized in Table 3.3 should be accepted as mere indications and the planning proposals and development strategy will have to be flexible to accommodate necessary changes in future.



#### **IV. DETAILS OF THE PLANNING PROPOSALS**

##### **4.1 General Concept**

4.1.1 The existing land use plan shows that sizeable pockets, of open land that can be used for the development of commercial activities are located in two distinct parts of the site. A 15 ha. pocket acquired by the MHADA is on the west of S.V. Road and about equal area is on the east of S.V. Road near the Railway line. Adjoining the second pocket near the Railway line are stables which, if relocated elsewhere will release substantial land for the proposed development. The first pocket west of S.V. Road readily accessible from both the S.V. Road and the relief road on the western edge of the site, is a natural choice for the proposed commercial development. The second pocket near the Railway line is presently inaccessible and is in a rather neglected state. However, the possibility of establishing a railway station at this location would make it a potentially attractive site for the intensive commercial development.

4.1.2 About 2 pockets are therefore chosen as sites for two commercial enclaves which will serve as foci of commercial activities in each of the two parts of the District Centre separated by the S.V. Road. They will be interlinked by a system of pedestrian spine which would further link the proposed railway station and would form a main east-west axis of the development. Interlinking of these enclaves and the Railway Station with such pedestrian spine would provide direct access from the Railway station to a variety of commercial functions such as offices, shops, restaurant, cinema etc. located in these enclaves.

4.1.3 Beyond the core of this Intensive commercial activity, retail shopping will continue on ground floor of the residential buildings signifying the second zone of commercial activities in the District Centre. Residential area along with culture, educational and entertainment facilities are proposed in the outer areas of the District Centre. The conceptual physical configuration of various activities represents the natural Locational tendencies of the commercial activities as witnessed in the existing development elsewhere in the city.

4.1.4 in the proposed plan, the S.V. Road and the 36.6 M. relief road under development constitute important linkages that connect the District Centre with the rest of the city. Another important feature is the Railway line passing along the eastern edge of the District Centre. Railway station at this location will boost the prospect of early success of the commercial centre. The nearest

railway stations on the north and south of the site are Goregaon and Jogeshwari, respectively. They are about 3.35 km. apart. The setting up of a new railway station midway between them to serve the District Centre appears acceptable to the railways. The traffic generated by the new commercial and residential development envisaged in the District Centre and the normal growth of residential population as envisaged in the development Plan of Greater Bombay should easily justify this station. A commercial complex can be developed on the upper floors of the proposed Railway station itself, A complete analysis on this aspect of the plan is given separately in Chapter 5. The plan proposes a new road system which strengthens the east-west pattern of development. It consists of 27.45 m. and 30 m. road skirting the northern boundary of the proposed two commercial enclaves. Similar roads are also proposed along southern edge of these enclaves. Vehicular traffic generated by the District Centre would be distributed by the proposed 30 meter wide road which would link with D.P. road on the south side and will further link with Jogeshwari-Vikroli Link Road. Similarly the vehicular traffic in the westward direction would be carried through 30 meter road and 27.45 meter road to 36.6 meter wide Relief road. It is also proposed to provide grade separated junction at S.V. Road for reducing the congestion on S.V. Road. These roads would greatly improve the accessibility of the area of the District Centre and would provide easy access to the proposed railway station from various parts of the District Centre.

## 4.2 **Offices**

4.2.1 Offices, together with high-order retail shopping, would occupy prime place in the District Centre and would lend it much of its character and Image. Characteristically, office activity thrives in a compact area; for its success depends on easy communication and person-to-person contact for business dealings. It is therefore proposed to develop the commercial enclaves in the District Centre with a FSI of 1.5.

4.2.2 The development of commercial enclaves, in which offices would predominate, is conceived as an integrated development. The integrated development will enable planning and designing of these commercial enclaves as single entities helping creation of superior architectural forms with distinct character and Image. Such Integrated development also makes possible provision of larger open spaces, common pedestrian plazas, sufficient common parking in a

planned manner. The detailed architectural controls stipulating built up area and uses permissible on each plot, marginal open space and elevational features for each plot will be necessary to implement the integrated development.

- 4.2.3 In fact, for the Commercial enclave on the west of S.V. Road, conceptual design based on the above concept has already been prepared. The design, which was chosen through an architectural competition organized by the BMRDA in December 1982 provides for offices accommodation for about 20000 jobs, retail shopping, restaurant, and hotel, cinema and drama theatre on a 10 ha. site.

The design selected consists of building forms varying from three storied buildings on the periphery of the complex to 20 storied buildings near the centre, where large pedestrian plaza serves as focal point of the entire complex. The retail shopping lining the pedestrian plaza and the recreational activities like cinema, drama theatre, restaurant, art gallery and skating ring, add variety and interest to the proposed Complex. The design achieves segregation of pedestrian and vehicular circulation.

### **4.3 Commercial Development in existing areas**

- 4.3.1 As Indicated on proposed land use map there are two large pockets of existing Industries on the east of S.V. Road. Although the plan envisages an almost continuous commercial development from the proposed railway station to the area west of S.V. Road, these two pockets comprising existing industries can frustrate this objective if they are accepted as a permanent feature of the development. It is therefore proposed to designate these areas as transformation zones wherein owners will be encouraged to convert their existing use into commercial one. It is unlikely that these pockets which have many buildings in good condition would undergo immediate transformation. However, It is expected that over a period of time, as development of District Centre gets momentum and the land values in the areas rise, the land owners would be tempted to convert their land and premises to more profitable use such as retail shopping, offices etc. However, since the transformation will depend on sensitive market forces, the office jobs that may be generated in the area in future are considered to be outside the 20,000 office jobs planned for in the District Centre

4.3.2 The FSI presently allowed in the above two pockets under the existing Development Plan is 1.00. The FSI of 1.5 proposed for this area under this proposal should serve as a very strong incentive for the owners to convert their lands or premises into commercial use. In fact, even before the FSI of 1.5 is permitted, the adequacy of road and parking area in the Transformation Zone will have to be assessed and new roads if necessary will have to be proposed. For this purpose detailed plans will be prepared.

#### 4.4 **Industries**

4.4.1 <sup>1</sup>As mentioned earlier, about 11.09 ha. of area is already occupied by variety of Industries in this area accounting for about 4500 jobs. According to the Industrial Location Policy of the State Government in the past, no new industries were allowed in this area. However, as per Industrial Location Policy revised in the year 1993 and 1998, it is possible to permit establishment, expansion and modernization of industrial units permissible under the revised policy. It is proposed that the unutilized area of land out of about 11.09 ha. would be allowed to be used as mixed land use. It is, therefore, proposed that subject to the Industrial Location Policy of the State Government approved in the year 1993 and 1998, industrial use may be permitted and the existing industries would be allowed to construct additional floor space within the zone and within the permissible FSI limit.

#### 4.5 **Market**

4.5.1 An area of 0.98 ha. is proposed for a semi-wholesale and retail market for Fruits and Vegetables near the location of the proposed Railway station. This market would satisfy much needed semi-wholesale market for fruits and vegetable in the western suburbs of Bombay, especially after the wholesale markets in agricultural produce are shifted from South Bombay. The location near the proposed station is specially chosen to suit the convenience of small traders who predominate in fruits and vegetables trade. It is also proposed that a few other commercial activities such as offices related with agricultural trade and markets, offices of the traders etc. may be located in this area.

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<sup>1</sup> Modification vide Notification No.TPB-432001/1356/CR-34/2002/UD-11 dt. 19th Sep 2002.

## 4.6 Housing

4.6.1 The District Centre already has residential tenements of 5450 distributed as under :-

- (i) 1563 tenements located in permanent building.
- (ii) 400 tenements constructed in Transit Camps by BHADB.
- (iii) 900 tenements in the area east of S.V. Road as estimated on gross area basis.
- (iv) 2463 unauthorized residential tenements west of S.V. Road as per MMRDA's survey; and
- (v) 89 residential-cum-commercial structures west of S.V. Road as per MMRDA's survey.

It is proposed to provide about 3500 additional tenements in this area for which land allocation of 13.31 ha. is made with an FSI of 1.5. The provision for additional population in this predominantly commercial area **is** made with the objective of:-

- (a) ensuring minimum support for retail shopping, at least, **in** the initial stages of the development, and
- (b) Offering opportunity, to live *close* to the place of work, to at least some of the employees and proprietors.

