

User Permitted :-

All the uses in residential and commercial zone as per this regulation.

Maximum Residential use upto 75 per cent.

Rules and Regulations :-

(a) Floor area Ratio :-

(i) Basic FSI shall be 2.

(ii) Maximum Permissible F. S. I shall be 4 (Basic FSI + remaining FSI against Premium). TDR maximum up to 40 per cent may be permissible subject to condition that maximum FSI shall not exceed 4.

(iii) Additional FAR may be granted subject to payment of premium equal to 1.25 times the rate of Ready Reckoner.

(b) Marginal Open spaces :- Shall be applicable as per Clause N2.1.2, 21.6 and Government notification dated 15th November 2007.

(c) Height :- Maximum Permissible height shall be 70 m. except restriction in vicinity of ancient monuments i. e. Shaniwarwada, Aagakhan places and Pataleshwar Caves, Mhatama Phule Wada and such other restrictions that may be imposed from time to time by State and Central Government and also provision of The Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010.

(d) Ground Coverage :- The Maximum permissible ground coverage shall be 2/3rd of the plot area for building height up to 21 m and for building above 21 m shall be 50 per cent.

(e) Recreational Open Space :- 10 per cent of plot area shall be provided in the plot as per Clause 13.3.1 of this regulations. In case where plot area is between 0.2-0.4 Ha and if the owner / developer is willing to develop parking for general public over and above the parking requirements for his use, he may be allowed to develop such parking below recreational open space. The said parking shall be made available to public free of cost.

(f) Amenity Spaces :- For plot area above 0.4 Ha. 5 per cent Amenity space shall be provided preferably at one place. The amenity sapce shall be provided at the location as directed by Municipal Commissioner. The amenity space shall be developed for multilevel / mechanical parking for public use. The owner / developer may operate and maintain the public parking on pay and park basis. In case if the owner / developer is not in position to operate and maintain public parking, then the amenity space along with the developed parking shall be handed over to PMC. In such a case, the owner / developer shall be entitled for FSI of the amenity area subject to condition max FSI shall not exceed 4.0.

(g) DP Reservations in the corridor :-

For the development Plan reservations in the corridor, the owner / developer may relocate or realign the reservation within the plot as directed by Municipal Commissioner. No Relocation / realignment of reservation in pieces will be allowed.

(h) Roads / Lanes :- If the Municipal Commissioner thinks it is expedient for the improvement of traffic flow, any road / lane within the plot forming a link between two roads needs to be widened then the developer shall widen the road.

(i) Public Lanes within the Metro influence zone :- For better planning of the area, public lands (lands under lanes, by-lanes etc.) within the plot may be allowed to merge in the plot after payment of value of land as per prevailing ready reckoner to the Corporation / District Collector. After such payment, Municipal Commissioner is authorized to delete such lanes / bylanes and developer / owner will be allowed to develop entire plot and use of such land will automatically get converted into predominant zone of such cluster. No merging of lane / lanes shall be allowed which will result in making the other plots / property inaccessible / landlock.

(j) **Services** :-Redevelopment of the existing services like water lines, drainage lines, telephone lines, roads, etc. shall be made by the owner/developer under the direction of concerned departments and NOC to that effect shall be submitted.

- (2) N-2.5 (A) Regulations for development along the Metro influence zone in Non Congested Area :-
Area influence by Swargate to PCMC / Nigadi Metro line and Vanaz Company to Ramwadi Metro Line and any other further proposal of Metro lines. Area bounded by 500 m. on either side of the Metro corridor as shown in development plan is defined as Metro influence zone. The boundaries of densification corridor are to be identified on the basis of physical features, such as major roads and physical landmarks.

Applicability :-

All the properties in residential and commercial zone within 500 meter on either side of Metro corridor.

Minimum plot area shall be 0.2 Ha and above.

Owner / Developer shall be eligible to apply for development of properties in the metro corridor with prior NOC of all tenants for redevelopment.

Minimum means of access to the cluster from any side of cluster shall be 9 meter and above.

These regulations shall not be applicable for properties having heritage structures.

These regulations shall not be applicable to properties in PSP zone having religious use.

- N-2.5.A-1 Along the belt on either side of the Metro corridors as shown in Development Plan, basic FSI of 1.0 shall be allowed to be exceeded to a maximum of 4.0.
- N-2.5.A-2 The additional FSI over and above the present permissible FSI (including TDR) shall be in the form of FSI against premium for the properties within the Metro Influence Zone shown on the Development Plan.
- N-2.5.A-3 This additional FSI shall be granted to the land owners, after payment of a premium at the rate equal to 1.25 times of the prevailing Ready Reckoner for the concerned property. A Credit Note shall be issued to the land owners for this Premium FSI. This premium F. S. I. shall be allowed to be utilized only after the consumption of basic 1.0 FSI total FSI less than 4 (including 0.4 TDR) shall not be allowed to be utilized.
- N-2.5.A-4 Developers may also buy this premium FSI but this FSI shall not exceed 50 per cent of the total FSI that will be generated in each TDR Zone. Credit Notes shall be issued for this premium FSI.
- N-2.5.A-5 The special purpose vehicle, Pune Metro Rail Corporation (PMRC) or other SPV shall be constituted. it shall issue credit Notes in lieu of the premium collected for premium FSI. This premium shall be used by PMRC or such other SPV constituted for the construction of Metro routes and 20 per cent of the total premium collected shall be handed over to the Pune Municipal Corporation for carrying out infrastructure development in the vicinity of the metro influence zone and for allied activities.
- N-2.5.A-6 FSI utilization less than total permissible FSI shall not be allowed in this zone.
- N-2.5.A-7 In layout or subdivision or Amalgamation of plots having area more than 0.4 H. 15 per cent Amenity space shall be provided and the same to be handed over to PMC in lieu of FSI/ TDR.
- N-2.5.A-8 Regulation sanctioned by Government vide 15th November 2007 notification height, marginal distances, road width, plot area etc. shall be applicable.
- N-2.5.A-9 Recreational open space shall be provided as per Clause 13.3.1 of this regulation.
- Note.-** (i) These rules shall be made applicable commencement of construction work of metro corridor.
(ii) These rules shall be made applicable to every metro corridor which will be sanctioned in due course.

