

Wadala Notified Area

Government of Maharashtra in 1984 leased the land admeasuring 126.64 ha at Wadala for 99 years to MMRDA for developing a Truck Terminal so as to reduce traffic congestion and pollution of South Mumbai by relocating all transport companies and related activities[**Annexure-I**]. The entire area of the land falls in F-North ward of Municipal Corporation of Greater Mumbai. **[Fig.1]**.



Fig: 1 : Google earth image of Wadala Notified area

MMRDA prepared detailed layout for Phase-I and it was sanctioned by MCGM on 06.09.1986.**[Annexure-II]**. MMRDA has been appointed as an SPA for Wadala Truck Terminal vide notification dated 03.12.2005 **[Annexure-III]**.

Government vide its notification Np. TPB/ 4308/116/CR-20/ 08/UD-11 dated 13.02.2008 [**Annexure-IV**] deleted the land bearing CS No 6(pt) and 9 (pt) of village Anik – Wadala, measuring 65,000 sqm from the WNA of Mathadi Kamgar Co-operative Housing Society. Thereafter, MMRDA had prepared the draft planning proposal for the balance area of 109.24 ha and prepared the Development Control Regulations. Govt has sanctioned the planning proposal of the said notified area vide its notification number DP.Mumbai /MMRDA/Wadala Truck Terminal /Sec.115/TPA-3/6840 dated 16.11.2010 Copy of the notification and Sanction planning proposals are placed at **Annexure-V and VI**. The planning proposal is having 11 blocks with different activities like Inter State Bus Terminal, Commercial, etc to form a Multi Modal Transport Hub which will comprise of transport related activities as the major activity (Truck Terminals, Inter State Bus Terminal and Metro /Mono Car Depot) to strengthen the public transportation facility of Mumbai.

Meanwhile, the Empowered Committee in 2010 decided to shift the Wadala Truck Terminal to Mankhurd or outside the Mumbai City and develop the Wadala Notified area on the lines of Bandra-Kurla Complex. MoM of Empowered Committee meeting is enclosed at **Annexure-VII**.

Government in Urban Development Departments by its Notification dated 10.08.2011 [**Annexure-VIII**] has included the land area of 65,000 square meter of Mathadi Kamgar Co-operative Housing Society in Wadala notified area.

In view of the above developments, MMRDA proposed modifications to the sanctioned Planning Proposals and the Government in 2019, has sanctioned the Revised Planning Proposals for Wadala Notified Area along with DCR vide notification dated 16/09/2019. The Notification of revised plan and revised Sanction plan are enclosed at **Annexure-IX and X**. The development Plan report of revised plan is enclosed at **Annexure- XI**.

Development as on 01.09.2023

Out of four Phases of Sanctioned Layout, MMRDA had initially proposed to develop Phase-I of Truck Terminal with certain essential infrastructure. However, the truck terminal could not become fully operational due to several constraints. In Phase-I, MMRDA had allotted 21 plots to

'Bombay Goods Transport Association (BGTA) and Maharashtra Rajya Truck Tempo Tankers Bus Vahatuk Mahasangh (Mahasangh) and Mumbai Pune Malak Shramjeevan premises C.S Ltd. for constructing godowns and transport Offices. Five plots for Workshop and Spare parts use, one plot for Dhaba- Dormitory, one plot for Weigh Bridge and two plots for Petrol pumps were allotted from truck terminal point of view. MMRDA has constructed four office buildings and one amenity building at initial stage of development.

In the WNA, major portion of the land was occupied by buildings in Truck Terminal (Ground +1 to G+ 3 structures) (approx.19 ha) in Phase-I, the reserved Forest Zone (approx. 27 ha), land of Mathadi Kamgar CHS (approx..6 ha), Lodha Crown Buildmart Pvt Ltd (approx.10 ha) and Wadala Monorail Yard(approx..7 ha). Therefore, considering the earlier allotments, it is found that only 42% of land area is available for development.

The total area of the WNA as per the revised Sanction Plan of 2019 is 122.00 Ha. and the plan consists of mixed development[residential, commercial, multimodal transportation zone etc,.].The plots in WNA as proposed in the Revised Planning Proposals will be disposed as per MMRDA's Land Disposal Regulations, 1977 by inviting Bids.

Phase –wise development are given below:

Phase-I: The details of the plot area, built up area, date of completion [OC-Occupancy Certificate received], is enclosed at **Annexure- XII**. It can be seen from the Annexure-XII that development took place between 1995 to September, 2017, the built up area of the buildings are within the 20,000 sqm. Photographs of the buildings are given at **Fig: 2**. As per decision of Empowered Committee the existing allottees (BGTA/Mahasangh) have agreed for their relocation and the Memorandum of Understanding (MoU) have been executed between MMRDA and the allottees. Further, the consultant is appointed for design and execution of new building for relocation.



Fig: 2 Developments in Phase-I

Phase-II: In Phase-II, 9.26 Ha land allotted to M/s Macrotech Developers (Lodha Crown Buildmart Pvt Ltd) for residential and commercial development. PP has obtained EC as the built up area is more than 20,000 sqm and constructed the buildings **[Fig.3]**. Copy of the ECs are enclosed at **Annexure- XIII**.MMRDA has issued Amended CC as well as issued OC for some building on plot Block C at WNA to M/s. Macrotech Developers Limited. Other plots are allotted to metro works for temporary uses. **[Fig: 4]**



The plan superimposed on the google imagery, showing the details plots, status of development etc, is given in **Annexure- XIV**.

Phase-III: In Phase-III, land allotted to metro works for temporary uses only. No other developments were carried out till date.

Conclusion: The Wadala Notified area has been notified and layout sanctioned in 1985 and the development initiated in 1985 onwards. The construction of buildings especially in Phase- I, were carried out by the individual proponents between 1995 to 2017 [Refer Annexure 12] and the built-up area were less than 20,000 sqm. After the Plan revised in 2010, in Phase-II, one block has been allotted to M/s Macrotech Developers Limited (Lodha Crown Buildmart Pvt Ltd) and the developers have obtained EC for the constructions. No other developments/ constructions took place after 2019 revised plan. Further, MMRDA will dispose off the plots (when vacated) through tendering as per MMRDA Disposal Regulations, 1977 and Environmental Clearance on individual plots will be insisted from the Project Proponent, if applicable.

259/9

Collector's Office
Survey Branch
Old Custom House,
Bombay-400 001

Second
Schedule

Dated: 27/6/1984

To
The Lands Officer,
Bombay Metropolitan
Region Development Authority,
Girga M Liman, Dhavan,
5th floor, Bandra, (East)
Bombay (East) Bombay-400 051

Sub: Lands: Bombay
Transfer of Govt. land to B.M.R.A.
for development of Truck Terminal
at Madala.

Sir,

Please refer to Govt. letter, Revenue & Tax
Deptt. NO.LML/2379/42317/CR-COL/G-8 dated 30.11.1983
addressed to you & copy endorsed to this office.

2. As directed by Govt. in its above letter, the
possession of vacant Govt. land from the above area is
now handed over to your representative by this office
on 29.6.84 at 10.00 A.M.

You are therefore requested to
Shri. C.S. Sutar, Chief Surveyor & Draftsman of this
any working day prior to the above appointment for
of the place of meeting on the site. The possession
remaining Govt. land encroached upon by the hutment
will be handed over to your Authority after removing
encroachments from the same. The exact vacant area
handed over to you will be determined on site.

Yours faithfully,

[Signature]
Collector, Bombay

Collector, Bombay

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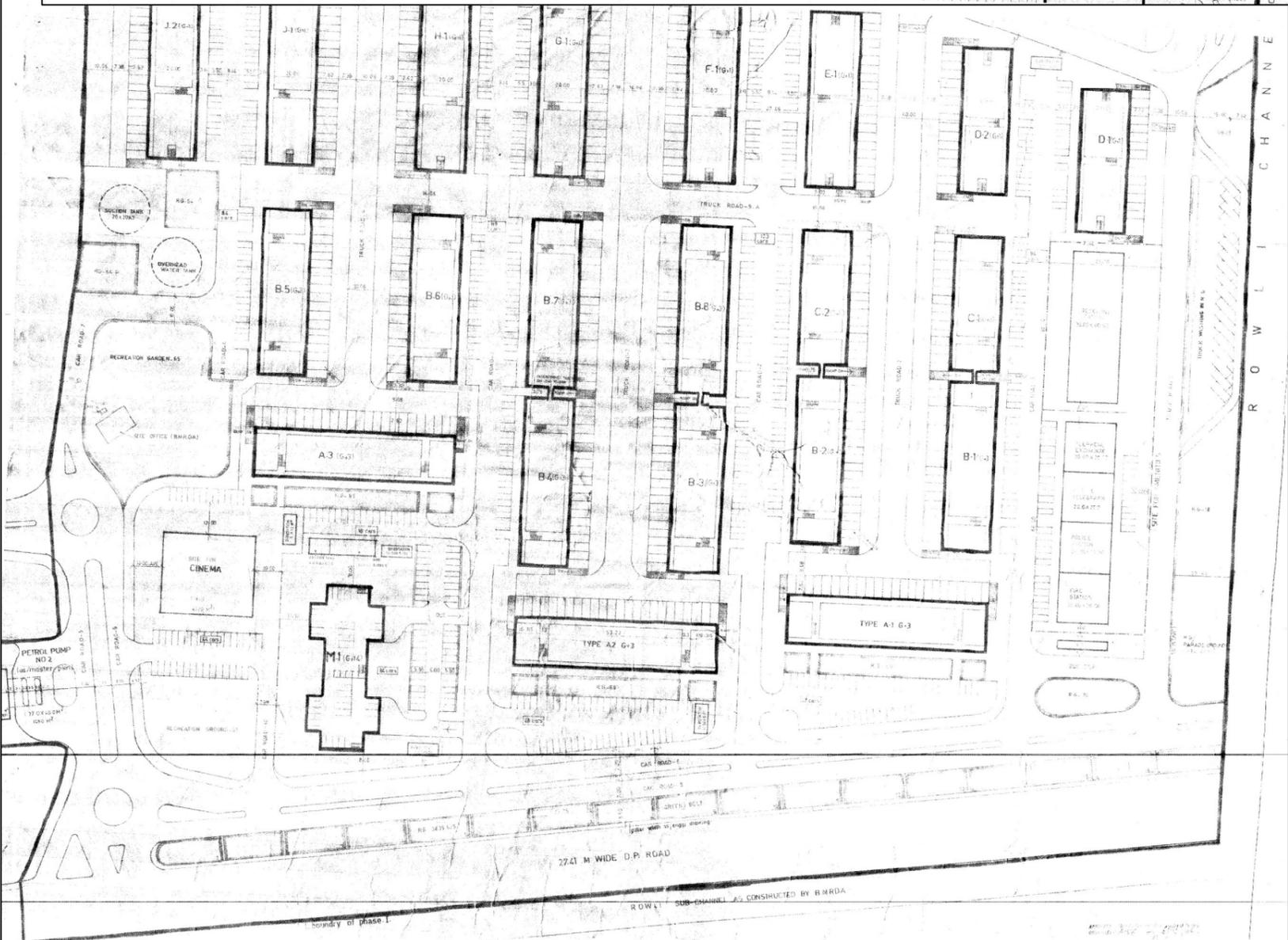
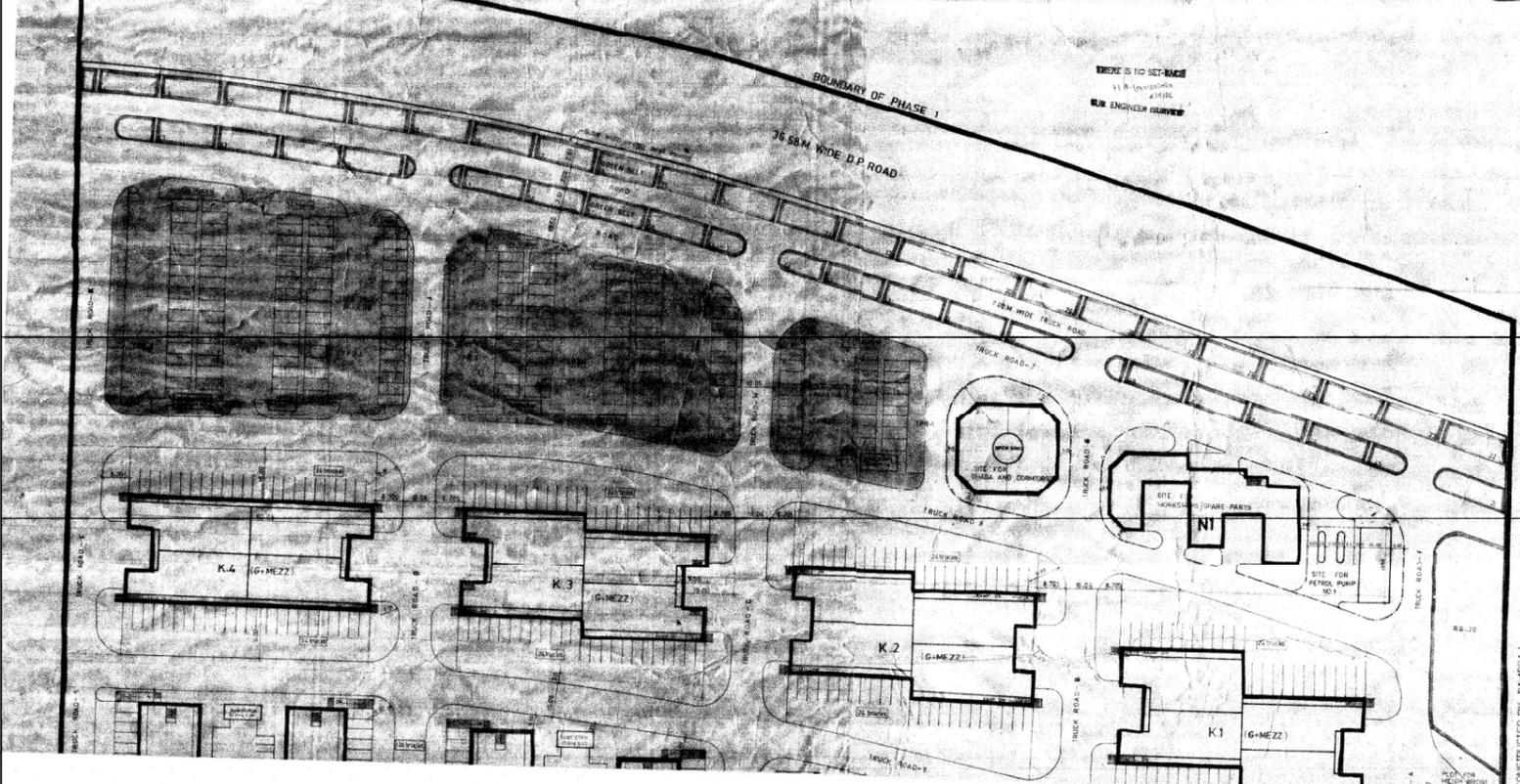
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TABLE NO. 1 AREA OF PHASE I		TABLE NO. 2 AREA OF PHASE II		TABLE NO. 3 AREA OF PHASE III		TABLE NO. 4 TOTAL AREA	
Sl. No.	Description	Sl. No.	Description	Sl. No.	Description	Sl. No.	Description
1	Plot Area	1	Plot Area	1	Plot Area	1	Plot Area
2	Open Space	2	Open Space	2	Open Space	2	Open Space
3	Water Body	3	Water Body	3	Water Body	3	Water Body
4	Other	4	Other	4	Other	4	Other
Total		Total		Total		Total	

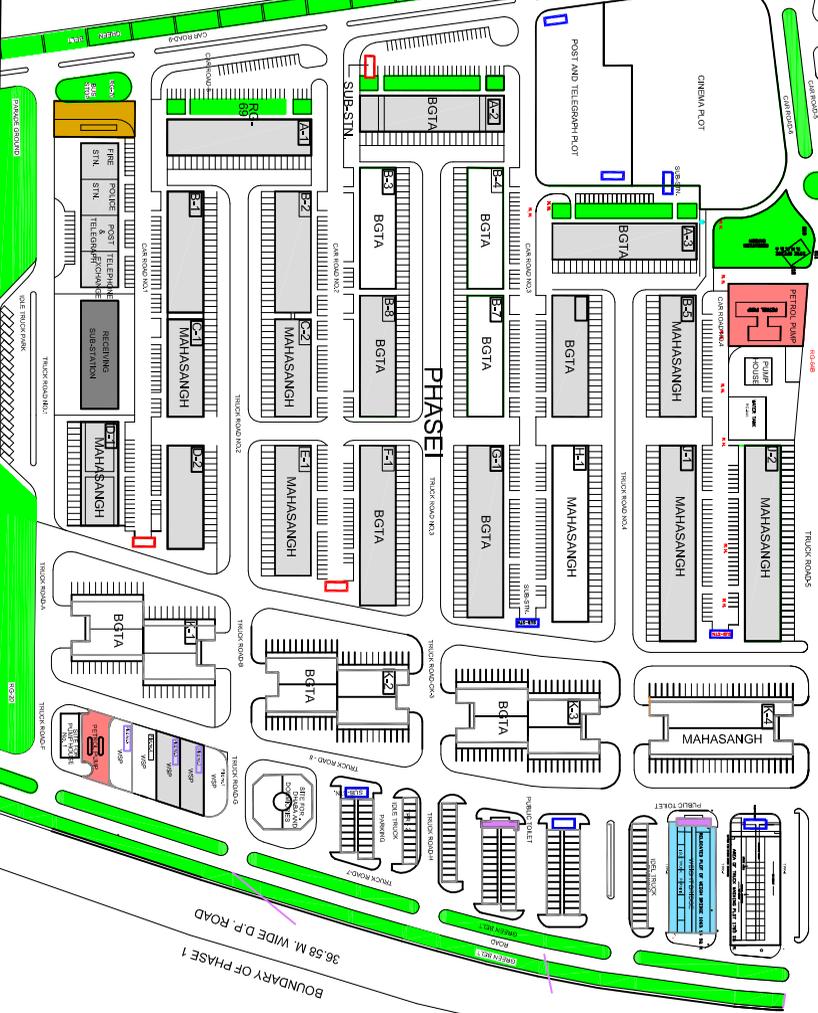


TRUCK TERMINAL AT WADALA
 THE LATEST PLAN SHOWING PHASE I
 BMRDA
 DATE: 15/05/2011
 SCALE: 1:1000

BOUNDARY OF PHASE I
 27.41 M. WIDE D.P. ROAD
 ROWU SUB-CHANNEL AS CONSTRUCTED BY BMRK

RAWALI CHANNEL
 DIE TRUCK PARK

PHASE III



PHASE-II

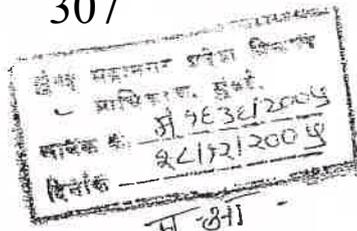
LEGEND

- BUILDING COMPLETED
- PLANTH COMPLETED
- EXISTING ROSS
- PROPOSED ROSS
- RSI PLAT
- S/P
- PETROL PUMP
- PUBLIC TOILET
- WASHING BRIDGE
- R.G.