These new residential tenements are proposed in two different types of developments namely:-

- (i) residential, and
- (ii) residential with shopping on ground floor.

An area of 6.54 ha. is proposed as residential area on the western fringe of the District Centre, whereas all area of 10.21 ha. is provided as mixed use with shopping on the periphery of the two commercial enclaves.

4.6.2 In spite of the fact that the general FSI in the suburbs of Bombay is 1.00, the FSI proposed for residential purpose in the District Centre is 1.5. This FSI would be applicable also to the existing residential development. The higher FSI can be justified on two grounds. Firstly, out of the 102 ha. land notified for the District Centre, after providing for commercial activities, rehabilitation etc., only 13.31 ha. of land is available for residential development.

The objective of providing minimum residential support to the retail shopping in the commercial centre dictates that sizeable residential population with adequate purchasing power must find place in the District Centre. The FSI of 1.5 will allow provision of about 3500 tenements of an average size of 50 sq. m. this will help to achieve a total population of 50,000 including the existing development. Secondly, the higher FSI of 1.5 would result in a more intensive physical development will be consistent with the development of core-commercial areas. It may be noted that higher FSI proposed in the residential development is limited only to a small area of the District Centre, and will have no significant impact on the development of the suburbs in general. The same FSI has also been stipulated in the residential areas of Bandra Kurla Complex.

#### **4.7 Rehabilitation of hutments and shops**

47.1 As the development of the Oshiware District Centre area is envisaged through guided development of land by land owners participation, the responsibility of rehabilitation of hutments/shops/stables/ etc. is on the land owners themselves. Rehabilitation is further facilitated by higher FSI up to 2.5 as per D.C. Regulations for Greater Bombay 1991 and it can be done on residential, residential-cure-shopping, and mixed land use zone.

4.7.2 An area of about 1.9 ha. is earmarked, as Mixed Land use Zone in the north-east corner of the site where wide range of land uses except offices and wholesale establishments will be permitted. The FSI proposed in this area is 1.5. This area is specially earmarked for facilitating rehabilitation of non-residential units located in the Oshiware District Centre notified area and the residential population associated with it. The objective in providing zone for such mixed land use is to encourage home occupations and household Industries in which large number of families belonging to the weaker sections are engaged.

#### **4.8 Social facilities**

4.8.1 Social facilities proposed in the District Centre are for a population of about 50,000. These provisions are generally in accordance with the standards adopted by the BMC for the revised Development Plan. Since the area of the District Centre is very small, It cannot be considered as a self-sufficient unit lot the purpose of provisions

of these facilities, and therefore, the provisions made in the surrounding area, namely Planning Unit No. 90B, 90C and 69C of the revised Development Plan have been examined before deciding their number and location. The plan showing the boundaries of these planning units and the provision made therein is enclosed here as Map No. 3.

#### 4.8.2 **Open spaces**

The revised Development Plan stipulates standard of 0.2 ha./1000 population for open spaces in the layouts and 0.6 ha./1000 population at the neighborhood level. As per these standards the open space required in the District Centre would be 40 ha. Since the District Centre is not a typical residential neighborhood, but is conceived as a commercial complex with intensive commercial and related development, it is not necessary to adopt above standards. Further, it may be borne in mind that existing population living in hutments is also to be rehabilitated. Based on the availability of land, provision of 15.78 ha. of open space in the District Centre is made. In addition to it, 2.15 ha. of olden space will be available as school playground.

#### 4.8.3 **Schools**

There are two municipal primary schools in the area providing for 3764 pupils. Assuming 10 percent of the population to be primary school and secondary school going, the provisions of schools for 5000 pupils for each primary and secondary school will be necessary. As mentioned earlier, the school provision made here takes into account the schools provided in the adjoining areas. The analysis of the existing and proposed provision and schools in the planning unit No. 90C of which the District Centre forms a part, is given in Table 4.1.

**TABLE 4.1**

**PROVISION FOR SCHOOLS in DISTRICT CENTRE PLANNING UNIT 90 C**

Area	Population		Primary School (No. of pupils)			Secondary School (No. of pupils)			
		Requirement	Existing	Proposed	Deficiency or surplus	Requirement	Existing	Proposed	Deficiency or surplus
District Centre	50000	5000	1964	921	Nil	5000	1800	3200	Nil
Area outside District Centre	53000	5300	650	6765	+2115	5300	Nil	4000	-1300
<b>TOTAL</b>	<b>103000</b>	<b>10300</b>	<b>2614</b>	<b>7686</b>	<b>Nil</b>	<b>10300</b>	<b>1800</b>	<b>7200</b>	<b>-1300</b>

The actual school provision made in the District Centre is based on the following

considerations:

- (a) For primary schools, in view of the large surplus (2115 pupils) in other part of Planning Unit no. 90 C, provisions for 921 pupils is made in the District Centre. Thus, the planning Unit 90 C, will be self-sufficient in primary school provision.
- (b) For secondary schools, the objective has been to provide for the population of the District Centre only and not to provide for the deficit in the area outside tile District Centre. Hence secondary school provision of 3200 pupils is made in the District Centre.

The above criteria will result in the provision of adequate number of primary schools in Planning Unit 90 C, but a short f311 of 1300 pupils for secondary school will result. in view of the excess provision of secondary school in the other adjoining area, this deficit provision should be acceptable, for 921 primary and 3200 secondary school pupils two primary-cum-secondary schools are provided, first for 1200 pupils in the northern-eastern part of the District Centre, and second for 2900 pupils in the western part. The space allocation for the schools mentioned above is made assuming 5.52 sqm. per pupil for building and playground.

#### 4.8.4 **Other Facilities**

Provision for other social facilities such as health centre, community centre, library etc. have not been indicated in the plan, as these facilities when required can be provided in the overall space allocation made for social and cultural facilities. An area of about 3.67 ha. has been provided in the plan.

#### 4.9 **Public Utilities and Services**

- 4.9,1 Public utilities and services will Include wide range of facilities such as bus terminus fire station, telephone exchange, power receiving station, post office, police station etc. Precise locations of all these public utilities and services are not shown on the plan as their exact space and Locational requirement could not be ascertained, in one way this is not even considered necessary as these utilities and services would be permitted in any zone. These locations here will be decided while preparing the detailed plans of various areas and after taking into account the implications of their location on the proposed development. A few facilities however have been identified. This includes a Bus Terminus which is proposed on 1 ha. plot near the proposed railway station. As regards the fire brigade, it may be mentioned that the BMC has reserved two plots for tire brigade in the close vicinity of the District Centre, about 1 km ay on the north of the



District Centre, and the other outside the boundary of the District Centre in the south-west corner. Therefore, no provision within the District Centre is made. It should, however, not be difficult to provide a small plot for fire brigade in future if the need arises.

4.9.2 It is estimated that the telephone requirement of the District Centre would be around 4000 lines after it is fully developed. As the demand for telephone will be built up gradually, and in *pace* with the growth of office jobs, the need for a separate telephone exchange in near future is rather uncertain. No provision for a separate Telephone Exchange is made in the plan. However, if the Telephone Exchange Authorities decide to set up a separate exchange in the District Centre space can be provided in the *core-commercial* complex.

4.9 **Channelization of nalla**

Existing land use map Indicates that Oshiwara nalla with highly Irregular profile passes through the eastern part of the District Centre. Since It cuts through the area proposed for the core-commercial complex, It will be channelized and If necessary covered in some places. It would also be desirable to channelize this nalla for its entire stretch the west of S.V. Road, as this will make available some additional open land and eliminate possibility of flooding.

The land that would be created due to the training of the Nalla running by the northern boundary of the said Notified Area is to be put to the use as assigned to the adjoining land from the said Notified Area. The land abutting existing cemetery and *cemetery* reservations would be used for cemetery purpose.

**TABLE 4.2  
PROPOSEDLANDUSE STATEMENT**

<b>Sr.No.</b>	<b>Category</b>	<b>Area in ha.</b>	<b>Percentage</b>
1.	Core-commercial	20.57	20.16
2.	Wholesale Market and Shopping in Residential areas.	2.73	2.68
3.	Transformation Zone	6.66	6.53
4.	Public Services and utilities.	1.50	1.47
4a.	Receiving Station	0.24	0.24
5.	Residential	23.52	23.05
6.	Social Facilities	7.45	7.30
6a.	Proposed Cemeteries	4.32	4.23
7.	Open Space	3.51	3.44
8.	Mixed Land Use	14.08	13.80
9.	Major Roads	17.45	17.10
		102.03	100.00

## **V. PROPOSAL RELATING TO TRAFFIC & TRANSPORTATION**

### **5.1 Road Network**

5.1.1 The two major north and south arterial roads that link the proposed District Centre with the rest of the suburbs are the existing Swami Vivekananda Road (S.V. Road) and a 36.6 m. wide Relief Road passing along the western boundary of the District Centre.