- (iii) Rehabilitation of slum dwellers which are coming under metro influence zone, shall be carried out as per BSUP regulations under JNNURM project.
- (iv) Metro Influence Zone shall vary as per actual alignment of metro line at the time of finalization of alignment. Influence zone shall stand modified accordingly.
- (v) On either side of Metro line shall be considered as No Development Zone. However, FSI of these area shall be allowed to be utilized on the remaining plot of amalgamated plot. Net plot area for the purpose of computing the FSI shall be inclusive of area under No Development Zone. In effect 10 mtrs. distance on either side of Metro Line shall be free from any type of construction. (10 per cent Recreational open space may be allowed in no Development Zone).

However no construction of any kind shall be permitted on such Recreational open sapce.

- (vi) No development shall be carried out within Metro Influence Zone without N. O. C. of SPV/ PMRC/any agency appointed for implementation of Metro Rail. Also, an express N. O. C. from Metro Rail SPV/MRC/any agency shall be required for any development failing in 50 meters on either side of Metro Line to ensure structural stability of the Metro Line.
- (vii) The Municipal Commissioner shall, for the reasons recorded in writing, relax the various provisions of the building bye-laws to avail the full limit of permissible FSI of 4.0, such as parking, marginal distances including front margin, height of building, etc by charging appropriate hardship premium to be exclusively decided by the Municipal Commissioner for building within Metro Influence Zone.
- (viii) All provisions of this regulations are applicable unless otherwise specified.

उपरोक्त विषया संदर्भात ज्या नागरिकांना हरकती व सूचना नोंदवयाच्या असतील त्यांनी त्यांच्या हरकती व सूचना नगर अभियंता, पुणे महानगरपालिका, शिवाजीनगर, पुणे ५ ह्यांचेकडे नोंदविण्यात यावी. हरकत सूचना ह्या सदर नोटीस महाराष्ट्र शासन राजपत्रात प्रसिद्ध झाल्यापासून ३० (तीस) दिवसांपर्यंत लेखी स्वरूपात पाठविणेत याव्यात. कायद्यातील तरतुदीनुसार ३० (तीस) दिवसांच्या विहित मुदतीनंतर प्राप्त होणाऱ्या हरकती व सूचनांचा विचार करता येणार नाही. प्राप्त हरकती व सूचनांवर नगर अभियंता यांचेकडून सुनावणी घेतली जाईल.

प्रस्तावित नकाशे हे नागरिकांच्या पाहणी करण्यासाठी नगर अभियंता कार्यालय, पुणे महानगरपालिका ह्यांचे कार्यालयात कार्यालयीन वेळेत उपलब्ध करण्यात आले आहे.

विकास देशमुख,
महापालिका आयुक्त,
पुणे महानगरपालिका, पुणे.

पुणे, १४ जुलै २०१४.

Public Notice

क्रमांक जसंका/६२५/२०१४ ---The General Body of the Pune Municipal Corporation has passed a Resolution No. 716, dated 24th January 2014, for modification as per the Section 37 (1) of Maharashtra Regional and Town Planning Act, 1966 for making provisions for metro in development control rules as given below.

- (1) Both the metro railway alignments to be shown as per the draft development plan for the Pune city.
- (2) 4 FSI shall be permissible on properties situated in area bounded by 500 m. (in metro influence zone) on either side of metro corridor.
- (3) In view of installation and implementation of metro alignment following restriction has to be consider.
 - (a) Along both sides a safe distance of 10 m. on either side of metro alignment for total length of metro alignment, is considered as "No Development Zone."

For development in the metro influence zone following provisions has to be made in sanctioned Development Control Rules for old and new (23 villages) within limits of PMC.

(1) N 2.1.2.C Densification in Metro influence zone in congested area :-

Metro influence zone :- Sector-I is influenced by Swargate-PCMC/Nigdi Metro line. Area bounded by 500 m on either side of the metro corridor as shown in Development Plan is defined as Metro influence zone. The boundaries of densification corridor are to be identified on the basis of physical features, such as major roads and physical landmarks.

Applicability :-

All the properties in residential and commercial zone within 500 meter on either side of Metro corridor.

Minimum plot area shall be 0.2 Ha and above.

Owner/Developer shall be eligible to apply for development of properties in the metro corridor with prior NOC of all tenants for redevelopment.

Minimum means of access to the cluster from any side of cluster shall be 9 meter and above.

These regulations shall not be applicable for properties having heritage structures.

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(viii) All provisions of this regulations are applicable unless otherwise specified.

Any suggestions and / or objections for the said new rule proposed may be communicated in writing to the office of the City Engineer, Pune Municipal Corporation, Shivajinagar, Pune-411 005, within a period of 30 (thirty) days from the date of publication of this notice in the Government Gazette. Suggestions / Objections received after the stipulated period of 30 (thirty) days will not be considered. All suggestions / objections received will be heard by City Engineer.

The plans regarding the same are kept in the office of the City Engineer, PMC, Shivajinagar, Pune-5 for inspection between office hours.

VIKAS DESHMUKH,
Municipal Commissioner,
Pune Municipal Corporation, Pune.

Pune, 14th July 2014.