MAHUL CREEK
 36.58 M. WIDE D.P. ROAD
 BOUNDARY OF PHASE I

पत्र सं. ०८
२७-१२



महाराष्ट्र प्रादेशिक व नगर रचना अधिनियम, १९६६
मुंबई महानगर प्रदेश विकास प्राधिकरणाची विशेष
नियोजन प्राधिकरण म्हणून कलम-४० अन्वये नेमणुक
करणेबाबत.

महाराष्ट्र शासन
नगर विकास विभाग
शासन निर्णय क्रमांक:-टिपीबी-४३०५/प्र.क्र.३१८/०५/नवि-११९
मंत्रालय, मुंबई-४०००३२
दिनांक:- ३ डिसेंबर, २००५

शासन निर्णय:- सोबत जोडलेली अधिसूचना राज्य शासनाच्या साधारण राजपत्रात प्रसिध्द
करण्यात यावे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नांवाने,

(सु. रा. किणी)
अवर सचिव

प्रति,

महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण, वांद्रे (पू) मुंबई. (त्यांना नवि-११९)
महापालिका आयुक्त, बृहन्मुंबई महानगरपालिका, मुंबई.
जिल्हाधिकारी, मुंबई शहर, जुने जकात घर, मुंबई.
जिल्हाधिकारी, उपनगर जिल्हा, मुंबई.
संचालक नगर रचना, महाराष्ट्र राज्य, पुणे.
उपसंचालक नगर रचना, मुंबई.
प्रमुख अभियंता (विकास नियोजन), बृहन्मुंबई महानगरपालिका, मुंबई.
व्यवस्थापक शासकीय मध्यवर्ती गुद्रणालय, चर्नीरोड, मुंबई.
(त्यांना विनंती करण्यात येते की, सोबतची अधिसूचना महाराष्ट्र शासनाचे साधारण
राजपत्र भाग-१ क्रमांक ११९९५ विभाग पुरवणीमार्फत प्रसिध्द करण्यात येवून त्याच्या प्रतिलिपी २५ घटी
नगर विकास विभाग, मंत्रालय, मुंबई व उपसंचालक नगर रचना, मुंबई यांना पाठविण्यात
याव्यात)

निवडनस्ती (नवि-११९)

M.C. OFFICE,
Date: 28/12/05

Schedule
V+1

Maharashtra Regional and
Town Planning Act, 1966

Appointment of MMRDA
as Special Planning Authority
under section 40 of the said
Act.

GOVERNMENT OF MAHARASHTRA
Urban Development Department
Mantralaya, Mumbai- 400 032.

Dated 3rd December, 2005

NOTIFICATION

No.TPB-4305/CR-318/05/UD-11

Whereas the Mumbai Metropolitan Region Development Authority (hereinafter referred to as "the said Authority") has been established under the Mumbai Metropolitan Region Development Authority Act, 1974, (Maharashtra Act No.IV of 1975) for the purpose of planning, co-ordination and supervising the proper, orderly and rapid development of the areas in the Mumbai Metropolitan Region and for executing plans, projects and schemes for such development in the areas within its jurisdiction;

And whereas, for the areas within the F (North) Ward of Municipal Corporation of Greater Mumbai (hereinafter referred to as "the said Ward") a Development Plan has been prepared and published by the Municipal Corporation of Greater Mumbai, under the provisions of the Maharashtra Regional and town Planning Act, 1966 (Maharashtra XXXVII of 1966); which has been approved by the Govt. in Urban Development Department vide its Notification No.TPB/4391/2361/CR-130/91/UD-11/RDP dated 2nd January 1992;

And whereas, the Government of Maharashtra considers that certain areas from the F (North) Ward are in undeveloped condition and need to be protected and developed in a comprehensive manner;

Now, therefore, in exercise of powers vested in it, under Clause (c) of Sub-section (1) of Section 40 of the Maharashtra Regional and Town Planning Act, 1966 (Maharashtra Act No. XXXVII of 1966) and all other powers enabling in it in this behalf, the Government of Maharashtra hereby appoints the said Authority as the Special Planning Authority for the purpose of development of land within the said ward in accordance with said final Development Plan of Greater Mumbai and any modifications thereto considered as necessary for the proper development of the Truck Terminal I.S.B.T. and other complimentary activities amenities and infrastructures facilities and also provide necessary amenities and infrastructural work connected therewith within the area of the said ward more specifically shown in the accompanying plan and defined in the Schedule hereinbelow viz :-

SCHEDULE

All that areas bounded on --

On the West	:	27.41 mt. North South D.P. Road Salamati Hill, Rawli Hill, C.S.No. 94 to 112
On the East	:	Mahul Creek
On the South	:	C.S.No. 117 & C.S.No. 144
On the North	:	BEST Work Shop & DEPOT

Note : 1) A copy of the plan showing the boundaries of Notified Area in pink colour is kept open for inspection of the public at the Office of the Mumbai Metropolitan Region Development Authority, MMRDA's Building, 7th Floor, Town & Country Planning Division, Bandra Kurla Complex, Bandra (E) Mumbai-400 051 and at the Office of the following officers :-

The Municipal Commissioner, Municipal Corporation of Greater Mumbai, Mumbai.
 The Collector of Mumbai District.
 The Collector, Mumbai Suburban District, Mumbai
 The Chief Engineer (Development Plan) Municipal Corporation of Greater Mumbai, Mumbai.

The Deputy Director of Town Planning, Greater Mumbai, Ensa Hutments,
Mahapalika Marg, Mumbai -400 001.

By order and in the name of the Governor of Maharashtra.



(S.R.Kini)

Under Secretary to Government

**Maharashtra Regional & Town
Planning Act, 1966.**

**Deletion of land bearing C.S. No.
6(pt) & 9(pt) of Wadala Anik from the
area of MMRDA as a Special Planning
Authority.**

**GOVERNMENT OF MAHARASHTRA
Urban Development Department
Mantralaya, Mumbai 400 032.
Date: 13th February, 2008.**

Read: Notification No. TPB 4305/CR-318/05/UD-11 dated 3/12/05

NOTIFICATION

No. TPB 4308/116/CR-20/08/UD-11.

Government in Urban Development Department vide its Notification dated 3/12/05 has appointed Mumbai Metropolitan Region Development Authority (MMRDA) (hereinafter referred to as "the said Authority") as a Special Planning Authority for the proper development of Truck Terminal I.S.B.T. and other complimentary amenities and infrastructure facilities under section 40 of Maharashtra Regional and Town Planning Act, 1966 (hereinafter referred to as "the said Act").

Government in Revenue & Forest Department vide its order No. LCS-2696/308/CR-5544/J-3 dated 21/1/06 has allotted plot bearing Plot No 6 and 9(pt) (area 65300 sq.m.) of village Anik Wadala (hereinafter referred to as "the said land") to Mathadi Kamgar Co-op. Housing Society subject to certain conditions.

Now, therefore Govt. hereby deletes the said land from the boundaries of the notified area of the said Authority as a Special Planning Authority appointed u/s 40 of the said Act.

Note: A copy of the plan showing the boundary deleted is kept open for inspection of the public at the Office of the Mumbai Metropolitan Region Development Authority, MMRDA's Building, 7th floor, Town & Country Planning Division, Banara-Kurik Complex, Bandra (E), Mumbai 400 051 and at the office of the following officers -

- 1) The Municipal Commissioner, Municipal Corporation of Gr. Mumbai, Mumbai.
- 2) The Collector of Mumbai District.
- 3) The Collector, Mumbai Suburban District, Mumbai.
- 4) The Chief Engineer (DP), Municipal Corporation of Gr. Mumbai, Mumbai.
- 5) The Dy. Director of Town Planning, Gr. Mumbai, ENSA Hutments, Mahapalika Marg, Mumbai 400 001.

By order and in the name of the Governor of Maharashtra,

CERTIFIED TO BE TRUE COPY


Vaibhav Associates


(Abhiraj Girkar)
Under Secretary to Government.

शासन जापन, क्रमांक-जमीन-२६९६/३०८/प्र.क्र. ६५४४/ज-३

महसूल व वन विभाग,

मंत्रालय, मुंबई-४०० ०३२

दिनांक २१ AUG २००६

विषय-जमीन मुंबई उपनगर जिल्हा

मौजे चेंबूर येथील स.नं. ३५७, स.नं. ३७६ (मुंबई उपनगर) आणि मौजे वडाळ येथील मूखंड क्र. ६ व ९ (पे) (मुंबई शहर) मधील जागेपैकी "आरक्षणाने बांधित, अतिक्रमणाने बाधित व सागरी किनारा नियमनाने बाधित जमीन मंजूर करणे, मंजूर जागेवर टी.डी.आर. वापरण्यास परवानगी देणे, मंजूर जागेवरील बांधकामाच्या ३५% बांधकामाचा वापर वाणिज्यिक प्रयोजनाकरिता करण्यास परवानगी देणेबाबत.

पढा :- १) शासन पत्र, महसूल व वन विभाग, क्रमांक- एलसीएस-२६८६/२१६५/प्र.क्र. १०१०/ग-४, दिनांक २३/३/१९८८

२) शासन पत्र, महसूल व वन विभाग, क्रमांक- एलसीएस-२५८८/१२७१/प्र.क्र. ४४५/ग-८, दिनांक २/११/१९८८

३) शासन जापन, महसूल व वन विभाग, क्रमांक- एलसीएस-१०८८/प्र.क्र. १८२८/ज-३, दिनांक २४/१/१९९१

४) शासन जापन, महसूल व वन विभाग, क्रमांक-जमीन-२६९६/३०८/प्र.क्र. ६५४४/ज-३, २१ जानेवारी, २००६

शासन जापन :-

विषयाकित प्रकरणी शासनाचे सहाय्यक पत्र/शासन जापनास अनुलक्षण विभागीय आयुक्त, कोकण विभाग, जिल्हाधिकारी, मुंबई उपनगर व जिल्हाधिकारी, मुंबई शहर यांना किंवा त्यापूर्वीक असे कळविण्यात येते की, माथाडी कामागार सहकारी गृहनिर्माण संस्थेस मौजे चेंबूर येथील स. नं. ३५७ मधील ७६,८०७ चौ. मी. आणि स. नं. ३७६ मधील ९७,५४१ चौ. मी. अशी एकूण १,७४,३४८ चौ. मी. जमीन व मौजे वडाळ येथील मूखंड क्र. ६ व ९ मधील ६५,००० चौ. मी. जमीन "एक विशेष बाब" म्हणून त्यावेळी अस्तित्वात असलेल्या शासन निर्णय क्रमांक एलसीएस-१०८८/१८८८/प्र.क्र. १८२८/ग-४, दिनांक १२/५/१९८३ व क्रमांक एलसीएस-२६८६/२१६५/प्र.क्र. ६५४४/ज-३ दिनांक २१/०१/१९९१ च्या आदेशातील मार्गदर्शक तत्वे शिथिल करून मंजूर करण्याचा निर्णय दिनांक २२/३/१९८८ रोजी झालेल्या मंत्रिमंडळाच्या बैठकीत घेण्यात आला होता. त्यानुसार संस्थेस दिनांक २३/३/१९८८ व दिनांक २/११/१९८८ च्या पत्रान्वये हेतूपत्र देण्यात आलेली होती. त्यानंतर संस्थेस मंजूर करण्यात येणा-या जमिनीची सवलतीची किंमत त्यावेळी अस्तित्वात असलेल्या दिनांक १२/५/१९८३ च्या धोरणात्मक आदेशाप्रमाणे वसूल न करता "एक विशेष बाब" म्हणून मंजूर जमिनीची किंमत प्रती चौ. मी. रुपये १०/- इतकी नाममात्र निधारित करून भाडेपट्ट्याने देण्याचा दिनांक २४/१/१९९१ च्या जापनान्वये निर्णय घेण्यात आला.

२. संस्थेस हेतूपत्र देण्यात आल्यानंतर जमिनीचा ताबा देतेवेळी सदर भूखंड विविध आरक्षणांनी बाधित असल्याचे निदर्शनास आल्याने व इतर तांत्रिक कारणांमुळे विषयाव्हा भूखंडाचे इत्तांतरण माथाडी कामगार सहकारी गृहनिर्माण संस्थेस झाले नाही. त्यामुळे शासन शासन दिनांक २३/३/१९८८ च्या दिनांक २३/३/१९८८ रोजीच्या हेतूपत्रानुसार देण्यात आलेल्या जमीनीपैकी अग्रक्रमाने बाधित अतिक्रमणाने बाधित व सागरी किनारा नियमनांने बाधित जमीन वगळून उरलेली जमीन नियमांनी प्रयोजनासाठी माथाडी कामगार सहकारी गृहनिर्माण संस्थेस सदर जमिनीची प्रचलित बाजार मायाची किंमत प्रती चौ. मी. रुपये १५,०००/- इतकी मानून त्या वसप्रमाणे अस्तित्वातील धोरणांनुसार भारतीय स्टेट बँकेच्या प्राईम लेंबींग रेटप्रमाणे जमिनीची भाडेपट्ट्याची रक्कम यसूल करून ३० वर्षांच्या भाडेपट्ट्याने दिनांक २३/३/२००६ च्या जापनाम्ये मंजूर करण्यात आली आहे.

३. शासनाचे वरील आदेश निर्गमित झाल्यानंतर श्री. बाबुराव रामिटे, अध्यक्ष, माथाडी कामगार सहकारी गृहनिर्माण संस्था यांनी मा. मुख्यमंत्री महादयाना उद्देशून दिनांक २१/३/२००६ रोजी निवेदन दिले होते. त्यासंदर्भात मा. मुख्यमंत्री महादयाने दिनांक १०/१२/२००६ रोजी बैठक आयोजित करण्यात आली होती. त्यामध्ये संस्थेने पुढीलप्रमाणे मागण्या केलेल्या आहेत.

- १) शासनाने माथाडी कामगारांच्या सहकारी गृहनिर्माण संस्थेसाठी दिनांक २४/३/१९९३ च्या जापनाम्येच्या अटीवर शर्तीयर जमीन मंजूर केली तेवढीच व त्याच अटीवर जमीन देण्यात यावी. त्यासाठी शासन निर्णय दिनांक २१/३/२००६ मध्ये आवश्यक त्या सुधारणा करण्यात याव्यात.
- २) संस्थेस दिलेल्या एकूण जमिनीच्या १५% क्षेत्र वाणिज्यिक वापरासाठी परवानगी देण्यात यावी.
- ३) संस्थेने दिनांक ५/८/२००६ च्या पत्रान्वये सदर जागेवर टी.डी. आर. वापण्यास परवानगी देण्याची विनंती केली आहे. त्यानुसार संस्थेस जागेवर अनुज्ञेय टी.डी.आर. वापण्यास परवानगी देण्यात यावी.