The S.V. Road has, of late, become congested because of the rapid growth of the suburbs and development of retail shopping and other activities along the road. The part of this road that passes through the District Centre is about 20 m. wide and is fairly busy. A one-day traffic survey on this road indicates that the morning peak hour is between 10.30 and 11.30 a.m. and the volume during the peak hour in both directions is 2543 PCU's. The evening peak hour traffic is 2123 PCU's in both the directions between 5.30 and 6.30 p.m. The total volume of daily traffic estimated from the above survey is 31,637 PCU's. It is observed that this consists of fairly mixed traffic with auto-rickshaws accounting for about 34 percent of the total number of vehicles, cars and taxies 20 per cent bicycles about 18 percent and motor-cycles and mopeds about 13 percent.

5.1.2 Much of the existing congestion on the S.V. Road will be reduced once it is widened to its ultimate width of 27.43 m and Relief Road is fully completed. In view of the 10 ha. commercial complex proposed on the west of this road additional lay-byes for the buses are proposed.

5.1.3 As mentioned in the preceding chapter the east-west circulation within the District Centre is sought to be improved by providing two parallel east-west roads, skirting the northern and southern boundary of the two commercial enclaves proposed in eastern and western part of the District Centre. The east-west road passing along the northern boundaries of these commercial enclaves will be a six-lane arterial road and is proposed with a view to improving the connection between the proposed Railway Station and the residential areas adjoining the District Centre.

5.1.4 The plan indicates a 21.35 m. wide road with a railway underpass in the north-eastern corner of the site. This is one of the old proposals of the development plan which is retained in the present plan. This road will be widened to 25 m. wide road which will improve the linkage between the District Centre and the areas on

the east of the railway line and also the western Express Highway.

## **5.2 Mass Transport**

5.2.1 The development of the proposed District Centre with target employment of 40,000 would imply provision of adequate mass transport facilities in the area. The mass transport system, particularly the suburban railway has played a vital role in shaping *the* city's development. It can be observed that the areas close to railway station have been the focus of intensive commercial activity. The development of the proposed District Centre could be *accelerated* if it is made directly accessible to the mass transport system. Since the railway line passes along eastern boundary of the District Centre this is easily possible. However, it is necessary to establish the need for such a railway station taking into account the projected traffic demand and other considerations.

5.2.2 For the purpose of projecting traffic demand, probable number of mass transport trips that are likely to be generated in Oshiware and in the adjoining areas i.e. within the catchment area of the proposed railway station, have been estimated, taking into account the following :

a) Information on some planning parameters such as estimated by the BMRDA and used by the Central Road Research Institute (CRRI) for the preparation of a comprehensive network plan for BMR.

b) Mass transit trip generation and attraction rates used by CRRI in the road network plan for BMR.

c) Characteristics of the existing mass transport trips and split between the railways, bus transport, etc.

5.2.3 It is estimated that the Oshiware District Centre, when fully developed, will generate about 1.14 Lakhs trips per day. Out of this, about 27,000 trips would be inter-zonal trips. The remaining 87,000 mass transport trips would be intra-zonal trips i.e. between Oshiware District Centre and other Zones. It is assumed that these trips would be split between the railways and the roadways in the proportion of 53:47. The number of railway trips *generated* from Oshiware District Centre would be about 46,000 per day. It is also assumed that some of the trips generated in the area adjoining the District Centre would also get diverted to the proposed Oshiware Railway Station. Assuming the same rate of trip projection and the model split as above, such trips would be about 1.38 lakhs. Taking into account the trips produced and attracted both in the Oshiware District Centre and the adjoining areas, the total number of trips expected to be handled at the proposed Oshiware Railway station would be about 1.84 lakhs (both ways) in

2001 A.D.

5.2.4 The question whether 1.84 lakhs trips in 2001 should be regarded as sufficient to justify setting up a new station at Oshiware can be examined by comparing this traffic demand with the passenger traffic handled at various railway stations. The data on number of passengers handled at various stations on the Western Railway suburban system indicates that there is a wide variation from station to station. For example, during 1981-82, Mira Road station handled as little as 14,321 passengers in a day, whereas Borivali Station handled 4,67,785. On the whole, as many as 18 of the 28 suburban stations on the Western Railway handled less traffic than what is estimated for the Oshiware Railway Station. On this count, apparently, Oshiware Railway Station can be justified, though by no means this can be a sole criterion to set up a new station. The Railways views on the establishment of a new railway station has implications on the operational efficiency of the entire system which can be examined by the Railway Authorities only. Considering the current priorities, Increasing the corridor capacity of the suburban railway system can be regarded as more urgent requirement from overall consideration than establishing a new station, in spite of this, the importance and the long term benefits of establishing a new station at Oshiware must not be ignored. The development of growth centers is one of the key features of the strategy to restructure the development pattern of Greater Bombay and *hence* supporting development of growth centre with necessary mass transport facilities in vitally important.

5.2.5 The uncertainty of establishing a new station at Oshiware calls for examining the possibility of handling the traffic generated in Oshiware, at least in the initial stages of its development, at the two existing stations, namely Jogeshwari and Goregaon. Jogeshwari and Goregaon Stations handled 2.72 lakhs passengers per day in 1981-82. The distance by road between Oshiware and Jogeshwari is 1.8 km. If the feeder bus service is operated between Oshiware and the two railway stations namely Jogeshwari and Goregaon, the length of the link trip by bus" would not be unusually longer. in such cases, however, it would be necessary to improve the traffic dispersal and circulation system at these two existing railway stations so that they can handle additional traffic generated by the Oshiware District Centre. It will be necessary to make corresponding provision for terminal facilities for shuttle bus service in the initial stages.

5.2.6 in view of the foregoing, it may be said that the plan does not promise at this stage a railway station in the near future, but merely Indicates the need and

possibility which will have to be confirmed by the railways after assessing its implications. However, till such time the need for the station is established, additional passenger trips generated in the District Centre will be served by operating shuttle bus service between the District Centre and the Goregaon and Jogeshwari railway stations.

### 5.3 **Other facilities**

5.3.1 One of the salient features of the Circulation Plan of the District Centre is its emphasis on a system of continuous pedestrian spaces. A direct pedestrian link between the proposed railway station and the two commercial enclaves will bring most of the commercial area of the District Centre within walking distance. To enable establishing this system an east west 20 ft. wide road dividing the two pockets of existing Industries (east of S.V. Road.) will be converted into a pedestrian path. This would imply that the vehicular access to the existing properties along this road will be discontinued. An alternative vehicular access to these properties would be provided by proposing a new system of roads within this area. Considering the volume of pedestrian traffic in the east-west direction, a subway or pedestrian over bridge across the S.V. Road will be necessary.

5.3.2 Although most of the commercial area in the District Centre will be within the walking distance from the proposed railway station, some areas towards the extreme west side of the District Centre and residential areas west of Relief Road, would need feeder bus service to the proposed railway station. Since as much as half of the total trips likely to be handled by the proposed railway station are likely to be generated in the area surrounding the District Centre, the feeder bus service will assume an important role. To provide adequate terminal facilities for this bus service, an area of 1 ha. is earmarked near the site of the proposed Railway Station.

The plan envisages adequate provision for parking of cars, taxis, auto-rickshaws near the proposed railway station. Provision for hawkers will also be made near the railway station.

## **VI. STRATEGY FOR IMPLEMENTATION**

### **6.1 Implementing for Strategy**

6.1.1 As a Special planning Authority the BMRDA will be responsible for planning and development of the District Centre. It may execute the development works directly or through an existing agency. Major services such as water supply sewerage, storm-water drain, etc. form part of the district centre and which is controlled by the BMC. Hence, It is expected that the design and *execution* of these services will be undertaken by the BMC. The BMRDA may *execute* works such as leveling, reclamation of site, construction of approach roads and common facilities in the commercial Complex such as pedestrian plaza, public toilets, etc. Other services such as power supply, telephone, telex, will be provided by the concerned agencies. The BMRDA will act as principal Co-coordinating authority.