४. संस्थेच्या जमीन वापण्या विषयात कोणत्याही प्रकारचा प्रकल्पी शासन जापनाम्ये महसूल व वन विभाग, क्रमांक २३/३/२००६/प्र.क्र. २३/३/२००६/ज.२३/३/२००६ जागेवारी २००६ मधील अटी/शर्तीस कोणताही बाधा न आणता पुढील मातवास शासन मान्यता देण्यात येत आहे.

अ) संस्थेस प्रदान करण्यात आलेल्या जमिनीसंदर्भात दिनांक २३/३/१९८८ रोजी देण्यात आलेल्या हेतूपत्रानुसार तिवर/सागराखंड/आरक्षण/अतिक्रमण सह येणारी संपूर्ण जमीन संस्थेस प्रदान करणे.

- १) माथाडी कामगारांच्या सहकारी गृहनिर्माण संस्थेस दिनांक २३/३/१९८८ च्या शासन निर्णयान्वये प्रदान करण्यात आलेल्या मौजे चेंबूर येथील स.नं. ३५७, स.नं. ३७६ आणि मौजे यडाळ येथील भूखंड क्र. ६६४/२३ (पै) मधील जमिनीपैकी कांदळकतावलील आणि सागरी किनारा नियमनांने बाधित (सि. आर. जे. २३ व २४) जमिनी संस्थेस मंजूर करणेची संस्थेची विनंती मान्य करण्यात येत आहे.

- २) उक्त जागेवर बृहन्मुंबई महानगरपालिकेच्या विकास नियंत्रण नियमावलीनुसार रिक्रिएशन ग्राऊंड, म्युनिसिपल प्रायमरी स्कूल, प्लेग्राऊंड या आरक्षणाखालील जमिनी

महानगरपालिकेकडे सर्वा करणे आवश्यक असल्याने सदर आरक्षणाखालील जमीन मिळण्याची संस्थेने केलेली विनंती देखील अमान्य करण्यात येत आहे.

- ३) संस्थेस प्रदान करण्यात आलेल्या जागेची पुन्हा वितसर मोजणी करावी. संस्थेस मंजूर करण्यात आलेल्या जागेपैकी विकास योजनेतील रस्त्याखालील जमिनी व "पब्लिक हाऊसिंग, हाऊसिंग फॉर डिसहाऊसड" या आरक्षणाखालील जमिनी संदर्भात सदर जमीन आयुक्त, महानगरपालिका यांच्या समाधानाप्रमाणे संस्थेने विकसित करून बृहन्मुंबई महानगरपालिकेस हस्तांतरीत केल्यास, त्या बदल्यात शासन निर्णय नसार विकास विभाग, दिनांक २५/५/२००६ नुसार संस्थेस आशा जमिनीच्या बदल्यात आयुक्त चठई येथे मिळवायला देण्यात यावा. तसेच विकास योजनेतील रस्त्याखालील जमिनीच्या "पब्लिक हाऊसिंग, हाऊसिंग फॉर डिसहाऊसड" या आरक्षणाखालील जागेची मोजणी करून नव्याने प्रदान करण्याचे प्रस्तावित केलेल्या जमिनीकरीत उपलब्ध होणाऱ्या जागेची किंमत, सहकारी गृहनिर्माण संस्थेस जमीन प्रदानासंदर्भात शासन धोरण दिनांक २५/५/२००६ मध्ये दिलेल्या तरतुदीनुसार संस्थेच्या सभासदांच्या उत्पन्न गटानुसार येणाऱ्या प्रचलित कजहवकाच्या किंमतीवर पी.एल.आर. (फाईम लॅडींग सेट) नुसार भुडेभाडे वसूल करून या आरक्षणाखालील जमीन माथाडी कामगार सहकारी गृहनिर्माण संस्थेस दिनांक २१/१/२००६ रोजीच्या जापनानुसार ३० वर्षांच्या समांतर भाडेपट्ट्याने प्रदान करण्यास शासन मान्यता देण्यात येत आहे.

- अटी :- १) प्रस्तुत जमीन संस्थेस मंजूर करतांना शासन जापन, महसूल व वन विभाग, क्रमांक-जमीन-२६९६/३०८/प्र.क्र. ६५४४/ज-३, दिनांक २१ जानेवारी, २००६ मधील उर्वरीत अटी/शर्ती कायम राहतील.
- २) प्रस्तुत प्रकरणी भविष्यात कोणत्याही बाबी उद्भवल्यास त्याची सर्वस्वी जबाबदारी संस्थेची राहिल.
- ३) संस्थेस माथाडी कामगाराखेरीज इतर कोणासही शासनाच्या पूर्वपरवानगीशिवाय सभासद म्हणून सामावून घेता येणार नाही.

- ४) संस्थेस प्रदान केलेल्या जागेपैकी अतिक्रमणाने बाधित जमिनी संदर्भात संस्थेने झोपडपट्टी पुनर्वसन या प्रस्तावास अमान्य कडे घ्यावा. अतिक्रमितां जबाबदार असणाऱ्या कडे प्रस्ताव सादर करून त्यास एस्.आर.ए.ची मान्यता प्राप्त करून घेण्याची शर्त संस्थेस बंधनकारक करण्यात यावी. तसेच झोपडपट्टी पुनर्वसन योजना राबविण्यासंदर्भात शासनाच्या प्रचलित धोरणामधील तरतुदीनुसार असलेल्या अटी/शर्ती व एस्.आर.ए. कडून लागण्यात येणाऱ्या अटी/शर्ती संस्थेवर बंधनकारक राहतील.

- ब) संस्थेस देण्यात येणाऱ्या जमिनीचे भाडे दिनांक २४/१/१९९१ च्या शासन जापनानुसार आकारणे.

माथाडी कामगार सहकारी गृहनिर्माण संस्थेस शासन निर्णय दिनांक २१/१/२००६ अन्वये उक्त जमीन रुपये ५,०००/- प्रती चौ. मी. इतक्या दराने, सभासदांच्या उत्पन्न गटानुसार येणाऱ्या

सपलतीच्या कब्जेहक्काच्या किंमतीवर पी.एल.आर.प्रमाणे भाडे आकारून देण्यात आलेली असून त्याऐवजी शासन जापन दिनांक २४/१/१९९१ अन्वये दिलेल्या अटी/शर्तीनुसार म्हणजेच रुपये १०/- प्रती चौ. मी. इतक्या दराने येणा-या किंमतीवर पी.एल.आर.प्रमाणे भाडे आकारून जमीन-प्रदान करणेची केलेली मागणी अमान्य करण्यात येत आहे.

क) संस्थेस प्रदान करण्यात आलेल्या जमिनीपैकी मौजे चेंबूर येथील क्षेत्राकरीता हस्तांतरणीय विकास हक्क (टीडीआर) वापरण्यास परवानगी देणे.

संस्थेस यापूर्वी शासन जापन दिनांक २१/१/२००६ अन्वये मंजूर केलेल्या व भविष्यात सदर जापनाच्या मंजूरीनुसार ताबा देण्यात येणा-या जागेवर विकास नियंत्रण नियमावली १९९३ मधील नियम ३४, अपेंडिक्स ७ मधील तरतुदीनुसार अनुज्ञेय टीडीआर शासन निर्णय क्रमांक जमीन-२६१८/प्र.क्र. ७५६४/ज-३, दिनांक १/७/१९९९ मध्ये दिलेल्या तरतुदीनुसार त्या जमिनीच्या शिप्रसिध्द गणकानुसार येणा-या चालू बाजारमुल्याच्या किंमतीच्या २.५% दराने तात्पुरते अधिमुल्य आकारून तसेच वाणिज्य प्रयोजनासाठी वापरत येणा-या टीडीआर क्षेत्रावर ३% तात्पुरते दराने अधिमुल्य (Present Market Value नुसार) आकारून संस्थेस टीडीआर वापरण्यास परवानगी देण्यास शासन मंजूर देण्यात येत आहे.

अटी :- १) टी.डी.आर चा निवासी तसेच वाणिज्यिक प्रयोजनासाठी वापर करतांना आकारावयाच्या अधिमुल्याबाबत सुधारीत धोरण शासनाच्या विचाराधीन असून त्या प्रकल्पी भविष्यात जो निर्णय होईल त्यानुसार अधिमुल्याची फरकाची रक्कम विहित व्याजासह वसूल करण्यात येईल व त्यासंबंधात संस्थेकडून रुपये २००/- च्या स्टॅम्पपेपरवर लेखी हमीपत्र घेण्यात यावे.

२) संस्थेस मुळ जमीन ही माथाडी कामगारांच्या सहकारी गृहनिर्माण संस्थेस मंजूर करण्यात आली असल्याने टी.डी.आर अन्वये उपलब्ध होणा-या नविन बांधकामामध्ये तयार होणा-या सदनिकांकरीता देखील घेण्यात येणारे सभासद हे माथाडी कामगार असावेत. तसेच नवीन घेण्यात येणारे सभासदांची पात्रता शासन निर्णय, दिनांक २५/५/२००७ मध्ये दिलेल्या तरतुदीनुसार तपासून अशा नवीन सभासदांना जिल्हाधिकारी यांची पूर्वमान्यता घेणे आवश्यक राहिल.

३) भूखंड ज्या प्रयोजनासाठी मंजूर करण्यात आला आहे, त्याच प्रयोजनासाठी हस्तांतरणीय विकास हक्क (TDR) द्वारे उपलब्ध बांधकाम क्षेत्राचा वापर करण्यात यावा.

४) सदर जागेवर टीडीआरसह एकूण चटई क्षेत्र निर्देशांक हा २००% पेक्षा अधिक अनुज्ञेय होणार नाही व त्यापैकी किमान २०% रकम टीडीआरच्या माध्यमातून असणे आवश्यक आहे.

५) शासन निर्णय, नगर विकास विभाग, क्रमांक टीपीबी-४३०८/७७६/प्र.क्र. १२७/२००८ यूडी-११, दिनांक १०/४/२००८ मध्ये दिलेल्या तरतुदी संस्थेवर बंधनकारक राहिल.

ड) संस्थेस प्रदान करण्यात आलेल्या संपूर्ण क्षेत्राकरीता एकूण क्षेत्राच्या २.५% क्षेत्राच्या वाणिज्यिक वापरण्यास परवानगी देणे.

उक्त भूखंडावर विकास नियंत्रण नियमावली १९९३ मधील नियम क्रमांक ५२ च्या तरतुदीनुसार जागेवर अनुज्ञेय असलेला वाणिज्य वापर, शासन धोरण दिनांक १४/६/१९८८

मध्ये दिलेल्या तरतुदीनुसार एकूण बांधकामाच्या १५% या प्रमाणात करण्यास परवानगी देण्यात यावी.

अटी :- १) संस्थेस एकूण बांधकाम क्षेत्राच्या १५% क्षेत्र अधिक लाभदायी प्रयोजनासाठी मंजूर करतांना शासन निर्णय, महसूल व वन विभाग, क्रमांक-एलबीआर- २५८६/ प्र.क्र. २६६/ज-२, दिनांक-७ सप्टेंबर, २००७ मध्ये दिलेल्या तरतुदीनुसार हस्तांतर फी व अनुज्ञप्ती फी आकारण्यात यावी.

२) संस्थेने सुधारीत बांधकामाचे आराखडे मुंबई महानगरपालिकेकडून मंजूर करून घ्यावेत. तसेच सदर जागेचा वापर बृहन्मुंबई महानगरपालिकेच्या विकास नियंत्रण नियमावलीमध्ये दिलेल्या तरतुदीनुसार करण्यात यावा.

५. सदरचे आदेश नगर विकास विभागाच्या सहमतीने तसेच गृहनिर्माण विभागाच्या सहमतीने त्यांचेकडील अनौपचारिक संदर्भ क्रमांक ३२/झोप-२, दिनांक २६/८/२००८ ला अनलक्षून व वित्त विभागाच्या सहमतीने व त्यांचेकडील अनौपचारिक संदर्भ क्रमांक २६६/०९/व्यय-९, दिनांक ३०/८/२००९ ला अनलक्षून निर्गमित करण्यात येत आहेत.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने.

(जे. पी. डांगे)

अपर मुख्य सचिव (महसूल)

महसूल व वन विभाग.

प्रति,

जिल्हाधिकारी,

मुंबई उपनगर जिल्हा

प्रशासकीय इमारत,

बांद्रा (पूर्व), मुंबई-४०० ०५१

प्रतिलिपी :-

१) विभागीय आयुक्त, कोकण विभाग, कोकण भवन, नवी मुंबई.

२) जमाबंदी आयुक्त व संचालक भूमी अभिलेख, पुणे

३) उपसंचालक, भूमि अभिलेख, कोकण प्रदेश, मुंबई

४) सहाय्यक संचालक, नगर रचना व मूल्य निर्धारण विभाग, मुंबई उपनगर जिल्हा.

५) महालेखापाल, १/२ (लेखापरीक्षा), महाराष्ट्र राज्य, मुंबई/नागपूर

६) महालेखापाल १/२ (लेखा व अनुज्ञेयता) महाराष्ट्र राज्य, मुंबई/नागपूर

७) नगर विकास विभाग, नवि-११, मंत्रालय, मुंबई

८) वित्त विभाग, व्यय-९, मंत्रालय, मुंबई.

९) गृहनिर्माण व विशेष सहाय्य विभाग, झोपनि-२, मंत्रालय, मुंबई.

१०) अध्यक्ष, माथाडी कामगार सहकारी गृहनिर्माण संस्था मर्यादित, ऑफिस भवन, ५ वा मजला, १५७, पी. डी. मेलो रोड, कर्नाक बंदर, मुंबई-०१

११) ज-३ कार्यासन (निवडनस्ती), महसूल व वन विभाग, मंत्रालय, मुंबई.

M.C. OFFICE
22/11/10

मुंबई महानगर विकास प्राधिकरण,
6813/10
18/11/10

वि.यो. मुंबई (एफ/नॉर्थ वॉर्ड): षडाळा ट्रक टर्मिनल - विशेष नियोजन प्राधिकरण - मुंबई महानगर प्रदेश विकास प्राधिकरण.
महाराष्ट्र प्रादेशिक व नगर रचना अधिनियम, १९६६ चे कलम ११५ अन्वये नियोजन प्रस्तावास मंजूरीबाबतची अधिसूचना.

नगर रचना आणि मूल्यनिर्धारण विभाग,
महाराष्ट्र राज्य, मध्यवर्ती कार्यालये,
पुणे-४११००१,
दि.१९.११.२०१०.

अधिसूचना क्रमांक :- क्र.वि.यो.मुंबई/एमएमआरडीए/वडाळा ट्रक टर्मिनल/कलम ११५/
टिपीव्ही-३/९८४०, दि.१९.११.२०१०.

पहा :- १) मा.महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण यांचेकडील दि.१६.११.२००९,
दि.१४.८.२०१० व दि.२१.८.२०१० रोजीची पत्रे.
२) शासनाचे पत्र क्र.टिपीबी-४३१०/प्र.क्र.२६९/२०१०/नवि-११, दि.१०.११.२०१०.

निर्णय :- सोबतची अधिसूचना (इंग्रजी) महाराष्ट्र शासनाच्या राजपत्रात प्रसिध्द करावी.

(स.श.थत्ते)

कार्यासन अधिकारी,
टिपीव्ही-३, पुणे.

M.C. OFFICE,
Date: 18/11/10

प्रत :-

- १) मा.प्रधान सचिव, नगर विकास विभाग, (नवि-११) मंत्रालय, मुंबई-३२.
- २) मा.महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण, बांद्रा-कुर्ला कॉम्प्लेक्स, मुंबई. (अधिप्रमाणित नकाशासह)
- ३) मा.आयुक्त, बृहन्मुंबई महानगरपालिका, बृहन्मुंबई.
- ४) मा.उपसंचालक, नगर रचना, बृहन्मुंबई.
- ५) रेखाकला शाखा, मुख्य कार्यालय, पुणे (अधिप्रमाणित नकाशासह)
- ६) व्यवस्थापक, शासकीय मध्यवर्ती मुद्रणालय, नेताजी सुभाष प्रथ, मुंबई ४०० ००४.
/- त्यांना विनती करण्यात येते की, सोबत पाठविलेली अधिसूचना महाराष्ट्र शासन राजपत्राच्या कोकण विभागीय पुरवणीमध्ये प्रसिध्द करून त्याच्या प्रत्येकी १० प्रती या कार्यालयासह वरील सर्व कार्यालयास पाठवाव्यात:-
- ७) विशेष आदेश धारिका (एस.ओ.फाईल) टिपीव्ही-३

MC
AME
CTRC

प्र.वि.प्राधिकरण
25 NOV 2010

**TOWN PLANNING AND VALUATION DEPARTMENT
MAHARASHTRA STATE, PUNE.**

NOTIFICATION

Date: - 16/11/2010.