6.1.:2 As a part of its normal function the BMC is expected to maintain roads and other infrastructure services. Usually BMC maintains roads and services along these roads. The access roads and services provided within the large private plots are maintained by the owners or occupants. The integrated development envisaged in the Commercial Complex implies that large areas under roads, parking areas, pedestrian plaza etc. and public facilities such as public toilets, stair-cases, area lighting will have to be maintained by a single agency. Although, many of these common services and facilities will be provided by the BMRDA, it cannot be expected to maintain them because it does not have the requisite man power to do so. The BMC is an appropriate agency for this purpose with necessary legal powers.

6.1.3 The development of the District Centre at hitherto *neglected* location, away from the established centre is the task that calls for sustained promotional efforts. Besides the normal publicity and Image-building campaign for the new Commercial Centre the BMRDA will have to promote the development actively. It will have to ensure the agencies responsible for providing various services and facilities for the District Centre such as transport, telecommunication, etc: to fulfill their commitment. The BMRDA may" also have to play a role of a catalyst in bringing about the rapid development of commercial complex. It may undertake construction of typical office building in order to build confidence and encourage developers to take construction of other buildings.

### **6.2 Phasing**

6.2.1 As the land owners participation for Implementation of the project is accepted as a policy, the phasing of the project is not suggested.

### 6.3 **Rehabilitation**

6.3.1 There are number of unauthorized structures, out of which about 1090 structures falling in the core-commercial area which will have to be rehabilitated. These structures occupy vital location along S.V. Road and the proposed access roads and without their removal core-commercial area cannot be constructed.

However, it must be acknowledged that It may not be possible to rehabilitate all the occupants of the hutments within the District Centre due to paucity of land. However as the rehabilitation of hutments, shops, stables etc. is the responsibility of the land owners, he will have to locate suitable sites for rehabilitation purpose elsewhere If necessary.

### 6.4 **Stables**

6.4:1 As per records, there are 3819 cattle in the area. These cattle have been licensed by the BMC under the Maharashtra Keeping and Movement of Cattle in Urban Area (Control) Act, 1976. in December, 1976 under this Act some areas of Western Suburbs namely Bandra, Vile Parle and Santacruz were declared as prohibited area. Consequently scheme for shifting of cattle from this area to the Aarey Colony was proposed. Although the prohibition in these areas was later withdrawn, about 5 to 6 thousand cattle were shifted to Aarey Colony. Presently, about 500 to 600 ha. of land in the Aarey is available for rehabilitation of more cattle. With this background, It would not be difficult to shift cattle from the area of the District Centre. The area will be declared as a prohibited area under the above Act and a suitable scheme for shifting of the cattle would be formulated for areas like Aarey Colony, Dindoshi, Dapchari, Shahapur, Palghar and Vangaon.

### 6.5 **Participation of land owners**

6.5.1 The general strategy of Implementation implicit in the proposals so far is that the BMRDA would acquire all privately owned open lands and after development will dispose them off in the open market. This strategy has great merit as it would ensure planned and integrated development of the District Centre and would also help to generate substantial resources for the development. The success of this strategy, however, depends upon the availability of land. The experience of the past shows that the compulsory land acquisition is usually a long-drawn process as the land owners try to stall it by one way or the other. This is due to the fact that the acquisition precludes any

possibility of Involvement of the land owners in the development process, and hence the land owners cannot hope to profit from the development of the Commercial Centre. in absence of necessary cooperation from the land owners in acquisition of land the important objective of achieving rapid development of commercial centre may get totally defeated.

6.5.2 In the guided development of land by land owner's participation it is envisaged that the lands will be acquired by the BMRDA for a nominal acquisition price of Rupee one. The acquired lands will be re-released to the same owners for period of 60 years lease for undertaking development as per MMRDA's planning proposals on payment of lease premium as stipulated in para 6.5.3. The land owners will be responsible for carrying out all on site Infrastructure developments at their cost and will be free to sell the buildings in the open market.

The infrastructural services already exist in the area, however it needs to be augmented, it is difficult at this stage to estimate how much provision for off site infrastructure is required to be made. It is expected to meet the cost of off site Infrastructure through the funds of lease premium. in the event of any extra expenditure the provision will be made to increase the rates of lease premium from time to time.

6.5.3 <sup>2</sup>With a view to meet the cost of development it is proposed to charge lease premium as indicated below:

	Zone	Revised rates of Lease Premium per FSI sqm.
i)	Commercial(integrated Development) Zone.	Rs. 1150/-
ii)	Commercial (Transformation) Zone	
iii)	Residential Zone	Rs. 750/-
iv)	Residential-cum-Shopping Zone.	
v)	Mixed Land Use Zone.	
vi)	Social & Cultural facilities Zone.	Rs. 450/-
vii)	Public Utilities & Services Zone.	

Notes: i) The revised rates shall come into effect forthwith.

ii) These rates of lease premium will be revised from time to time by the Mumbai Metropolitan Region Development Authority with due approval from Government and for which purpose it will not necessary to follow procedure laid down under section 37 of the said Act.

<sup>2</sup> Modification vide Notification No.TPB-4396/1667/CR 20/97/UD-11 dt. 12th Mar 1997.



## **Cost and Financing of the Project**

- 6.6.1** As the development of this project is expected through the participation of the land owners the detailed cost estimates and financing of the project is not suggested.

## **VII DEVELOPMENT CONTROL**

### **7.1 Approach**

7.1.1 The Development Control proposed for the District Centre is seen as an instrument of positive control, encouraging development on the lines that will achieve the objective of transforming this area into a successful Commercial Centre, both in its function, and in its urban form. This will be done by stipulating land use zoning, more restrictive in nature, and by more closely controlling built up area, marginal open space, and overall form and aesthetics of building through architectural control in certain well-defined area. The architectural control will be indicated on the control drawings that will be prepared by the BMRDA from time to time within the framework of the land use zoning and FSI stipulated in the Special development Control Regulations (SDCR) for the District Centre. Such finer control on the development seems feasible because the area to be controlled in this manner is rather small. Apart from the SDCRs the architectural control desired will be ensured through appropriate conditions in the lease documents, as most of the area earmarked for core-commercial area will be acquired, and leased to the land owners/private developers.

7.1.2 The present Planning Proposal and the SDCRs for the District Centre will supersede the existing Development Plan and D.C. Regulations as soon as they are sanctioned by the State Government. The BMRDA as a Special Planning Authority will control the development within the framework of the land-use plan and SDCRs. Except for certain key features such as Zoning, FSI, marginal open space and the Architectural Control, the other rules not included in the SDCRs would be the same as per the Development Control Regulations for Greater Bombay 1991.

### **7.2 Salient feature of the development control**

7.2.1 The land use zones and FSI permitted within these zones are as under:

	<b>ZONE</b>	<b>FSI</b>
1)	Residential	1.5
2)	Residential-cum-shopping	1.5
3) a)	Commercial (Integrated development zone)	1.5
3) b)	Commercial (Transformation Zone).	1.5
4)	Social and cultural	1.0
5)	Public utilities and services	1.0
6)	Mixed land use	1.5

### **7.2.2 Commercial (Integrated Development) Zone**

The plan for the District Centre Introduces the concept of integrated development for the core commercial area. The areas for which such development is envisaged are earmarked separately. The Development Control stipulates FSI of 1.5. The floor area permitted on each individual plots. The net floor area permitted on each plot within the core-commercial area would be indicated on the detailed plan and architectural control drawings. These plans and drawings will also indicate other features of the Development Control such as marginal spaces, ground coverage, height restriction and architectural control. The purpose of stipulating the FSI and other features of the development control mentioned above is to promote the concept of integrated development as against the conventional plot-by-plot development. This encourages road area without correspondingly reducing the permissible floor area in the block. It also permits variation in the building form.

### **7.2.3 Commercial (Transformation) Zone.**

Certain blocks in the proposed plan are earmarked for transformation. The owners of existing uses within these blocks will be allowed to convert them into uses which are more appropriate and conducive to the development of the District Centre. FSI of 1.5 against the existing FSI of 1.00 is proposed in the areas earmarked for such transformation. Two blocks east of S.V. Road have been so earmarked. These blocks are developed and are predominantly industrial in nature, though some commercial and residential uses also exist. Since locationally these blocks are more suited to the development of commercial areas, they are proposed for conversion into a Commercial Zone. The development control proposed in this area would encourage the land owner to convert the existing building into commercial use and permit an *enhanced* FSI of 1.5 for expansion or reconstruction. Although commercial use will be mandatory for all new buildings in the area, other uses only to the extent required re-accommodating the existing occupants will also be allowed.

### **7.2.4 Public Utility and Services Zone.**

The activities under this zone will include Bus Station, Fire Station, Civil Defense Establishments, Electricity Sub-station, Pumping Station, and variety of other utilities and services. Although the plan identifies a few of these activities and reserves land for them, it is proposed that these activities will be permitted in any of the land use zone mentioned in para 7.2.1 These utilities and services are

generally Intended for local community. For developing these sites the owner of a plot of land which is reserved for public purpose will be eligible for the award of Transferable Development Rights (TDR) in the form of Floor Space. Index (FSI) to the extent and on the conditions as set out in Development Control Regulations for Greater Bombay 1991.

#### **7.2.5 Mixed Land Use Zone**

Certain areas in the proposed plan are earmarked as 'mixed land use zone', where any use permitted in any zone except Commercial Zone would be permitted. This zone is specially meant to facilitate shifting and rehabilitation of the unauthorized hutments and small workshops which are located haphazardly in many areas in the District Centre.

#### **7.2.6 Special permission to use extra FSI**

Developments in the notified area of Oshiware District Centre having balance potential due to enhancement of FSI in the planning proposals will be considered for using the extra floor area with the special permission of the BMRDA. While granting such permission the BMRDA will ensure that the proposed development is in accordance with the detailed architectural control drawings prepared by the BMRDA and that the lease premiums proposed in para 6.5.3 have been paid. This will ensure that those whose lands will not be acquired for the development of the District Centre, but will substantially benefit from such development, pay their share of contribution towards the cost of development.

#### **7.3 Procedure for obtaining Development Permission**

The BMRDA as a Special Planning Authority would be responsible for granting development permission in the District Centre. However, in view of the BMC's continued control on development under the BMC Act, the area will be under the dual control of the BMRDA and the BMC. To avoid duplication of efforts in scrutinizing the application for development permission and to avoid delay and needless efforts, the BMRDA and BMC have agreed on a common procedure for granting development permission. This would entail submission of the proposal to the BMC which would forward it to the BMRDA along with set of plans for processing. BMRDA after ensuring that all the requirements of the SDCRs are met, will grant commencement Certificate and forward it to the BMC for issuing it to the applicant along with the Building permit issued under BMC Act.

## **APPENDIX-I**

### **SPECIAL DEVELOPMENT CONTROL REGULATIONS FOR OSHIWARE DISTRICT CENTRE**

#### **1.0 Preamble**

1.1 Whereas the Government of Maharashtra has appointed Bombay Metropolitan Region Development Authority (BMRDA) as a Special Planning Authority for the District Centre at Oshiware, and whereas the BMRDA has formulated Planning Proposals for its development, It is expedient for the proper control of development within the said District Centre to make regulations as follows.

#### **2.0 Extent and commencement**

2.1 These regulations may be called BMRDA Special Development Control Regulations (SDCR) for Oshiware District Centre, 1984.

2.2 These Regulations shall apply to any development of land in the Oshiware District Centre Notified Area.

2.3 These Regulations shall come into force on the date on which the proposals for the development of lands in the Oshiware District Centre Notified Area are approved by the Government of Maharashtra in accordance with the provisions of Clause (d) of Sub-Section (3) of Section 40 and other applicable provisions of Maharashtra Regional and Town Planning Act 1966.

#### **3.0 Definitions**

3.1 In these Regulations unless the context otherwise requires words and expressions mentioned below will have the meaning as defined under 3.2 to 3.10

3.2 **Architectural Control Drawings:** Means the drawing or drawings Issued or approved by the Metropolitan Commissioner, or by any officer designated by him with the approval of the Executive Committee and specifying matters as stated in Regulation 5.

- 3.3 **Authority:** Means the Bombay Metropolitan Region Development Authority, constituted and established under the Bombay Metropolitan Region Development Authority Act, 1974.
- 3.4 **Floor Space Index (FSI):** Means the quotient of the ratio of the combined gross floor area of all floors, excepting areas specifically exempted under Development Control Regulations for Greater Bombay 1991 to the total area of the plot, viz.  
Floor Space Index = Total covered area on all floors / Plot area  
Note : The term FSI is synonymous with Floor Area Ratio (FAR)
- 3.5 **Land Use:** Means use or uses of land for purposes *allocated by* the Planning Proposals.
- 3.6 **Notified Area:** Means the area specified by the Government of Maharashtra Resolution No. TPB 4382/26/UD-5 dated 18th June 1982, in respect of which the foregoing proposals for the development of lands are to be approved by the State Government under the provisions of clause (3) of Section 115, as Incorporated in Clause (d) of Sub-Section (3) of Section 40 of the Maharashtra Regional and Town Planning Act 1966.
- 3.7 **Open Space:** Means an area forming an Integral part of any plot and left permanently open to the-sky. Front open space means an open space adjacent to the street from which a vehicular access to the plot has been permitted by the Authority. in case of access to a plat from two or more streets, the open space adjacent to the street wider of the two or widest of them, as the case may be, shall be deemed as the front open space. Side and rear open spaces shall be construed with reference to the front open space.
- 3.8 **Planning Proposals:** Means the proposal of the Authority for the development of lands Included in the Notified Area.
- 3.9 **Executive Committee:** Means the *Executive* Committee constituted under Section 7 of the Bombay Metropolitan Region Development Authority Act, 1974.
- 3.10 All words and expression used in these Regulations and not defined herein shall have meanings assigned to them under the Maharashtra Regional and Town

Planning Act, 1966 or the Bombay Metropolitan Region Development Authority Act, 1974 or the National Building Code, or the Building Regulations and Bye-laws or the Development Control Regulations for Greater Bombay 1991, as amended from time to time.

#### **4.0 Floor Space Index and Land Use Classification**

##### **4.1 Land Use Zone and FSI**

4.1.1 The various land use zones and the Floor Space Index permissible in these zones shall be as Indicated in 4.1.2. The boundaries of various zones shall be as Indicated in the land use map, scale 1:2000 and as precisely shown on the detailed land use map.

##### 4.1.2

	Zone	Maximum permissible FSI
1.	Residential zone	1.5
2.	Residential-cum-shopping zone	1.5
3.	Commercial (Integrated Development) zone.	1.5
4.	Commercial (Transformation) zone	1.5
5.	Social and Cultural facilities zone.	1.0
6.	Public utilities and services zone	1.0
7.	Mixed land use zone	1.5

4.1.3 For the purposes of calculating total floor area, the values of the Floor Space Index given in 4.1.2 are applicable. The floor area permissible on each plot within this zone shall be as Indicated in the Control Drawings.

#### **4.2 Use Provisions**

4.2.0 No land shall be used for the purpose other than the one allocated to it by the Planning Proposal. Uses permitted in the various land use zones mentioned in 4.1.2, shall be as given in Development Control Regulations for Greater Bombay 1991 unless otherwise mentioned.

##### **4.2.1 Commercial (integrated development) zone**

The precise use provisions in this zone shall be Indicated in the Architectural Control Drawings prepared by the Authority for the development within the zone. However,

these provisions shall not include use other than the following:

- (a) Business Offices.
- (b) Wholesale, Semi-Wholesale establishments with storage not exceeding 200 sq. mfrs.
- (c) Retail shops, Departmental Stores, Restaurants and Banks.
- (d) Hotels.
- (e) Drama, Theatre, Cinema and Indoor Recreational, Social and Cultural facilities.
- (f) Printing, book binding, engraving block making with special permission of the Metropolitan Commissioner.
- (g) Any non-residential use permitted in Residential--cum-shopping zone with the exception of flour mills and coal and firewood shops.
- (h) Petrol Filling and Service Stations.

<sup>3</sup>Provided that, while permitting development of any plot in the zone, the Authority should ensure rehabilitation of existing occupants of the plot is undertaken on priority. However, the total floor for residential use shall not exceed 50 per cent of the total permissible built-up area of the plot.

#### **4:2.2 Commercial (Transformation) Zone**

- (a) Any non residential use permitted in residential-cum-shopping zone.
- (b) Any use permitted in commercial (Integrated development) zone mentioned in para 4.2.1.