Maharashtra Regional & Town Planning Act, 1966

No.D.P.Mumbai/MMRDA/Wadala Truck Terminal/Sec.115/TPV-3/6840

Whereas, 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 (Mah. XXXVII of 1966) (hereinafter referred to as "the said Act") and all other powers enabling it in this behalf, the Government of Maharashtra has appointed the Mumbai Metropolitan Region Development Authority as the Special Planning Authority (hereinafter referred to as "the said SPA") for the area situated in 'F' (North) ward, of Municipal Corporation of Greater Mumbai, for development for Wadala Truck Terminal, ISBT and other complimentary activities, amenities and infrastructure facilities at Wadala (hereinafter referred to as "the said Notified Area") vide Urban Development Department Notification No.TPB-4305/CR-318/05/UD-11, dated 3rd December 2005;

And whereas, certain area of land bearing C.S.No.6(pt) & 9(pt) of village Anik, Wadala admeasuring about 65000 sq.mt. allotted to Mathadi Kamagar Co-op Housing Society has been deleted from the said Notified Area vide Government in Urban Development Department Notification No.TPB-4308/116/CR-20/08/UD-11, dated 13th February 2008;

And whereas, the said SPA after following the procedure as laid down under clause (d) of sub-section (3) of section 40 read with subsection (2) of section 115 of the said Act, has prepared the planning proposals for the said Notified Area and published the notice No.T & C/ WTT/DPP/2008, dated 10th December, 2008 to that effect in Maharashtra Government Gazette dated 18th December, 2008 at page no.183-184 and in newspapers Daily Lokmat (Mumbai) dated 19th December, 2008 and Daily Free Press Journal dated 18th December, 2008 for calling objections and/or suggestions from the public regarding the published Planning Proposals for the said notified area and has submitted the Planning Proposals under subsection (3) of the section 115 of the said Act to the Government for sanction vide letter No.डब्ल्यू.टी.टी./न.वि.वि./०१/१५७, dated 16th November, 2009 & vide letters dated 14th August, 2010, 21st August, 2010 and Government vide letter dated 10th November, 2010 with formal approval directed the Director of Town Planning, Maharashtra State, Pune to accord the sanction to the planning proposals;

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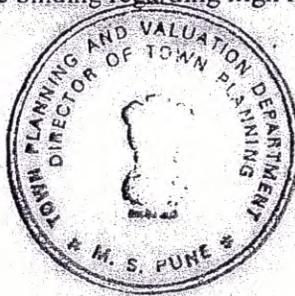
And whereas, the Government in Urban Development Department vide Notification No.TPB-1802/150/UD-13, dated 21st March, 2003 has delegated the powers exercisable by it, under section 115(3) of the said Act, to the Director of Town Planning, Maharashtra State, Pune;

Now therefore, in exercise of the powers conferred by subsection 3 of section 115 of the said Act and all other powers enabling him in that behalf, the Director of Town Planning, Maharashtra State, Pune hereby accords its sanction to the Planning Proposals of the said Notified Area of Wadala Truck Terminal, with some modifications as shown in orange colour on plan and subject to following conditions;

Conditions:-

- 1) The Planning Proposals shall immediately come in to effect from the date of approval u/s 115(3) of MRTP Act, 1966.
- 2) This sanction is only for the Planning Proposals like proposed land use, road pattern. Development Control Regulations for the said Notified Area will be sanctioned Separately.
- 3) The said SPA should obtain No Objection Certificate from Municipal Corporation of Greater Mumbai regarding availability of off-site infrastructure like water supply, sewage, storm water drains, transport facilities at the time of granting Development permissions.
- 4) Area of 25% of total area under proposal must be provided as Physical Recreational Ground (RG) / open spaces at appropriate places and sizes, as per provisions of the Development Controls Rules for Greater Mumbai, 1991.
- 5) The provisions of MoEF's CRZ Notification dated 19th February, 1991 as amended from time to time shall be applicable to the areas affected by CRZ. The said SPA should obtain No Objection Certificate from State level MCZMA or MoEF wherever necessary and conditions mentioned in such consent shall be binding.
- 6) The SPA shall obtain demarcation plan as per planning proposals from the land record department.
- 7) The said SPA should obtain consent from Maharashtra Pollution Control Board (MPCB) wherever necessary and conditions mentioned in such consent shall be binding.
- 8) While sanctioning building plans, the said SPA shall obtain No Objection Certificate from PWD, Mahavitaran (MSEB) etc. departments wherever necessary.
- 9) No objection certificate from the appropriate authority of Central Government shall be obtained for the lands under Salt Pan use & lands owned by Salt Commissioner.
- 10) No objection certificate from the Competent Authority shall be obtained for the Mangrove Swamp, Mangrove forest lands. Orders issued by the Hon'ble High Court regarding protection of such lands shall be binding.
- 11) Lands declared as protected forest shall be permitted to be developed only after deletion of these lands from protected forest by the Competent Authority.
- 12) Government in Urban Development Department's Resolution No.TPB-4303/49/CR-4/03/UD-11, dt.28/7/2004 shall be binding regarding high rise building.

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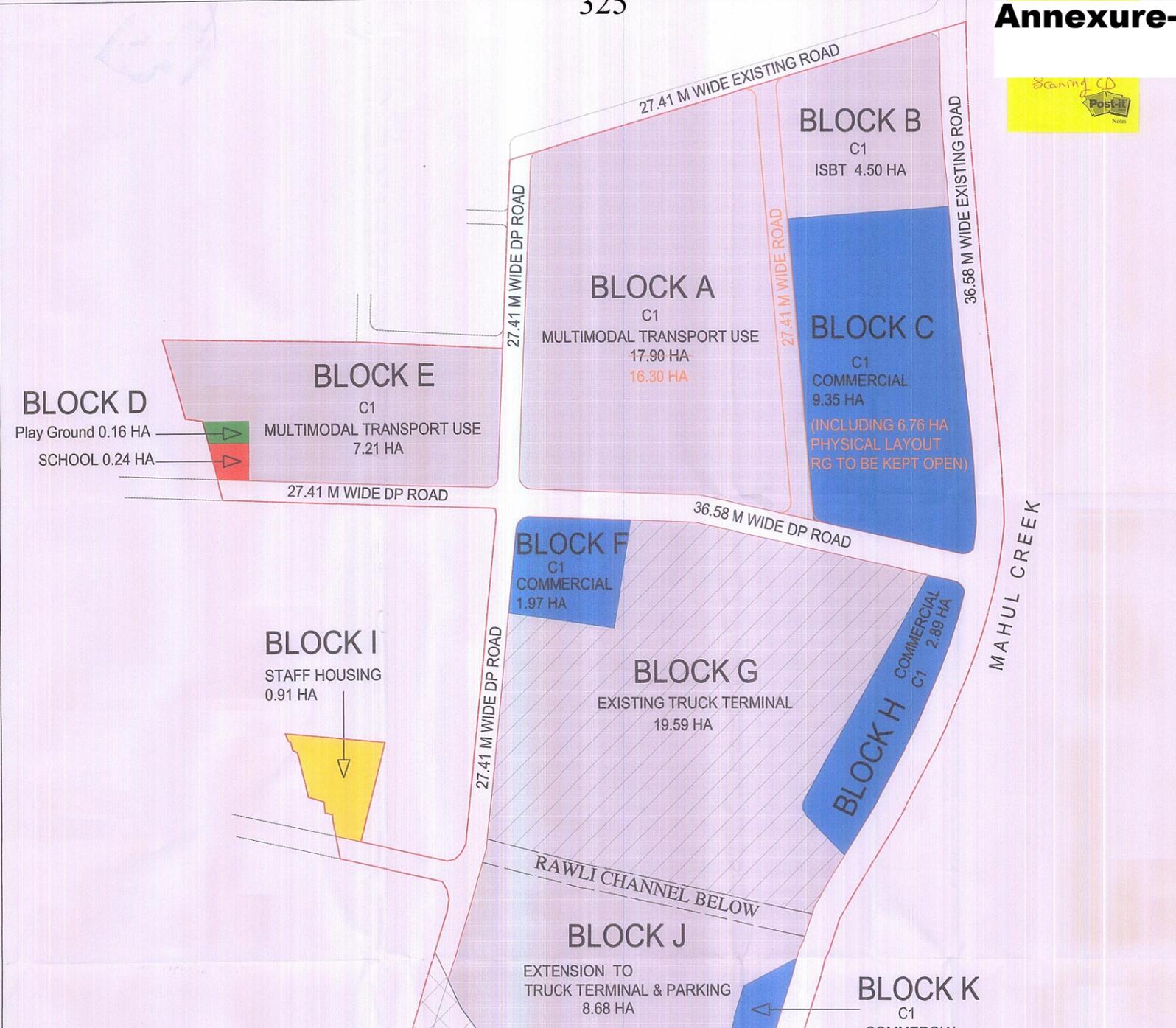
- 13) Out of Block-L - Residential Staff Housing having area about 0.91 Ha., half of the area shall be developed as Rental Housing/Affordable Housing. Remaining half of the area shall be developed for sale as per Housing Policy.

Note : The Plan showing the Planning Proposal is available for inspection for general public during office hours in office of The Chief (Transport and Communication Division) Mumbai Metropolitan Region Development Authority 8th floor, Bandra-Kurla Complex, Bandra (East), Mumbai-51.

By order and in the name of the Governor of Maharashtra.



S. D. Landge
(S. D. Landge)
Director of Town Planning,
Maharashtra State, Pune.



AREA STATEMENT

	Area (Ha)	%
Existing Truck Terminal	19.59	17.93%
Extension to Truck Terminal	8.68	7.95%
Inter State Bus Terminal	4.50	4.12%
Commercial (Including 6.76 ha Physical Layout RG)	15.00	13.73%
Multimodal Transport Use (Incl. area under N-S 27.41m Rd)	25.11	22.99%
Salt Pan/Protected Forest	27.81	25.46%
Staff Housing (Residential)	0.91	0.83%
School and PG	0.40	0.37%
Area under DP Road	7.24	6.62%
Total Area	109.24	100%

LEGEND

- SPA BOUNDARY
- PROPOSED DP ROADS
- MULTIMODAL TRANSPORT USE
- INTER STATE BUS TERMINAL
- COMMERCIAL
- EXISTING TRUCK TERMINUS
- EXTENSION TO EXISTING TRUCK TERMINUS
- SCHOOL
- STAFF HOUSING
- SALT PAN / PROTECTED FOREST
- MODIFICATIONS SUGGESTED BY DTP, MS, PUNE

C.S.No.83
SALT PAN LAND/PROTECTED FOREST
27.81 HA

TOWN PLANNER
 T & C DIVISION
 M.M.R.D.A.

FUNCTIONED UNDER DIRECTOR OF TOWN PLANNING MAHARASHTRA STATE, PUNE
 NOTIFICATION NO. T.P.V. 2/16840,
 DATED 16.11.19610.
 SUBJECT TO MODIFICATIONS MENTIONED IN THE SCHEDULE OF MODIFICATION.

 DIRECTOR OF TOWN PLANNING
 MAHARASHTRA STATE, PUNE

sd -
METROPOLITAN COMMISSIONER, MMRDA

sd -
CHIEF, TRANSPORT & COMMUNICATIONS DIVN., MMRDA

sd -
ADDITIONAL CHIEF, T & C DIVN, MMRDA

sd -
PLANNER, TRANSPORT & COMMUNICATIONS DIVN., MMRDA

PROPOSED DRAFT PLANNING PROPOSAL FOR TRUCK TERMINUS & INTER STATE BUS TERMINAL & OTHER COMPLEMENTARY ACTIVITIES AMENITIES & INFRASTRUCTURE FACILITIES AT WADALA.

PROPOSED DRAFT PLANNING PROPOSAL

SCALE : 1 : 2500

DWG.NO. - 1

DATE -

MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY
 BANDRA KURLA COMPLEX, BANDRA (EAST), MUMBAI - 400051

PROPOSED DRAFT PLANNING PROPOSAL

Annexure-7

मानव प्रदेश विकास
 अधिकरण, मुंबई.
 क्र. क. मं. ७२८/१०
 दिनांक: २२/०६/१०

GOVERNMENT OF MAHARASHTRA

No.MVP-2010/C.R.183/S.P.,
 General Administration Department,
 Mantralaya, Madam Cama Road,
 Mumbai - 400 032.
 Date:- 14th June, 2010.
 Tel-22023901.

To,

- Shri Deepak Parekh, Chairman, H.D.F.C.Ltd, Mumbai.
 Shri Anand Mahindra, Managing Director, Mahindra & Mahindra,Ltd, Mumbai.
 Shri Noel Tata, Managing Director, Tata Trent Ltd, Mumbai
 Shri Jamshyd Godrej, Chairman, Godrej & Boyce Mfg.Co.Ltd. Mumbai.
 Shri Narinder Nayar, Chairman, Bombay First, Mumbai.
 Shri Ranjeet Pandit, Chairman, McKinsey & Company, Mumbai.
 Shri V.S. Palekar, 145, Samudra Mahal, Dr. Amji Basant Road, Worli, Mumbai
 Shri. Anand Jain, Chairman, Mumbai SEZ Ltd, Mumbai.
 The Principal Secretary, Finance Department, Mantralaya, Mumbai.
 The Principal Secretary, Planning Department, Mantralaya, Mumbai
 The Principal Secretary (1), Urban Development Department, Mantralaya, Mumbai.
 The Principal Secretary (Industries), I.E & L Department, Mantralaya, Mumbai
 The Principal Secretary (L & J), Law & Judiciary Department, Mantralaya, Mumbai
 The Secretary (II), Urban Development Department, Mantralaya, Mumbai
 The Secretary, Housing Department, Mantralaya, Mumbai
 The Secretary (S.P), General Administration Department, Mantralaya, Mumbai
 The Secretary (Transport), Home Department, Mantralaya, Mumbai
 The Secretary (Public Works), Public Works Department, Mantralaya, Mumbai
 The Secretary (Roads), Public Works Department, Mantralaya, Mumbai.
 The Metropolitan Commissioner, MMRDA, Mumbai
 The Municipal Commissioner, M.C.G.M, Mumbai
 The Commissioner of Police, Mumbai
 The Managing Director, M.S.R.D.C., Mumbai
 The Addl. Commissioner, MMRDA, Mumbai
 The Chief Executive Officer, MHADA, Mumbai

①
 A.M.C.
 22/06/10

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- The Additional Chief Secretary, Home Department, Mantralaya, Mumbai.
 The Principal Secretary to Hon. Chief Minister, Mantralaya, Mumbai.
 The Principal Secretary, (Animal Husbandry, Dairy Development and Fisheries), Agriculture,
 Animal Husbandry, Dairy Development and Fisheries Department, Mantralaya, Mumbai.
 The Principal Secretary (Appeals & Security), Home Department, Mantralaya, Mumbai.
 The Principal Secretary, School Education & Sports Department, Mantralaya, Mumbai.
 The Project Manager (MTSU), All India Institute of Local Self-govt, Fort, Mumbai.
 The Managing Director, MUIDCL, Mumbai.
 The Joint Commissioner of Police (Traffic), Sir Pochkhanwala Road, Worli, Mumbai.
 Shri. P.C Sehgal, Managing Director, MRVC, Mumbai.
 Shri. Shirish Sankhe, Mckinsey & Company, Mumbai.
 Shri. Sunil Sabharwal, CEO, Bombay First, Mumbai.

Subject : : Minutes of the Empowered Committee on Mumbai
 Transformation- 5th June 2010.

Sir / Madam,

The minutes of the meeting of the Empowered Committee on Mumbai Transformation held under the chairmanship of Chief Secretary on 5th June 2010 are enclosed herewith for further needful action.

Yours faithfully,


 (R. T. Jadhav)

Deputy Secretary to Government

Copy with a copy of minutes forwarded with compliments to -

1. The Secretary to Chief Secretary, Mantralaya, Mumbai.
2. P.A. to Secretary, (Special Projects), Mantralaya, Mumbai.

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09/06/10
S. D. P. / ES

Minutes of the 25th meeting of the Empowered Committee held under the Chairmanship of Chief Secretary, Government of Maharashtra.

Date & time: 5th June, 2010 at 11.00 a.m.