<sup>3</sup>Provided that, while permitting development of any plot in the zone, the Authority should ensure rehabilitation of existing occupants of the plot is undertaken on priority. However, the total floor for residential use shall not exceed 50 per cent of the total permissible built-up area of the plot.

- 4.2.2.1 In the commercial (transformation) zone subject to the Industrial Location Policy of the State-Government with special permission of the Metropolitan Commissioner the construction or reconstruction of building for re-accommodation or expansion of unit existing prior to enforcement of these regulations shall be permitted provided such construction or reconstruction is limited to the FSI of 1.0.

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<sup>3</sup> Modification vide Notification No.TPB-432001/1356/CR-34/2002/UD-11 dt. 19th Sep 2002.



#### **4.2.3 Social and Cultural Facility Zone**

- a) Educational institutions like schools, colleges libraries etc.
- b) Health facilities like hospital, maternity home, medical centre dispensaries etc.
- c) Welfare and community activities like community centre, marriage halls, crèches etc.
- d) Recreational facilities like club, gymnasium sport centre, stadium.
- e) Drama Theatre, Cinema, art galleries and museum etc.
- f) Religious places like place of worship, cemetery, crematorium etc.
- g) Other facilities of similar nature with special approval of the Metropolitan Commissioner.
- h) Residences of the essential staff.
- i) Any of the uses permitted under Public Utilities and Services zone (Part 4.2.4)

“Provided that the additional FSI admissible under Regulation 33(2) of Development Control Regulations for Greater Bombay, 1991 shall however be restricted to the buildings of educational and medical Institutions and institutional buildings as defined in Item No. 2(11) (vi) (g) of the Development Control Regulations for Greater Bombay 1991.

#### **4.2.4 Public Utilities and Services zone**

4:2.4.1 Apart from the area specifically designated for this zone uses mentioned below will be permitted in any other zone.

- a) Telephone Exchange, Post and Telegraph Office.
- b) Power Transmission, Power receiving station, sub-station.
- c) Water reservoir, sewage, pumping stations.
- d) Fire Stations, Civil Defense establishment, police station.
- e) Public conveyances, garbage collection centers.
- f) Bus Station, Railway station, traffic booths.
- g) Other utilities and services of the like nature with special approval of the Metropolitan Commissioner.

#### **4.2.5 Mixed Land Use Zone**

- a) Any use permissible under Residential-cum-shopping zone Social and

cultural facility zone (para 4.2.3) and Public Utility services zone (para 4.2.4).

## **5.0 Architectural Control Drawings**

5.1 Notwithstanding anything contained herein to the contrary but subject to provision of Regulation 4, the development of land shall be carried out in accordance with the Architectural Control Drawing which may specify, amongst others, the following matters, that is to say, the maximum permissible floor space, height, coverage on the ground, connection with roads, pedestrian paths and other buildings, any projections ,such as balconies, galleries, overhangs, marginal open spaces on all sides, space for sign boards, name plates and advertising sign, (hoarding) elevational or facade treatment, shopping line, parking areas, compound wall, landscaping and such other details, which govern the total aspects of the building on the plot and its aesthetics. The maximum permissible height of buildings shall be subject to limitations, if any, set out from time to time by Civil Aviation department of Government of India and/or the International Air Port Authority of India constituted amongst others for the International Airport in Bombay under the International Airport Authority Act 1971.

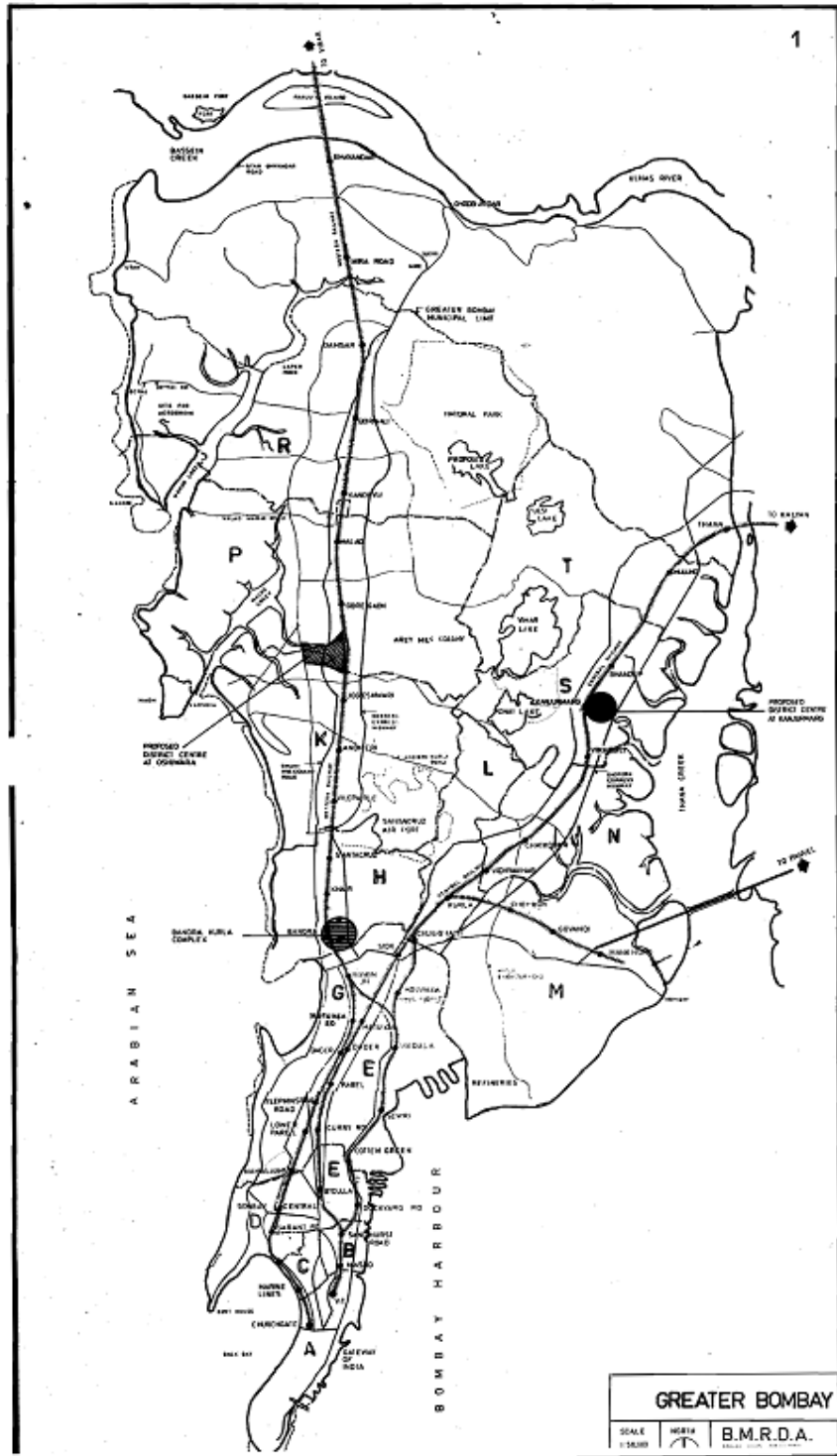
## **6.0 Application of the Development Control Rules**

6.1 Subject to the Regulations mentioned here to fore the provisions of the Development Control Regulations for Greater Bombay framed by the Municipal Corporation of Greater Bombay from time to time in exercise of its power under Clause (m) of Section 22 and all other applicable sections of the Maharashtra Regional and Town Planning Act, 1966 shall apply mutatis mutandis to the development of land, with the modification and that the expression "Bombay Municipal Corporation" and "Municipal Commissioner" shall be substituted by the expression "Executive Committee of Metropolitan Authority" and "Metropolitan Commissioner" respectively.