Venue: Committee Room, 5th floor, Mantralaya

Items on the agenda were discussed. The following decisions were taken by the Empowered Committee (EC) -

Sr. No.	Decision taken in the meeting	Agency/Officer Responsible for implementation	Time limit for completion of Action
1.	Confirmation of the minutes of the previous meeting, i.e. 24 th meeting held on 15 th May, 2010. • The minutes were confirmed without any modification.	---	---
2.	Review of Actions Taken on the subjects raised in the previous meetings of the EC. • The Action Taken Report was noted by the EC and the following decisions were taken- (1) <u>Study Group on converting grounds like Oval, Cross and Azad Maidan into Central Park by MCGM.</u> • Report of the Study Group be prepared in the next 3 months and presented to EC. (2) <u>Low Income Housing.</u> • It was brought to the notice that almost all the lands under ULC in Mumbai are under encroachment. However, the list of such surplus lands should be given to Housing Dept. which should examine the feasibility of executing SRA schemes. (3) <u>Maintaining Pavements.</u> • A copy of any previous correspondence pertaining to beautification & maintenance of P.D.Mello Road & Senapati Bapat Marg be given by Mr. Jamshyd Godrej to the MCGM so that the MCGM can communicate its response. Thereafter M/s Tata & Godrej Groups to prepare beautification plans for these roads.	PS (School Education) UDD-1 Mr. Jamshyd Godrej.	31 st Aug. 2010. 2 weeks. 7 days.
3.	Review of Major Projects. • EC noted the status of the major projects, quick wins and policy reforms and the following decisions were taken- (1) <u>Versova- Andheri - Ghatkopar Metro Corridor.</u> • Since Hon' ble Chief Minister of Maharashtra has recently spoken to the General Manager of the Western Railway for early Railways approval for the over bridge at Andheri, the MMRDA to pursue the	MMRDA	Immediately.

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	<p>over bridge at Andheri, the MMRDA to pursue the matter with the Western Railways.</p> <p>(2) <u>Wadala Truck Terminus.</u></p> <ul style="list-style-type: none"> • EC endorsed the proposal of shifting Wadala Truck Terminus near Mankhurd or outside Greater Mumbai and developing the existing land at Wadala on the lines of Bandra - Kurla Complex. <p>(3) <u>Western Waterways.</u></p> <ul style="list-style-type: none"> • The last date of receipt of bids should not be extended further i.e. beyond the 21st June, 2010. <p>(4) <u>Middle Vaitarna Dam, Water Supply Project.</u></p> <ul style="list-style-type: none"> • Visit of EC members be arranged by MCGM to the project site, so that they too could witness the progress of work. <p>(5) <u>Sion- Panvel Highway (Additional Thane Creek Bridge).</u></p> <ul style="list-style-type: none"> • The issue of funding of this project should be brought up in the Hon'ble Chief Minister's War-Room meeting. 	<p>MMRDA</p> <p>MSRDC</p> <p>MCGM</p> <p>MTSU</p>	<p>Immediately.</p> <p>As early as possible.</p> <p>In, the next War-Room meeting</p>
4.	<p>MCGM's comments on MMRDA's proposal of taking up Sion - BARC elevated road by MCGM.</p> <ul style="list-style-type: none"> • MMRDA to give a presentation to the Municipal Commissioner on the alignment of the proposed Sion-BARC elevated road and offer its views as to whether this road is required or not, taking into consideration the ongoing and other proposed road projects, so that the MCGM can firm up its stand in this regard. 	<p>MMRDA</p> <p>MCGM</p>	<p>Before the next meeting of EC.</p>
5.	<p>MUTP Phase-III- Planning for fast track between GSTM and Navi Mumbai/ Panvel - Presentation by MRVC.</p> <ul style="list-style-type: none"> • MMRDA to give its views about the projects proposed in MUTP Phase-III, indicate inter - se priority of the projects and thereafter place the proposal before UMMTA. • The issue of ownership of land at Bandra (East), which is proposed for commercial development for generating funds for the railway projects, be resolved early. 	<p>MMRDA</p> <p>UDD-I</p>	<p>As early as possible.</p> <p>As early as possible.</p>
6.	<p>Presentation by MSRDC on the facilities for dispersal of traffic at Haji Ali on Worli-Nariman Point sea link.</p> <ul style="list-style-type: none"> • MSRDC to obtain the views of the MCGM and the Jt. Commissioner of Police (Traffic) so as to ensure that 	<p>MSRDC</p>	<p>As early as</p>

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	the MCGM and Jt. CP (Traffic) have no contrary views on the proposed facilities for dispersal of traffic at Haji Ali.		possible. 701/0
7.	<p>Presentation by MCGM on the project of Beautification of Haji Ali sea face, including timelines for the project.</p> <ul style="list-style-type: none"> • EC endorsed the project proposal and its time lines. The bids for the project are to be received by the end of July, 2010 and the project is expected to be completed by the end of December, 2012. • Benches in the seating area should be so designed that they can be used only for sitting and not for sleeping. 	MCGM MCGM	---
8.	<p>Presentation by Bombay First on the security aspects in Mumbai.</p> <ul style="list-style-type: none"> • The Commissioner of Police, Mumbai to give presentation to EC on the security arrangements in Mumbai. 	Commissioner of Police (Mumbai)	In the next meeting of EC.
9.	<p>Presentation by MCGM on the DPR on proposed Textile Museum with garden in RG.</p> <ul style="list-style-type: none"> • EC highly appreciated the project proposal. • M.C., MCGM to set up a Core Group to develop a Revenue Model for financing and maintenance of the proposed Textile Museum. • Help of NIFT should also be obtained, if necessary. • The option of levying a surcharge on the development of all mill lands in the city should be considered for funding and maintaining the museum. 	MCGM MCGM MCGM MCGM U.D.D.-I	--- As early as possible. As early as possible. As early as possible.

Meeting ended with a vote of thanks to the Chair.

The meeting was attended by-

1. Shri Jamshyd Godrej, Chairman & M.D., Godrej & Boyce Mfg. Co. Ltd. Mumbai.
2. Shri Narinder Nayar, Chairman, Bombay First, Mumbai.
3. Anand Jain, Chairman, Mumbai SEZ Ltd, Mumbai
4. Brijesh Singh, Addl. C.P (Traffic), Mumbai Police
5. Ashish Singh, Addl. Commissioner, MCGM
6. Sanjay Kumar, Pr. Secy, Education and Sports Deptt
7. Medha Gadgil, Pr. Secy, Home Deptt
8. Shri V.K. Kanade, Principal Secretary, Finance Department, Mantralaya, Mumbai.
9. Shri V.L. Achaliya, Principal Secretary (L&J), Law & Judiciary Department, Mantralaya, Mumbai

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10. Shri Manu Kumar Srivastava, Secretary(II), Urban Development Department, Mantralaya, Mumbai
11. Shri Dhananjay Dhawad, Secretary (Roads), Public Works Department, Mantralaya, Mumbai
12. G.M.Kandhare, Secretary (Works), Public Works Department, Mantralaya, Mumbai
13. Shri.P.C.Sehgal, M.D., MRVC
14. Shri.U.P.S.Madan, Project Manager, Mumbai Transformation Support Unit, Mumbai.
15. Shri. Shirish Sankhe, Director, Shri Shirish Sankhe, Director, Mckensy & Co.
16. Aseem Gupta, Adll.Municipal Commissioner, MCGM
17. S.M.Sabnis, C.E, MSRDC
18. A.B.Damle, S.E, MSRDC
19. D.G.Pawse, S.E, MSRDC
20. Shalini Sharma, Police Inspector, Mumbai Police
21. Lalita Gupta, Dy.Architect, MCGM
22. Ramesh Sankhe, Dy.Chief Engineer, DRA, SRA
23. A.T.Shintre, Dir(E.S.&P), MCGM
24. Shashank-Mehendale, Consultant, MCGM
25. R.D.Shinde, Commissioner, Dairy Development, GoM.
26. Tank.S.R, E.E.(St)(City), MCGM
27. Sabnis, A.J., Sr.H.C.Engr., MCGM
28. Suresh Kakani, Dy.Secretary, Urban Development Department
29. S.K.Mukharjee, Jt.M.D., MSRDC
30. S.V.R.Srinivas, Addl.Commissioner, MMRDA
31. Col. Sunil Sabarwal, C.E.O. Bombay First.
32. P.H.Raut, Consultant, MTSU
33. R.T.Jadhav, Dy.Secretary(Special Project), GAD
34. H.Y.Shaikh, P.O., MRVC
35. R.P.Bhave, Secretary, MRVC
36. N.B.Wadekar, Dy. Secretary, Planing Department
37. S.P.Kotwal, Section Officer, Planing Department
38. V.Suresh Raju, D.E., MSRDC
39. Roger Perera, Vice Chairman, Bombay First.
40. Abha Lambah, Consultant, MCGM.

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CHRONOLOGY OF WADALA TRUCK TERMINUS

Planner.

Sr. No.	References	Reference Date	Subject
1	UD & PHD Resolution No. BMRDA. 3179/2027-CR-313(B)/UD-25	5/11/1981	Land required for TT admeasuring 281119.73 sq.mt. surrendered to R& FD.
2	R & FD Memorandum No.LBL 2579/42817-G8	6/3/1982	Government directed to authorize the Collector of Bombay to handover to BMRDA advance possession of the land surrendered to UD & PHD by its GR dated 5/11/1981 abide by terms and conditions of allotment including rent / price
3	Govt. Letter No.S/TPB/LND/2996	25/5/1982	as per Charge Receipt / Report dated 15/10/1983
4	Govt. Letter No.S/TPB/LND/2996	29/9/1983	as per Charge Receipt dated 15/10/1983
5	Govt. Letter No.S/TPB/LND/2996	27/6/1984	as per Charge Receipt dated 29/6/1984
6	Govt. Letter No.LBL/2579/42317/ CR-601/C-B & Collector of Bombay Letter No.S/TPB/LND/2996/507	30/11/1983 & 27/6/1984	Lands admeasuring 1266417.80 sq.mt. were handed over to BMRDA.
7	Govt. Letter No.BMRDA-1689/UOR-5/ 89/UD	11/12/1990	Government directed to transfer CPWD land admeasuring 30.31 ha. which was by mistake handed over to BMRDA by Collector of Bombay. And rent the remaining land of about 9, 63,317.80 sq.mt. on 30 years lease period to BMRDA.
8	R & FD Letter No. LBL/2579/42817/ CR-81/J-2	29/12/1992	Request for approving the land for WTT area with reference to the letter addressed to Secretary, UDD dated 28/1/1991 by R&FD dept.
9	Govt Res. No. LBL/2579/42817/ CR-81/J-2	29/12/1992	With reference to the Govt. Memorandum dated 6/3/1982 the land was allotted & possession of other open land was taken by MMRDA. From the date of possession of salt pan division lands bearing C.S. No. 8, the lease rent is approved for 30 yrs in which the CPWD land is not included bearing C.S. No. 7.
8	R & FD Letter No.LBL/2594/2415/Cr No 298/J-2	20/8/1994	Transfer of land bearing C.S. No. 117 & admeasuring 2 ha. to Food Supply Dept. by MMRDA.
9	R & FD Letter No.LBL-2579/42817 / Cr No. 81/J-2	3/10/1997	Lands transferred to CPWD admeasuring 30.31 ha after joint measurement it was found that the Government land admeasured about 9, 60, 566.68 sq.mt. & CPWD land admeasured 3,15,851.12 and

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			was approved by Government. Also lease period was increased from 30 to 40 years.
10	Notification. No. TPB 4305/Cr No. 318/05/UD-11	3/12/2005	Appointment of MMRDA as a Special Planning Authority under section 40 of MR&TP Act, 1966 for development of Wadala Truck Terminal & I.S.B.T.
11	Govt Res. No. LBL/2509/30196/ CR-76/J-2	24/10/2005	Decision taken by Govt. regarding Lease rent to be paid by MMRDA to Government.
12	Notification. No. BMC-2323/Cr No. 233/UD-21	12/02/2007	High Power Committee constituted under the Chairmanship of Chief Secretary, GoM has approved Wadala Truck Terminal as a special development project.
13	Notification. No. TPB 4308/Cr No. 20/2008/UD-11	13/2/2008	Government Deleted land bearing C.S. - 6(pt) & 9(pt) admeasuring 6.5 ha. from the boundaries of Notified area of Wadala Truck Terminal allotted to Mathadi Kamgar Co-op. H.S. Soc. of village Wadala Anik.
14	Notification No. D.P. Mumbai/ MMRDA/ Wadala Truck Terminal/ Sec. 115/ TPV-3/6840	16/11/2010	Director, Town Planning Dept., Government of Maharashtra sanctioned the Planning Proposals for Wadala Truck Terminal Notified area.
15	Notification No. D.P. Mumbai/ MMRDA/ Wadala Truck Terminal/ DCR/Sec. 115/ TPV-3/169	10/1/2011	Director, Town Planning Dept., Government of Maharashtra sanctioned the Development Control Regulations for WTT Notified area.

No. LBL 2579/42817-G8.

Revenue & Forests Department,
Mantralaya, Bombay-32.

6th March, 1982.

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Annexure

Subject: Lands : Wadala Chembur Reclamation Scheme.
Transfer of- to Bombay Metro-Politan Region
Development Authority for development of
Truck Terminal at Wadala.

MEMORANDUM:

The undersigned presents compliments to the Collector of Bombay and with reference to the Government Resolution, Urban Development and Public Health Department BMRDA 3179/2027/CR- 313- (b)/UD- 25, dated 5th November, 1981 is directed to state that in supersession of the orders contained in Government Memorandum, Revenue and Forests Department No. LBL 2579/42817-G8, dated 8th May 1981, Government is pleased to authorise the Collector of Bombay to handover to the Bombay Metropolitan Region Development Authority, advance possession of the land surrendered by the Urban Development and Public Health Department by its above stated Resolution and the Government land incharge of the Collector falling in the Wadala Anik Layout for the Truck Terminal.

2. The possession of the land should be handed over accordingly, after obtaining from the BMRDA an undertaking on a Stamp paper agreeing to abide by the terms and conditions of allotment including rent/price as may be decided by Government in course of time.
3. The Collector of Bombay is requested to let Government know the date of handing over of possession and the total area handed over. He is also requested to submit to Government a detailed proposal indicating the terms and conditions, valuation etc., within 6 weeks from the date of this Govt. Memorandum.

By order and in the name of the Governor of Maharashtra,

(Signature)
 (P.K. Virshid)
 Desk Officer,
 Revenue & Forests Department.

(Signature)
 The Collector of Bombay.

P. T. 9.

(Signature)

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for information
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Copies forwarded to:-

- The Metropolitan Commissioner, BMRLA-Bandra (East) Bombay.
 - The Municipal Commissioner, Municipal Corporation of Greater Bombay, Bombay.
 - The Commissioner, Bombay Division, Bombay.
 - The District Inspector of Land Records, Bombay.
 - The Member Secretary, Transport & Communication Board, BMRLA, Bombay.
 - The Member Secretary, HURE Board BMRLA Bombay (E) Bombay.
 - The Superintending Engineer (Public Works Div.) Bombay Circle, Bombay.
 - The Land Officer, BMRLA, Bandra (East) Bombay.
 - The Assistant ~~Secretary~~ Salt Commissioner, Bombay.
 - The Executive Engineer, North Bombay Division, at Andheri, Bombay.
 - The Deputy Engineer, Reclamation Project Sub-Division, Colaba, Bombay.
 - The Urban Development and Public Health Department (Desk-UD-25, UD-1 & UD-4).
- Select file G8(i) desk.

**TOWN PLANNING AND VALUATION DEPARTMENT
MAHARASHTRA STATE, PUNE**

NOTIFICATION

MAHARASHTRA REGIONAL AND TOWN PLANNING ACT, 1966.

No. D.P. Mumbai/MMRDA/Wadala Truck Terminal/Sec. 115/Doc No. 269/TPV-3/2236.—
Whereas, 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 (Mah. XXXVII of 1966) (hereinafter referred to as "the said Act") and all other powers enabling it in this behalf, the Government of Maharashtra has appointed the Mumbai Metropolitan Region Development Authority as the Special Planning Authority (hereinafter referred to as "the said SPA") for the area situated in 'F' (North) ward, of Municipal Corporation of Greater Mumbai, for development for Wadala Truck Terminal, ISBT and other complimentary activities, amenities and infrastructure facilities at Wadala (hereinafter referred to as "the said Notified Area") *vide* Urban Development Department Notification No. TPB. 4305/CR-318/05/UD-11, dated 3rd December 2005;

And whereas, certain area of land bearing C.S. No. 6(pt) and 9(pt) of Village Anik, Wadala admeasuring about 65,000 sq.mt. allotted to Mathadi Kamagar Co-op. Housing Society was deleted from the said Notified Area *vide* Government in Urban Development Department, Notification No. TPB. 4308/116/CR-20/08/UD-11, dated 13th February 2008;

And whereas, planning proposals and Development Control Regulations of the said Notified Area excluding C.S. No. 6(pt) and 9(pt) of Village Anik-Wadala has Sanctioned by the Director of Town Planning, Maharashtra State, Pune u/s 115 read with section 40 of Maharashtra Regional and Town Planning Act, 1966 *vide* its Notification dated 16th November 2010 and dated 10th January 2011 respectively;

And whereas, there after area of land bearing C.S. No. 6(pt) and 9(pt) of Village Anik, Wadala admeasuring about 65,000 sq.mt. allotted to Mathadi Kamagar Co-op. Housing Society has been included in the said notified area *vide* Government in Urban Development Department Notification No. TPB. 4308/116/CR-20/08/UD-11, dated 10th August 2011;

And whereas, out of 65,000 sq.mt. area admeasuring about 4000 sq.mt. is already included in sanctioned planning proposals of Wadala Truck Terminals. Hence for remaining area of 61,000 sq.mt. the planning proposals has to be sanctioned;

And whereas, the said SPA after following the procedure as laid down under clause (d) of sub-section (3) of section 40 read with sub-section (2) of section 115 of the said Act, prepared the planning proposals for the said 61,000 sq.mt. Notified Area and published the notice in *Maharashtra Government Gazette*, dated 21-27th June 2012 and in newspapers Daily Indian Express, dated 18th June 2012 and Daily Loksatta, dated 18th June 2012 for calling objections and/or suggestions from the public regarding the published Planning Proposals for the said notified area after completing the legal procedure the said SPA has submitted the Planning Proposals under sub-section (3) of the section 115 of the said Act to the Government for sanction *vide* letter dated 7th September 2012 and Government *vide* letter dated 8th November 2012 forwarded the proposals to the Director of Town Planning, Maharashtra State, Pune to accord the necessary approval;

And whereas, the Government in Urban Development Department *vide* Notification No. TPB. 1802/150/UD-13, dated 21st March 2003 has delegated the powers exercisable by it, under section 115(3) of the said Act, to the the Director of Town Planning, Maharashtra State, Pune.

Now, therefore, in exercise of the powers conferred by sub-section (3) of section 115 of the said Act and all other powers enabling him in that behalf, the Director of Town Planning, Maharashtra State, Pune hereby accords its sanction to the planning proposals of the said land

included in Notified Area of 61,000 sq.mt. [land bearing C.S. No. 6(pt) and 9(pt) of village Anik, Wadala] with some modifications as shown in orange colour on plan and subject to following conditions :—

Conditions :—

- (1) The Planning Proposals shall immediately come in to effect from the date of approval u/s 115(3) of Maharashtra Regional and Town Planning Act, 1966.
- (2) The sanction accorded only for the Planning Proposals like proposed land use and road pattern.
- (3) The said SPA should obtain No Objection Certificate from Municipal Corporation of Greater Mumbai regarding availability of off-site infrastructure like water supply, sewage, storm water drains, transport facilities at the time of granting Development permissions.
- (4) Area of 25% of total area under proposal must be provided as Physical Recreational Ground (RG)/ open spaces at appropriate places and sizes, as per provisions of the Development Controls Rules for Greater Mumbai, 1991.
- (5) The provisions of MoEF's CRZ Notification dated 19th February 1991 and CRZ Notification dated 6th January 2011 as amended from time to time shall be applicable to the area affected by CRZ. The said SPA should obtain No Objection Certificate from State Level MCZMA or MoEF wherever necessary and conditions mentioned in such consent shall be binding.
- (6) The SPA shall obtain demarcation plan as per planning proposals from the land record department, before undertaking of any Development.
- (7) Development along the nalla (water body) shall be permitted by observing necessary safety distance as per prevailing DCR without disturbing natural water streams/water bodies.
- (8) While sanctioning building plans, the said SPA shall obtain No Objection Certificate from PWD, Mahavitaran (MSEB) etc. wherever necessary.
- (9) No Objection certificate from the appropriate authority of Central Government shall be obtained for the lands under Salt Pan use and lands owned by Salt Commissioner.
- (10) No objection certificate from the Competent Authority shall be obtained for the Mangrove Swamp, Mangrove forest lands and Orders issued by the Hon'ble High Court regarding protection of such lands shall be binding.
- (11) Lands declared as protected forest shall be permitted to be developed only after deletion of these lands from protected forest by the Competent Authority.
- (12) Government in Urban Development Department's Resolution No. TPB. 4303/49/CR-4/03/UD-11, dated 28th July 2004 shall be binding regarding high rise building.
- (13) The permissible FSI in this Planning proposals will be as per the conditions mentioned in Government order No. TPB. 4308/116/CR-20/08/UD-11, dated 15th November 2011.

Note.—The Plan showing the planning proposals is available for inspection for general public during office hours in office of The Chief (Transport and Communication Division), Mumbai Metropolitan Region Development Authority, 8th Floor, Bandra-Kurla Complex, Bandra (East), Mumbai 400 051.

By order and in the name of the Governor of Maharashtra,

K. S. AKODE,

Director of Town Planning,
Maharashtra State, Pune.

Pune,
dated 25th April 2013.

PLANNING PROPOSAL
FOR
NEWLY INCLUDED MATHADI KAMGAR CO-OPERATIVE
HOUSING SOCIETY'S LAND
IN
WADALA NOTIFIED AREA



Sanctioned as per Govt. Notification No.
DPMumbai/MMRDA/WadalaTruckTerminal/Sec 115/Doc No. 269/TPV-3/2236
dated 25/04/2013.

MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY

Bandra Kurla Complex, Bandra (E), Mumbai-51.

Tel: 26590001/08 Fax: 91 022 26591264

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PLANNING PROPOSAL FOR NEWLY INCLUDED MATHADI KAMGAR CO-OPERATIVE HOUSING SOCIETY'S LAND IN WADALA NOTIFIED AREA

1.0 HISTORY OF WADALA TRUCK TERMINAL

During the period of 1982-1986 Government of Maharashtra (GoM) handed over the land at Salt Pan Division, Wadala to Mumbai Metropolitan Region Development Authority (MMRDA) on lease basis for the development of Truck Terminal. It is situated on the south of Eastern Express Highway (EEH) and to the east of Antop and Raoli Hills. The entire area of the land falls in F-North ward of Municipal Corporation of Greater Mumbai. It was proposed to develop the Truck Terminal in four phases on the land at Wadala. The layout of Phase-I was approved by MCGM in 1987. The development work has been started in phase-I right from 1985-86 onwards.

2.0 APPOINTMENT OF MMRDA AS A SPECIAL PLANNING AUTHORITY

On 3rd December 2005, the Government of Maharashtra, by its Notification No.TPB/4305/CR-318/05/UD-11, dated 03/12/2005 appointed MMRDA as a Special Planning Authority (SPA) under Section (40) of Maharashtra Regional and Town Planning Act, 1966 (MRTP Act, 1966) for the proper development of Truck Terminal, Inter State Bus Terminal and Other Complimentary Activities Amenities and Infrastructure Facilities at Wadala (said Notified Area). It is surrounded by the residential areas of Evarard Nagar, Bhakti Park, etc. Recent development of Multiplex theatre, Engineering College is also an added feature in the surrounding land-use of the area. It is well connected by road and rail network. The Harbour Railway line of Central Railway runs on the western side of the area. The Railway Station namely Wadala, Guru Tej Bahadur Nagar and Sion, Kings Circle are also close to the area. The work of India's first Monorail of 20 km length connecting the city and suburbs through the Wadala Truck Terminal is already started and it is at completion stage. This Notified Area is very well connected to the suburban Railway System of Mumbai Metropolitan Region (MMR).

3.0 PLANNING PROPOSAL FOR THE NOTIFIED AREA

Earlier, the land bearing CS No. 6(pt) & 9(pt) (said land) of village Anik-Wadala was the part of the Wadala Notified Area of MMRDA as a Special Planning Authority. Government vide its Notification No.TPB/4308/116/CR-20/08/UD-11, dated 13/02/2008 deleted this said land from the Wadala Notified Area of Mathadi Kamgar Co-operative Housing Society from the Notified Area. MMRDA has carried out the survey and prepared the Draft Planning Proposal for the balance area of 109.24 Ha under Section 115(2) of 40 (3) (d) of the MRTP Act, 1966 and also prepared the Development Control Regulations and submitted to the Government. The Government has sanctioned the Planning Proposal of the said Notified Area vide its Notification No. D.P. Mumbai/MMRDA/Wadala Truck Terminal/Sec.115/TPV-3/6840, dated 16th November, 2010 which is annexed as **Annexure: A** and also sanctioned the Development Control Regulations of the said Notified Area vide its Notification No. D.P. Mumbai/MMRDA/Wadala Truck Terminal/ DCR/ Sec.115/TPV-3/169, dated 10th January, 2011. The Planning Proposal is having 11 blocks with different activities like Inter State Bus Terminal, Commercial, etc to form a Multi Modal Transport Hub which will comprise of transport related activities as the major activity (Truck terminal, Inter State Bus Terminal and Metro/Mono Car Depot) to strengthen the public transportation facility of Mumbai

4.0 PLANNING PROPOSAL FOR NEWLY INCLUDED MATHADI KAMGAR CO-OPERATIVE SOCIETY'S LAND IN THE WADALA NOTIFIED AREA

4.1 HISTORY

Government in Revenue and Forest Department's memorandum no.LCS-2696/308/Pra.Kra.6544/J-3, dated 21/01/2006 in which it is mentioned that the land bearing CS No. 6(pt) & 9(pt) of village Anik-Wadala having area 65,000 Sq.m allotted to Mathadi Kamgar Co-Operative Housing Society (said society) to make the provision of Residential Houses of the members of the said society. The said land was the part of said Notified Area. Government in Urban Development Department by its Notification no.TPB/4308/116/CR-20/08/UD-11,

dated 13/02/2008 deleted the said land from the said Notified Area. Now, Government in Urban Development Department by its Notification no.TPB/4308/116/CR-20/08/UD-11, dated 10/08/2011 has included the said land of area 65,000 sq.mt. in the boundaries of Wadala Notified Area. Part of this area i.e. 4000 sq.mt. was included in the planning proposal which is shown as part of proposed 27.41 M wide D.P. Road. Now, the balance area i.e. 61,000 sq.mt. (65000 sq.mt. - 4000 sq.mt.) is remain for the preparation of planning proposal. According to the sanctioned Development Plan of MCGM, the said land falls in Residential Zone and is bounded by 27.41 m wide DP road on three sides and a 13.40 m wide DP road on West side.

4.2 SURVEY

MMRDA has carried out the survey of the newly included Mathadi Kamgar Co- Operative Housing Society's land (61,000 Sqm) under Section 115(2) of 40(3) (d) of the MRTTP Act, 1966 and prepared the Existing Land Use plan. The plan of Existing Land Use is attached at Annexure 'B'. The area statement of Existing Land Use is given in the table below.

Area Statement (Existing Land Use)

Sr No.	Land Use	Area (Sqm)	%
01	Residential	6,808.50	11.16
02	Slum	1,397.30	2.29
03	Water Body	5,687.60	9.32
04	Open Land	47,106.60	77.23
Total		61,000	100

According to the Area Statement for Existing Land Use, it is seen that the major part of the land is Open. However, west side of the land is encroached partially by Slums. Water Body passes through the land on north and east side. It is observed that, 4 buildings are under construction on site. It is also observed that these buildings are constructed for residential purpose. Out of these buildings, one building is constructed up to plinth level and other three buildings are constructed up to G+3, G+4 and G+5 respectively. It is also observed on the North side, Sion-Koliwala road E-W exists as per DP road width. A road around 10.00 M is running N-S adjoins the land on west side.

4.3 PLANNING PROPOSAL

The Government has sanctioned the Planning Proposal of the said Notified Area vide its Notification No. D.P. Mumbai / MMRDA / Wadala Truck Terminal/ Sec.115 /TPV-3/6840, dated 16th November, 2010. The Government has sanctioned the Development Control Regulations of the said Notified Area vide its Notification No. D. P. Mumbai/MMRDA/Wadala Truck Terminal/DCR/Sec.115 /TPV-3/169, dated 10th January, 2011.

The conditions mentioned in the Notification dated 16th November, 2010 and 10th January, 2011 shall be applicable for the land under reference. The Government has sanctioned the FSI 4.00 (Global) under Regulation 11.1 of Wadala Notified Area's DCR.

The Government in Urban Development Department by its Notification no.TPB/4308/116/CR-20/08/UD-11, dated 10/08/2011 has included the said land of area 65,000 sq.mt. in the boundaries of Wadala Notified Area.

According to the sanctioned Planning Proposal of Wadala Notified Area, the said land is bounded by 27.41 m wide DP road on three sides and a 13.40 m wide DP road on West side as shown in the DP plan of MCGM.

Government in Revenue and Forest Department's Memorandum no.LCS-2696/308/Pra.Kra.6544/J-3, dated 21/01/2006 in which it is mentioned that the land bearing CS No. 6(pt) & 9(pt) of village Anik-Wadala having area 65,000 Sq.m allotted to Mathadi Kamgar Co-Operative Housing Society to make the provision of Residential Houses of the members of the said society. Part of this area i.e. 4000 sq.mt. was included in the planning proposal which is shown as part of proposed 27.41 M wide D.P. Road. Now, the balance area i.e. 61,000 sq.mt. (65000 sq.mt. - 4000 sq.mt) is designated as "Residential" Zone. Accordingly the Planning Proposal is prepared showing the proposed land use which is annexed as **Annexure 'C'**.

Now the total area of Wadala Notified Area by including the said land works out to 115.34 Ha. The area of the proposed land use of Wadala Notified Area is given below:

BLOCK	LANDUSE	Area (Ha)	%
G	Existing Truck Terminal	18.16	15.75
J	Extension to Truck Terminal	6.41	5.56
B	Inter State Bus Terminal	4.50	3.90
C,F,H&K	Commercial (Including 6.76 ha Physical Layout RG)	15.34	13.30
A & E	Multimodal Transport use (Incl. area under N-S 27.41 m Rd)	25.965	22.52
D	School and PG	0.42	0.36
I	Staff Housing (Residential)	0.91	0.78
L	Residential Zone (Newly Included Area)	6.05	5.24
	Salt Pan/Protected Forest	27.81	24.11
	Area Under DP Road	9.775	8.48
	Total	115.34	100

The sanctioned planning proposal for Wadala Notified Area are prepared for 4.00 FSI for which the road network and the services are planned accordingly. Now, the Government by its letter No.TPB-4308/116/CR-20/08/UD-11, dated 15/11/2011 has sanctioned the FSI from 1.33 to 2.50 for the land under reference. To cater the load of this additional FSI, the existing road network and services are sufficient. Therefore, the FSI for the said land is proposed 2.50.