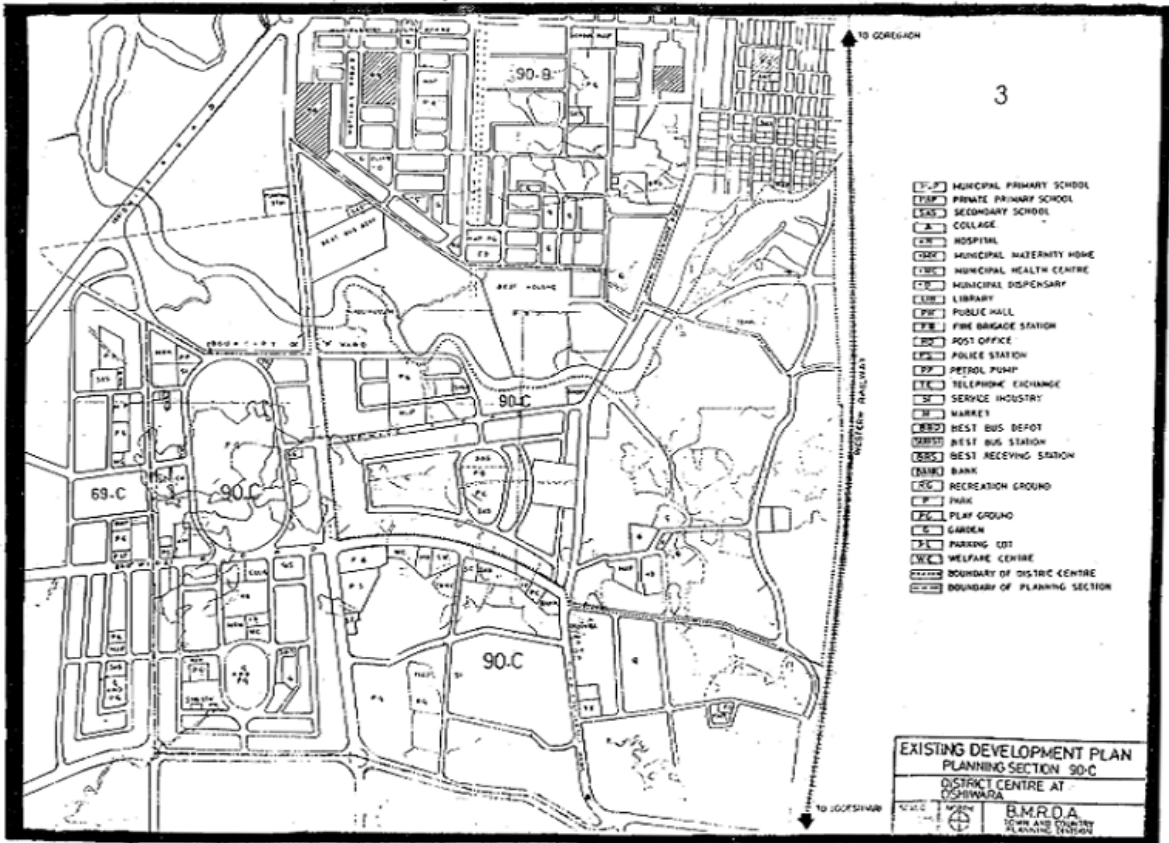
7.0 Nothing contained herein shall derogate from any right or power exercisable by the Municipal Corporation of Greater Bombay under the provisions of the Bombay Municipal Corporation Act 1888 and the Rules, Regulations and Byelaws made there under. Any development of land shall be carried out without prejudice to such provisions.

## **8.0 Procedure for obtaining Development permission**

- 8.1 Every person who Intends to carry out development and erect, *reelect* or make alternations in any place in the building or demolish any building shall give a notice in writing to the Authority of his said Intention in the form (In duplicate) prescribed by the Bombay Municipal Corporation under Regulations 4 & 5 of the Development Control Regulations for Greater Bombay 1991. Such notice shall be accompanied by plans and statements as required by the BMC under the above Regulation. in addition, two more sets of plans and statements shall also be submitted to the concerned office of the BMC.
- 8.2 The BMC will then forward a copy of the application form along with two sets of plans and statements to the MMRDA for scrutiny. The MMRDA after scrutinizing the application, if necessary, seek any clarification or additional Information from the owner, or Intimate him about any objection, directly. After owner has complied with requirements and/or resubmitted the copies of the plan as directed by the BMRDA will grant Commencement Certificate and forward it to the BMC for issuing it to the owner along with issue of Building Permit of the BMC under the BMC Act.
- 8.3 Commencement Certificate will be issued by the BMRDA within a period of 60 days from the date of receipt of copy of the application form and copies of the plans and statements from the BMC or from the date of receipt of clarification or additional Information from the owner as asked for by the BMRDA, whichever is later.









रजिस्टर्ड नं. टीईसीएच/४७-३०३/एमबीआय/२००२



**महाराष्ट्र शासन राजपत्र**  
प्राधिकृत प्रकाशन

पुणे, बुधवार, ऑक्टोबर ३, २००२/आश्विन ११, शके १९२४

स्वतंत्र संकलन म्हणून फाईल करण्यासाठी प्रत्येक विभागाच्या पुरवणीला वेगळे पृष्ठ क्रमांक दिले आहेत.

**भाग एक - कोकण विभागीय पुरवणी**

**अनुक्रमणिका**

भाग एक - शासकीय अधिसूचना : नेमणूक, पध्दती, इत्यादींची  
रजा (भाग एक-अ, चार-अ, चार-ब व चार-क यांचे प्रारंभिक  
चलण्यता आलेले अर्जात स्थानिकीकरण) कोकण विभागीय  
संबंधित आलेले नियम व आदेशांमधील (११) ११८२-१२०६

पृष्ठ  
भाग एक-अ - (भाग चार-ब मध्ये प्रसिद्ध करण्यात आलेले अर्जात  
स्थानिकीकरण) कोकण विभागीय संबंधित आलेले, महाराष्ट्र  
विस्थापन विधेयक प्र. संघात संविदा, प्रामुख्यता, नगरविकास,  
ग्रामविकास व स्थानिक निवृत्ती लक्षात घेता अधिनियम या  
अध्याय काढण्यात आलेले आदेश व अधिसूचना.  
भाग दोन - कोकण विभागीय पुरवणी

**शासकीय अधिसूचना, नेमणूक इत्यादी**

**अधिसूचना**

**URBAN DEVELOPMENT DEPARTMENT**  
Mantralaya, Mumbai 400 032, dated the 19th September, 2002.  
**MAHARASHTRA REGIONAL AND TOWN PLANNING ACT, 1966.**  
No. TPB. 432001/1356/CR-34/2002/UD-11 - Whereas  
Government of Maharashtra, by its Notification No. TPB.  
4382/26/UD-5, dated 18th June, 1982, appointed Mumbai  
Metropolitan Region Development Authority (hereinafter  
referred to as "the said authority") as Special Planning  
Authority for Oshiware District Centre Notified Area  
(hereinafter referred to as "ODC"), under the provisions of  
sub-section 1(c) of section 40 of the Maharashtra Regional  
and Town Planning Act, 1966 (hereinafter referred to as  
"the said Act").  
And whereas, Government of Maharashtra by its  
Notification No. TPB. 4391/2885/UD-11, dated 16th January  
1992 approved the Planning Proposals prepared by the said  
Authority for the ODC (hereinafter referred to as "the said  
planning proposal");

And whereas, Government of Maharashtra by its  
Notification No. I.P. 1092/1410/IND-2, dated 4th May 1993  
and No. I.P. 1098/4796/IND-2, dated 7th November 1998 has  
revised Industrial Location Policy for MMR;

And whereas, Government of Maharashtra has  
sanctioned the revised Regional Plan for MMR Limits under  
Government Notification No. TPS. 1297/1094/CR-116/UD-12,  
dated 23rd September 1999, containing the revised Industrial  
Location Policy;

And whereas, the said authority vide Resolution No. 865,  
dated 29th August 2000, has decided to initiate modification  
to sanctioned planning proposals of ODC and after following  
legal procedure, as contemplated under section 37(1) of the  
said Act, the said authority vide its letter No. T(3)/P-2/  
ODC/PP/272/2001, dated 10th July 2001 has submitted  
following modification proposal (hereinafter referred to as  
"the said Modification") to Government for final  
sanction :-

**Modification No.1** - to change the alignment of 25.00  
mt. wide road, branching off from Swami Vivekanand  
Road and leading to east crossing the railway line.