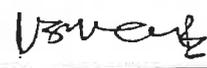
4.4 DEVELOPMENT CONTROL

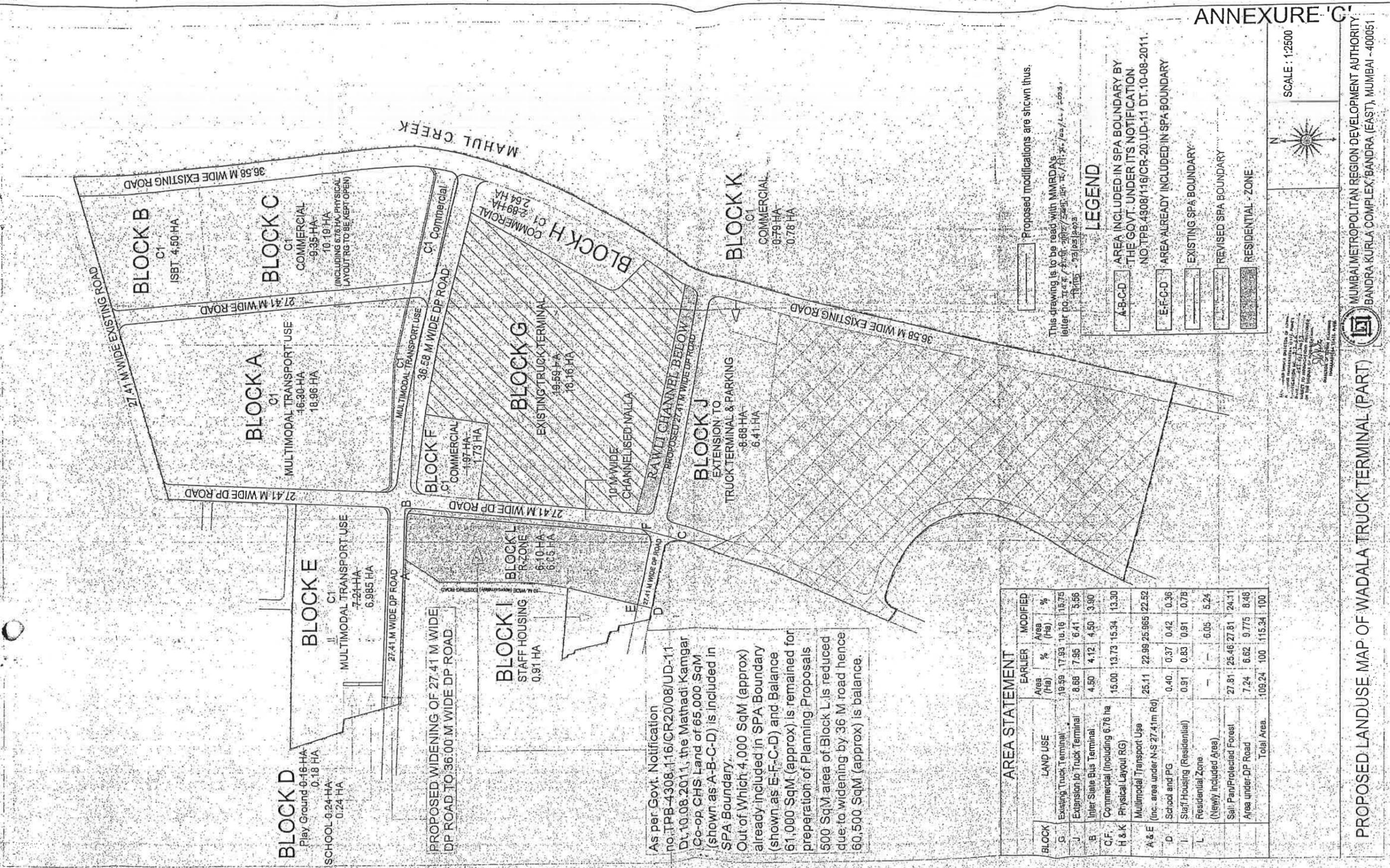
The provision of Development Control Regulations, 2010 for Wadala Notified Area framed by MMRDA and sanctioned by Government and further modifications sanctioned by Government from time to time in exercise of its powers under clause(m) of section (22) and all other applicable sections of MRTP Act, 1966 shall apply to the development of land under reference except the ratio of FSI given in the regulation 11.1 of the sanctioned DCR, 2010. The Government by its order dated 15/11/2011 has sanctioned the FSI from 1.33 to 2.50. Further, the Government has directed that the FSI more than 1.33 shall be granted by MMRDA by charging premium with the approval of Government. According to the policy framed by MMRDA for BKC Notified Area for allotment of additional built up area by charging premium (at rate of 100% and 150% of land

rate of ready reckoner rate for residential and commercial respectively) from its allottee by its resolution no. 1195. It is proposed to grant the FSI above 1.33 to 2.50 by charging premium as per the MMRDA's above said policy. The premium will be charged for the additional FSI granted by Government at the prevailing market rate as decided by MMRDA from time to time which will be made applicable for land under reference. On deposit of 100% premium at one time to MMRDA, the land owner will be allowed to utilize additional FSI/ additional Built-up area on their own land. The allotted additional FSI/ additional Built-up area will be non-transferable.


Chief
Transport & Communications
Division


Addl. Metropolitan
Commissioner (I)


Metropolitan
Commissioner



As per Govt. Notification no. TPB-4308.116/CR20/08/UD-11 Dt. 10.08.2011, the Mathadi Kamgar Co-op CHS Land of 65,000 SqM (shown as A-B-C-D) is included in SPA Boundary. Out of Which 4,000 SqM (approx) already included in SPA Boundary (shown as E-F-C-D) and Balance 61,000 SqM (approx) is remained for preparation of Planning Proposals 500 SqM area of Block L is reduced due to widening by 36 M road hence 60,500 SqM (approx) is balance.

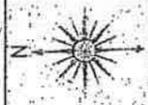
BLOCK	LAND USE	EARLIER		MODIFIED	
		Area (Ha)	%	Area (Ha)	%
G	Existing Truck Terminal	19.59	17.93	18.16	15.75
J	Extension to Truck Terminal	8.68	7.95	6.41	5.66
B	Inter State Bus Terminal	4.50	4.12	4.50	3.90
C,F,H & K	Commercial (Including 6.76 ha Physical Layout RG)	15.00	13.73	15.34	13.30
A & E	Multimodal Transport Use (Inc. area under N-S: 27.41m Rd)	25.11	22.99	25.965	22.52
D	School and PG	0.40	0.37	0.42	0.36
I	Staff Housing (Residential)	0.91	0.83	0.91	0.79
L	Residential Zone (Newly Included Area)	-	-	6.05	5.24
	Salt Pan/Protected Forest	27.81	25.46	27.81	24.11
	Area under DP Road	7.24	6.62	9.775	8.48
	Total Area	109.24	100	115.34	100

Proposed modifications are shown thus.

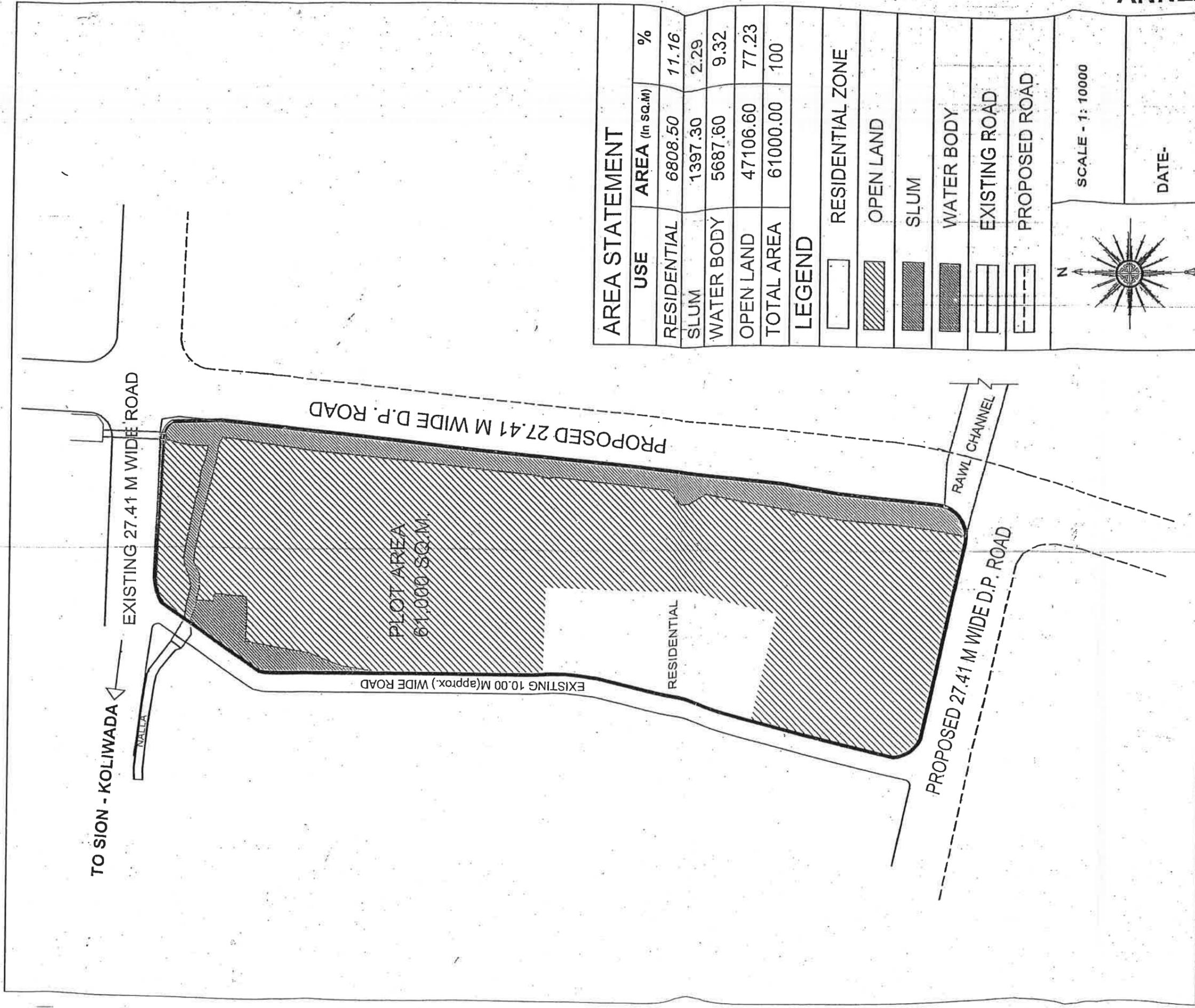
This drawing is to be read with MMRDA's letter no. TPB-4308.116/CR-20/UD-11 Dt. 10-08-2011.

LEGEND

- A-B-C-D AREA INCLUDED IN SPA BOUNDARY BY THE GOVT. UNDER ITS NOTIFICATION NO. TPB-4308/116/CR-20 UD-11 DT. 10-08-2011.
- E-F-C-D AREA ALREADY INCLUDED IN SPA BOUNDARY
- EXISTING SPA BOUNDARY
- REVISED SPA BOUNDARY
- RESIDENTIAL - ZONE



SCALE: 1:2500



AREA STATEMENT

USE	AREA (in SQ.M)	%
RESIDENTIAL	6808.50	11.16
SLUM	1397.30	2.29
WATER BODY	5687.60	9.32
OPEN LAND	47106.60	77.23
TOTAL AREA	61000.00	100

LEGEND

[White Box]	RESIDENTIAL ZONE
[Diagonal Lines]	OPEN LAND
[Cross-hatch]	SLUM
[Horizontal Lines]	WATER BODY
[Vertical Lines]	EXISTING ROAD
[Dashed Line]	PROPOSED ROAD

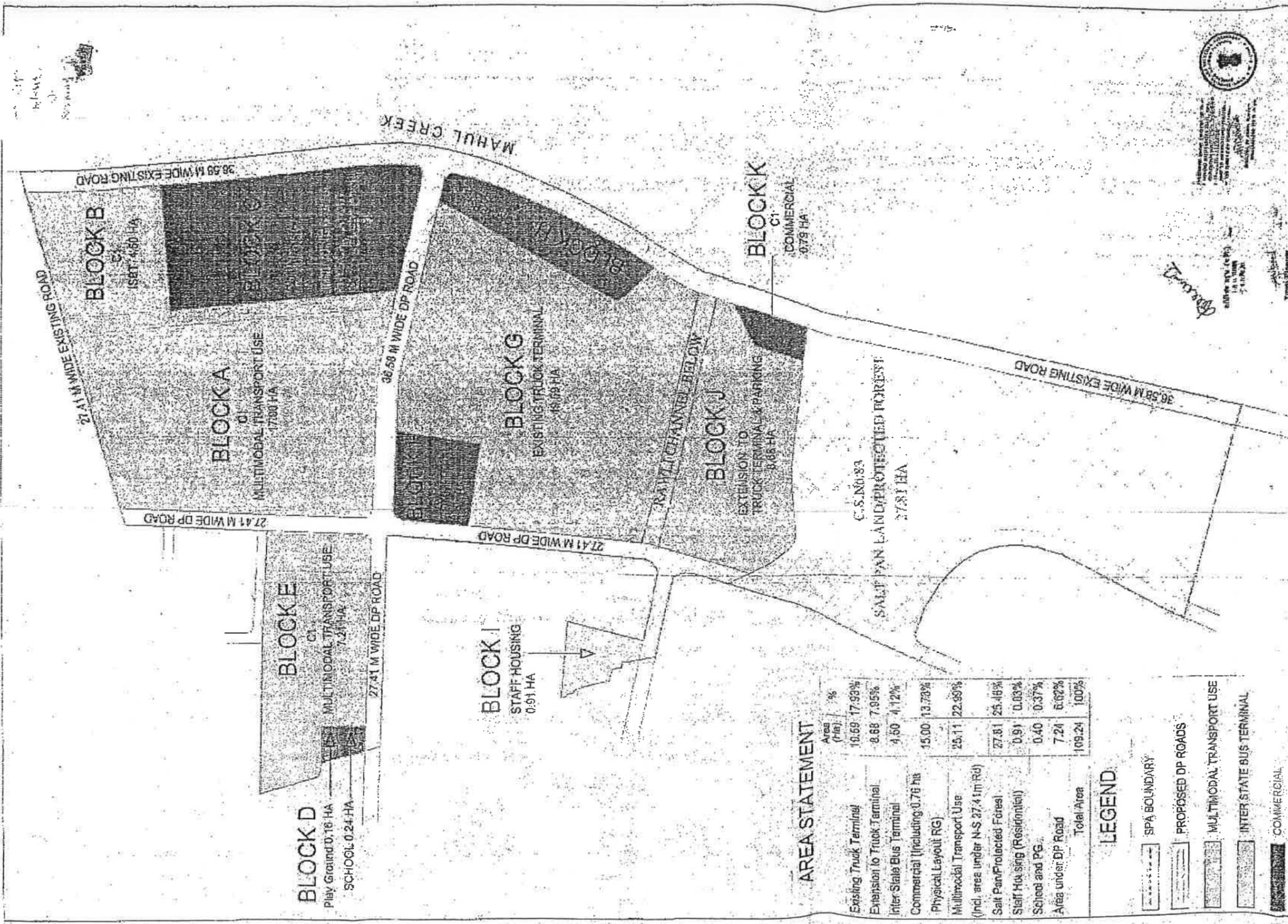
SCALE - 1: 10000

DATE-

EXISTING LANDUSE MAP OF LAND BEARING C.S.No.8(Pt) {Old No.6(Pt) & 9(Pt)}, WADALA-ANIK OF WADALA NOTIFIED AREA



**MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY
BANDRA KURLA COMPLEX, BANDRA (EAST),
MUMBAI - 400051.**



AREA STATEMENT

	Area (ha)	%
Existing Truck Terminal	16.69	17.95%
Extension to Truck Terminal	8.68	7.95%
Inter State Bus Terminal	4.50	4.12%
Commercial (including 0.76 ha Physical Layout RG)	15.00	13.73%
Multimodal Transport Use (incl. area under N-S 27.41m Rd)	25.11	22.95%
Salt Pan/Protected Forest	27.81	25.46%
Staff Hus seg (Residential)	0.91	0.83%
School and PG	0.40	0.37%
Area under DP Road	7.24	6.62%
Total Area	109.24	100%

LEGEND

- SPA BOUNDARY
- PROPOSED DP ROADS
- MULTIMODAL TRANSPORT USE
- INTER STATE BUS TERMINAL
- COMMERCIAL
- EXISTING TRUCK TERMINUS
- EXTENSION TO EXISTING TRUCK TERMINUS
- SCHOOL
- STAFF HOUSING
- SALT PAN / PROTECTED FOREST
- MODIFICATIONS SUGGESTED BY DTP, MS. PUNE

PROPOSED DRAFT PLANNING PROPOSAL FOR TRUCK TERMINUS & INTER STATE BUS TERMINAL & OTHER COMPLEMENTARY ACTIVITIES AMENITIES & INFRASTRUCTURE FACILITIES AT WADALA.

PROPOSED DRAFT PLANNING PROPOSAL

SCALE : 1:2500

DWG. NO. :- 1

DATE :-

MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY
BANDRA KURLA COMPLEX, BANDRA (EAST), MUMBAI - 400051

sd- METROPOLITAN COMMISSIONER, MMRDA

sd- CHIEF, TRANSPORT & COMMUNICATIONS DIVISION, MMRDA

sd- ADDITIONAL CHIEF, T & C DIVN, MMRDA

sd- PLANNER, TRANSPORT & COMMUNICATIONS DIVN, MMRDA

PROPOSED DRAFT PLANNING PROPOSAL



महाराष्ट्र शासन राजपत्र

असाधारण भाग एक—कोकण विभागीय पुरवणी

वर्ष ५, अंक ५५(५)]

सोमवार, सप्टेंबर १६, २०१९/भाद्र २५, शके १९४१

[पृष्ठे ६, किंमत : रुपये ११.००

असाधारण क्रमांक १०१

प्राधिकृत प्रकाशन

नगरविकास विभाग

मंत्रालय, मुंबई ४०० ०३२, दिनांक १६ सप्टेंबर २०१९

अधिसूचना

महाराष्ट्र प्रादेशिक व नगररचना अधिनियम, १९६६.