भाग एक (को.वि.पु.)-१५२

(११८३)





क्रो.दि.पु. 1

महाराष्ट्र शासन उत्तर, सप्टेंबर १९, १९९६/भाग २८, शक १९९८

६९०

महानगर बांधूयत, मुंबई महानगर प्रदेश विकास प्राधिकरण,  
६९९ मुंबई प्रांतकडून

बोशिवरे विल्हा केंद्राच्या उक्त नियोजन प्रस्तावावरील अह-  
वालाच्या परिच्छेद क्र. ६.५.३ चा ऐवजी खालील परिच्छेद घाल-  
ण्यात यावा :-

क्रमांक टीसीसी - (पी-२)/आंटीसी/९६.- ज्याच्या, महाराष्ट्र  
शासनाने, अधिसूचना क्रमांक टीसीसी. ४३८२/२६/व्ही-५, दिनांक १८  
जून १९८२ अन्वये मुंबई महानगर प्रदेश विकास प्राधिकरणाची, महा-  
राष्ट्र प्रादेशिक व नगररचना अधिनियम, १९६६ मधील कलम ४०,  
पोट-कलम (१), ६ व्हेड (सी) अनुसार (ज्याचा उल्लेख यापुढे "उक्त  
अधिनियम" असा केला आहे) बोशिवरे विल्हा केंद्राच्या अधिसूचित  
क्षेत्राच्या उधारणीसाठी (यापुढे ज्याचा उल्लेख "उक्त अधिसूचित  
क्षेत्र" असा केला आहे) मुंबई महानगर प्रदेश विकास प्राधिकरण  
अधिनियम, १९७४ अन्वये स्थापन केलेल्या मुंबई महानगर प्रदेश विकास  
प्राधिकरणाच्या (ज्याचा उल्लेख यापुढे "प्राधिकरण" असा केला  
आहे) नियुक्त केले आहे ;

" ६.५.३ विकासवादा व्हेड भागविण्याच्या दृष्टीने विशेष  
नियोजन प्राधिकरण खाली नमूद केल्याप्रमाणे भाडेपट्टा अधिसूच्य  
झालावे :-

क्रोन	दर वटई क्षेत्र निर्देशांक ची. गीटरला भाडेपट्टा अधिसूच्य	रकमे				
(१) बाणिज्यिक (एकात्मिक विकास) क्षेत्र	}	१,१५०				
(२) बाणिज्यिक (रुपांतर) क्षेत्र		}	७५०			
(३) निवासी क्षेत्र			}	४५०		
(४) निवासी व हुकाने क्षेत्र				}	४५०	
(५) निरक्षर भूमि उपयोगिता क्षेत्र					}	४५०
(६) सामाजिक व सांस्कृतिक सुविधा क्षेत्र						४५०
(७) सार्वजनिक वापर व सेवा क्षेत्र						

भाडेपट्टा अधिसूच्येचे दर विशेष नियोजन प्राधिकरणाद्वारा  
वेळोवेळी सुधारण्यात येतील."

बाणिज्यिक, उक्त अधिनियमाच्या कलम ११५, पोट-कलम (३)  
अन्वये मिळालेल्या अधिसूच्येच्या वापर करून तसेच त्या अधिनियमाच्या  
कलम ४०, पोट-कलम (३) (बी) मध्ये नमूद केलेल्या फेरबदलांसह  
महाराष्ट्र शासनाने, शासकीय अधिसूचना क्रमांक टीसीसी. ४३९१/  
२८८५/व्ही-११, दिनांक १६ जानेवारी १९९२ अनुसार उक्त अधि-  
सूचित क्षेत्रातील अधिसूचना विकासवादाची विशेष नियोजन प्राधि-  
करणाने वाढविलेल्या नियोजन प्रस्तावांना (यापुढे ज्याचा उल्लेख  
"उक्त नियोजन प्रस्ताव" असा केला आहे) मान्यता दिली आहे ;

बाणिज्यिक, उक्त नियोजन प्रस्तावाच्या अहवालातील परिच्छेद  
६.५.३ मधील विशेष नियोजन प्रस्ताव खालीलप्रमाणे आहेत :-

" ६.५.३ विकासवादा व्हेड भागविण्याच्या दृष्टीने खाली नमूद  
केल्याप्रमाणे भाडेपट्टा अधिसूच्येचा कारणावळीत यावे असे प्रस्तावित  
करण्यात येते :-

प्रस्तावित फेरबदलाबाबत सूचना बाणिज्यिक हक्करी भागविण्या-  
साठी ही नोटीस देण्यात येत आहे. महाराष्ट्र शासन राजपत्र ही  
नोटीस प्रसिद्ध झाल्यापासून ३० (तीस) दिवसांच्या आत लेखी स्वरूपात  
त्यावरील सूचना बाणिज्यिक हक्करी हे प्रमुख, नगर व क्षेत्र नियोजन  
विभाग, मुंबई महानगर प्रदेश विकास प्राधिकरण, फ्लॉट क्र. सी-१४, व्  
सी-१५, "ई" ब्लॉक, वाडि-कुर्ला संकुल, हाईव्ह-इन्-नियुअरज्जिड, वॉर  
(५६), मुंबई ४००-०५१-मार्ता कळविण्यात आल्यात..

क्षेत्र

दर वटई क्षेत्र निर्देशांक  
ची. गीटरला  
भाडेपट्टा अधिसूच्य

टी. गैहवा,  
महानगर बांधूयत,  
मुंबई महानगर प्रदेश विकास प्राधिकरण.

मुंबई, दिनांक २६ ऑगस्ट १९९६.

क्रोन	दर वटई क्षेत्र निर्देशांक ची. गीटरला भाडेपट्टा अधिसूच्य	रकमे				
(१) बाणिज्यिक (एकात्मिक विकास) क्षेत्र	}	७५०				
(२) बाणिज्यिक (रुपांतर) क्षेत्र		}	५००			
(३) निवासी क्षेत्र			}	३००		
(४) निवासी व हुकाने क्षेत्र				}	३००	
(५) निरक्षर भूमि उपयोगिता क्षेत्र					}	३००
(६) सामाजिक व सांस्कृतिक सुविधा क्षेत्र						३००
(७) सार्वजनिक वापर व सेवा क्षेत्र						

भाडेपट्टा अधिसूच्येचे हे दर वेळोवेळी सुधारण्यात येतील."

बाणिज्यिक, नगराची सुविधा पुरविल्यासाठी येणाऱ्या खर्चात  
हालेल्या बाटीला अनुसूच्ये ठरविले असा टीसीसी वर नमूद केलेल्या दरा-  
मध्ये वाढ करण्याचे प्रस्तावित केले आहे.

व्हडून घेता, उक्त अधिनियमाच्या कलम ४०, पोट-कलम (३)  
च्या व्हेड (बी) अनुसार तसेच मुंबई सर्वसाधारण परिभाषा अधिनियम,  
१९७४ च्या कलम २१ अनुसार मिळालेल्या अधिसूच्येच्या सारणी-याबाबत  
सहाय्यक ठरणाऱ्या क्षेत्र सभे अधिकाऱ्यांचा वापर करून प्राधिकरण  
उक्त अधिनियमाच्या कलम ३७ अनुसार नोटीस-वैत अहून बोशिवरे  
विल्हा केंद्राच्या अधिसूचित क्षेत्रासाठी मंजूर झालेल्या नियोजन प्रस्तावा-  
च्या खालील फेरबदल करण्याचे प्रस्तावित करीत आहे :-

BY THE METROPOLITAN COMMISSIONER,  
MUMBAI METROPOLITAN REGION  
DEVELOPMENT AUTHORITY

612  
No. TCP (P-2)/ODC/96.- Whereas, the Government  
of Maharashtra has appointed the Mumbai Metropolitan  
Region Development Authority (hereinafter referred  
to as "the Authority") established under the Mumbai  
Metropolitan Region Development Authority Act, 1974  
to be the Special Planning Authority (hereinafter referred  
to by its acronym "SPA") for the District Centre,  
to be the Special Planning Area (hereinafter referred to as "the  
Cshiwars Notified Area") by the Government Notifications  
said Notified Area (hereinafter referred to as "the  
Urban Development and Public Health Department,  
No.TBP.4382/26-UD-5, dated 18th June 1982 promul-  
gated in exercise of its powers conferred by Clause (c)  
of Sub-section (1) of section 40 of the Maharashtra  
Regional and Town Planning Act, 1966 (hereinafter  
referred to as "the said Act").

And whereas, in exercise of its power under sub-  
section (2) of section 115 read with its modification listed  
at (d) in Sub-section (3) of section 40 of the said Act, the  
Government of Maharashtra by its Notification, Urban  
Development Department No.TPB.4391, 03/UD-11