क्रमांक टीपीबी-४३१८/४६४/प्र.क्र.१२८/२०१९/नवि-११.—ज्याअर्थी, मुंबई महानगर प्रदेश विकास प्राधिकरण अधिनियम, १९७४ (Maharashtra-IV of १९७५) अनुसार स्थापन झालेल्या मुंबई महानगर प्रदेश विकास प्राधिकरणाची (यापुढे ज्याचा उल्लेख “उक्त प्राधिकरण” असा करण्यात आला आहे), महाराष्ट्र प्रादेशिक नियोजन व नगररचना अधिनियम, १९६६ (यापुढे ज्याचा उल्लेख “उक्त अधिनियम” असा करण्यात आला आहे) च्या कलम ४०(१)(ग) अनुसार शासनास प्राप्त झालेल्या अधिकारांचा वापर करून महाराष्ट्र शासनाने आपल्या नगरविकास विभागाच्या दिनांक ३ डिसेंबर २००५ रोजीच्या अधिसूचना क्रमांक टीपीबी-४३०५/सीआर-३१८/०५/नवि-११, अन्वये वडाळा अधिसूचित क्षेत्रासाठी (यापुढे ज्याचा उल्लेख “उक्त अधिसूचित क्षेत्र” असा करण्यात आला आहे) विशेष नियोजन प्राधिकरण म्हणून नेमणूक करण्यात आली आहे ;

आणि ज्याअर्थी, उक्त अधिसूचित क्षेत्रातून माथाडी कामगार सहकारी गृहनिर्माण संस्थेला वाटप केलेले क्षेत्र शासनाच्या नगरविकास विभागाने दिनांक १३ फेब्रुवारी २००८ रोजीच्या अधिसूचनेन्वये वगळण्यात आले होते ;

आणि ज्याअर्थी, उक्त अधिनियमाचे कलम ४०(३)(घ) अन्वये प्राप्त अधिकारांचा वापर करून संचालक, नगररचना यांनी उक्त अधिसूचित क्षेत्राच्या विकासासाठी अशा क्षेत्राला लागू करावयाच्या नियोजन प्रस्तावास प्राधिकरणाने सादर केलेल्या विकास नियंत्रण नियमावलीसह अनुक्रमे दिनांक १६ नोव्हेंबर २०१० तसेच दिनांक १० जानेवारी २०११ रोजीच्या अधिसूचनेन्वये मंजुरी दिली आहे ;

आणि ज्याअर्थी, शासनाच्या नगरविकास विभागाने दिनांक १० ऑगस्ट २०११ रोजीच्या अधिसूचनेन्वये सी.एस.क्र. ८(पै) [जुना सी.एस.क्र. ६(पै) आणि ९(पै)], मौजे आणि वडाळा येथील माथाडी कामगार सहकारी गृहनिर्माण संस्थेस वितरित केलेली जमीन ही उक्त अधिसूचित क्षेत्रामध्ये पुन्हा समाविष्ट केली आहे ;

आणि ज्याअर्थी, उक्त अधिनियमाच्या कलम ११५(३) अन्वये संचालक, नगररचना, महाराष्ट्र राज्य यांनी नव्याने समाविष्ट केलेल्या माथाडी कामगार गृहनिर्माण सहकारी संस्थेच्या जमिनीचे नियोजन प्रस्तावास दिनांक २५ एप्रिल २०१३ रोजीच्या अधिसूचनेन्वये मंजुरी दिली आहे ;

(१)

आणि ज्याअर्थी, मुख्य सचिव, महाराष्ट्र राज्य यांच्या अध्यक्षतेखाली दिनांक ५ जून २०१० रोजी झालेल्या शक्ती प्रदत्त समितीच्या (Empowered Committee) बैठकीत असा निर्णय झाला की, वडाळा येथील भारवाहक तळ हे इतरत्र हलवावे व सदर क्षेत्र वांद्रे-कुर्ला संकुलाच्या धर्तीवर वाणिज्यिक केंद्र म्हणून विकसित करावे ;

आणि ज्याअर्थी, उक्त अधिसूचित क्षेत्रात अस्तित्वात असलेली मोनोरेल स्थानके व त्यांचे डेपो, आणि प्रस्तावित मेट्रो रेल व त्यांची स्थानके अशा सर्व वाहतुकीच्या सुविधांचा विचार करून “वाहतूक आधारित विकास” (Transit Oriented Development -TOD) या संकल्पनेवर वडाळा अधिसूचित क्षेत्राचा विकास करण्याचे उक्त प्राधिकरणाने प्रस्तावित केले आहे ;

आणि ज्याअर्थी, उक्त प्राधिकरणाने उक्त अधिनियमाच्या कलम ४०(३) (घ) अन्वये प्राप्त झालेल्या आणि याबाबतीत सहाय्यभूत ठरतील अशा इतर सर्व अधिकारांचा वापर करून दिनांक १२ जानेवारी २०१८ रोजी झालेल्या प्राधिकरणाच्या १४४ व्या बैठकीत पारित केलेला ठराव क्र. १४३४ अनुसार, उक्त अधिसूचित क्षेत्राच्या नियोजन प्रस्तावातील फेरबदलास मान्यता दिली असून याबाबत पुढील आवश्यक कार्यवाही करण्यासाठी महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण यांना प्राधिकृत केले आहे ;

आणि ज्याअर्थी, उक्त प्राधिकरणाने उक्त अधिनियमाचे कलम ४०(३)(घ) सह कलम ११५ मध्ये विहित केलेली पध्दती अवलंबून उक्त अधिसूचित क्षेत्राच्या नियोजन प्रस्तावासह विकास नियंत्रण नियमावलीत प्रस्तावित फेरबदल करण्यासाठी उक्त अधिनियमाच्या कलम ३७ सह कलम ११५ अन्वये सर्वसाधारण नागरीकांकडून हरकती / सूचना मागविण्याकरिता महाराष्ट्र शासन राजपत्रामध्ये दिनांक १६ मार्च २०१८ रोजी सूचना प्रसिध्द केली आहे ;

आणि ज्याअर्थी, उक्त अधिनियमाच्या कलम ४०(३)(घ) अन्वये, प्राप्त झालेल्या अधिकारांचा आणि याबाबतीत सहाय्यभूत ठरतील अशा इतर सर्व अधिकारांचा वापर करून महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण यांनी दिनांक २ जुलै २०१८ च्या पत्रान्वये उक्त अधिनियमाचे कलम ३७(१) सह कलम ११५ अन्वये उक्त अधिसूचित क्षेत्रासाठी मंजूर नियोजन प्रस्ताव व विकास नियंत्रण नियमावलीमध्ये प्रस्तावित बदल करण्यासाठी उक्त अधिनियमांतर्गत वैधानिक कार्यवाही पूर्ण करून उक्त फेरबदल प्रस्ताव शासनास मंजुरीस्तव सादर केला आहे (यापुढे ज्याचा उल्लेख “प्रस्तावित सुधारित नियोजन प्रस्ताव” असा करण्यात आला आहे) ;

आणि ज्याअर्थी, उक्त अधिनियमाचे कलम ४०(३)(घ) मधील दाखल कलम ११५(३) नुसार तसेच संचालक, नगररचना, महाराष्ट्र राज्य, पुणे यांचेशी सल्ला-मसलत केल्यानंतर उक्त प्रस्तावित सुधारीत नियोजन प्रस्ताव व विकास नियंत्रण नियमावली काही आवश्यक बदलांसह मंजूर करणे आवश्यक आहे, असे शासनाचे मत झाले आहे ;

आणि त्याअर्थी, उक्त अधिनियमाच्या कलम ४०(३)(घ)मधील दाखल कलम ११५(३) अन्वये प्रदत्त असलेल्या अधिकाराचा वापर करून शासन याद्वारे :-

(अ) शासन अधिसूचना क्रमांक टिपीबी-४३०५/प्र.क्र. ३१८/०५/नवि-११, दिनांक ३ डिसेंबर २००५ नुसार सदर क्षेत्राच्या विकासाचा उद्देश हा ट्रक टर्मिनल (ISBT) ऐवजी वांद्रे-कुर्ला संकुलाचे धर्तीवर वाणिज्यिक केंद्र असा सुधारीत करण्यात येत आहे.

(ब) उक्त प्रस्तावित सुधारीत नियोजन प्रस्तावांना विकास नियंत्रण नियमावलीसह सोबत जोडलेल्या परिशिष्टात नमूद केलेल्या काही बदलांसह मान्यता देत आहे.

(क) सदरहू अधिसूचना शासन राजपत्रात प्रसिद्ध झाल्याचे दिनांकापासून सदर सुधारीत नियोजन प्रस्ताव विकास नियंत्रण नियमावलीसह अंमलात येतील.

प्रस्तुत अधिसूचनेची प्रत, मंजूर सुधारीत नियोजन प्रस्ताव दर्शविणाऱ्या नकाशा व विकास नियंत्रण नियमावलीखाली उल्लेखिलेल्या कार्यालयांमध्ये कार्यालयीन कामकाजाच्या दिवशी एक महिन्याच्या कालावधीसाठी कार्यालयीन वेळेत जनतेच्या अवलोकनार्थ उपलब्ध राहिल.

(१) महानगर आयुक्त, मुंबई महानगर प्रदेश विकास प्राधिकरण, वांद्रे-कुर्ला संकुल, वांद्रे (पूर्व), मुंबई ४०० ०५१.

(२) संचालक, नगररचना, महाराष्ट्र राज्य, मध्यवर्ती कार्यालय इमारत, पुणे.

सदर अधिसूचना शासनाच्या www.maharashtra.gov.in (Acts/Rules) वेबसाईटवरसुद्धा उपलब्ध करण्यात आली आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

निर्मलकुमार पं. चौधरी,

शासनाचे अवर सचिव.

परिशिष्ट

(शासन नगरविकास विभाग अधिसूचना क्रमांक टीपीबी-४३१८/४६४/प्र.क्र. १२८/२०१९/नवि-११,
दिनांक १६ सप्टेंबर २०१९ सोबतचे परिशिष्ट)

	As per Revised Planning Proposals submitted to Government for Sanction (1)	Sanctioned by Government (2)
Regulation No. 7.2.5 of development Control Regulations.	(5) Social and Cultural Facility a. Educational Institutes like schools, colleges, libraries etc. b. Healthcare facilities like hospital, maternity home, medical centre, dispensaries etc. c. Welfare and community activities like community centers, marriage halls, crèche etc. d. Recreational facilities like club, gymnasium, sports center, stadium. e. Drama Theatre, Cinema, Art Galleries, Museum etc. f. Market Halls g. Any of the uses as mentioned under Public Utilities and Services zone, other facilities of similar nature or along with activities permissible in Residential/ Commercial Use with special approval of the Metropolitan Commissioner, MMRDA.	(5) Social and Cultural Facility a. Educational Institutes like schools, colleges, libraries etc. b. Healthcare facilities like hospital, maternity home, medical centre, dispensaries etc. c. Welfare and community activities like community centers, marriage halls, crèche etc. d. Recreational facilities like club, gymnasium, sports center, stadium. e. Drama Theatre, Cinema, Art Galleries, Museum etc. f. Market Halls g. Any of the uses as mentioned under Public Utilities and Services zone, other facilities of similar nature with special approval of the Metropolitan Commissioner, MMRDA.
Regulation No. 8 of Development Control Regulations.	8. Recreational Open Spaces (ROS). The ROS will be provided as Public ROS at the layout level and private ROS at the plot level. The uses mentioned in the Urban Design Guidelines for Recreational Open Spaces/Public Spaces will be permissible.	8. Recreational Open Spaces (ROS). The ROS will be provided as Public ROS at the layout level and private ROS at the plot level. The uses mentioned in the Urban Design Guidelines for Recreational Open Spaces/Public Spaces will be permissible. However, Market Hall user is not allowed. Further the total builtup area shall not exceed 10% of ROS area.

निर्मलकुमार पं. चौधरी,

शासनाचे अवर सचिव.

URBAN DEVELOPMENT DEPARTMENT

Mantralaya, Mumabi 400 032. dated 16th September 2019

NOTIFICATION

MAHARASHTRA REGIONAL AND TOWN PLANNING ACT, 1966.

No. TPS. 4318/464/CR-128/2019/UD-11.—Whereas, the Government of Maharashtra has appointed the Mumbai Metropolitan Region Development Authority (hereinafter referred to by its acronym “MMRDA”), established under MMRDA Act, 1974 (Maharashtra IV of 1975) to be the Special Planning Authority (hereinafter referred to as “the said Authority”) for the Wadala Notified Area (hereinafter referred as “the said Notified Area”) by the State Government in Urban Development Department Notification No. TPB-4305/CR-318/05/UD-11, dated 3rd December 2005 promulgated in exercise of its power conferred by Clause (c) of Sub-Section (1) of Section 40 of the Maharashtra Regional and Town Planning Act, 1966 (hereinafter referred as the “said Act”);

And whereas, certain area of land bearing C.S. No. 6 (pt) and 9(pt) of village Anik, Wadala allotted to Mathadi Kamgar Co-op Housing Society was deleted from the said Notified Area *vide* Government in Urban Development Department’s Notification dated 13th February 2008 ;

And whereas, in exercise of its powers under Section 40(3)(d) of the said Act, the Director of Town Planning, Maharashtra State, *vide* Notification dated 16th November 2010 and dated 10th January 2011 sanctioned the Planning Proposals alongwith Development Control Regulations respectively, submitted by the Authority for the development of lands in the said Notified Area excluding C.S, No. 6(pt) and 9(pt) of village Anik, Wadala ;

And whereas, thereafter area of land bearing C.S. No. 8 (pt) [old No. 6(pt) and 9(pt)] of village Anik, Wadala allotted to Mathadi Kamgar Co-op Housing Society was again included in the boundaries of the said Notified Area *vide* Government in Urban Development Department’s Notification, dated 10th August, 2011 ;

And whereas, Planning Proposals for the newly added land of Mathadi Kamgar Co-op Housing Society was sanctioned by the Director of Town Planning, Maharashtra State under Section 115(3) of the said Act *vide* its Notification dated 25th April 2013 ;

And whereas, an Empowered Committee meeting was held under the Chairmanship of Chief Secretary, Government of Maharashtra, on 5th June 2010 wherein it was decided that Truck Terminal located at Wadala shall be shifted elsewhere and that this area shall be developed as a commercial centre on the lines of Bandra-kurla complex ;

And whereas, Considering the fact that there are transport facilities like existing Monorail stations and its Depot and proposed Metro rail stations, the said Notified Area is proposed to be developed on the basis of Transit Oriented Development by MMRDA ;

And whereas, the said Authority in exercise of the powers under Section 40(3)(d) of the said Act and all other powers enabling it in this behalf by Resolution No. 1434, passed in its 144th meeting held on 12th January 2018 has approved the modifications to the planning Proposals of the said Notified Area and for this purpose has authorised the Metropolitan Commissioner, MMRDA to complete all the necessary formalities required for the same ;

And whereas, the said Authority after following the procedure as laid down under section 40(3)(d) read with the section 115 of the said Act has proposed modifications in planning proposal along with the Development Control Regulations for the said Notified area and published the Notice under section 37 read with section 115 of the said Act, on 16th March 2018 to that effect in *Maharashtra Government Gazette* for calling objections / suggestions form the general public regarding proposed modifications to the Planning Proposals and Development Control Regulations of the said Notified Area ;

And whereas, in exercise of the powers under Section 40(3)(d) of the said act and all other powers enabling it in this behalf, the Metropolitan Commissioner, MMRDA *vide* letter dated the 2nd July 2018 has submitted the proposal to Government for its sanction, after completing the legal procedure under section 37(1) read along with section 115 of the said Act (hereinafter referred to as “ the proposed revised Planning Proposals and Development Control Regulations”);

And whereas, in pursuant of Section 115 as substituted by clause(d) of sub-section (3) of Section 40 of the said Act and after consulting the Director of town Planning, Maharashtra State, the Government is of the opinion that the proposed revised Planning Proposals and Development Control Regulations should be sanctioned with some changes ;

Now therefore, in exercise of the power conferred by in pursuant of Section 115 as substituted by clause(d) of sub-section (3) of Section 40 of the said Act, the Government hereby:—

(A) Modify the purpose of development of land for Commercial Centre on lines of Bandra-Kurla Complex instead of Truck Terminal I.S.B.T. as stipulated in Government Notification No. TPB-4305/CR-318/05/UD-11, dated the 3rd December 2005.

(B) Sanctions the said proposed revised Planning Proposals along with Development Control Regulations with some changes, as described specifically in the Schedule appended hereto ;

(C) Fixes the date of publication of this Notification in the *Government Gazette* as the date of coming into force of this Sanctioned Revised Planning Proposals alongwith Development Control Regulations ;

A copy of this Notification alongwith plan showing Sanctioned revised planning proposals shall be kept open for inspection by general public during office hours for a period of one month on all working days at the following offices :—

(a) Metropolitan Commissioner, Mumbai Metropolitan Region Development Authority, Banda –Kurla Complex, Banda (East), Mumbai 400 051.

(b) Director ,Town Planning, Maharashtra State, Central Building, Pune.

This Notification is also made available on the Government of Maharashtra website : www.maharashtra.gov.in (Acts/Rules).

By order and in the name of Governor of Maharashtra,

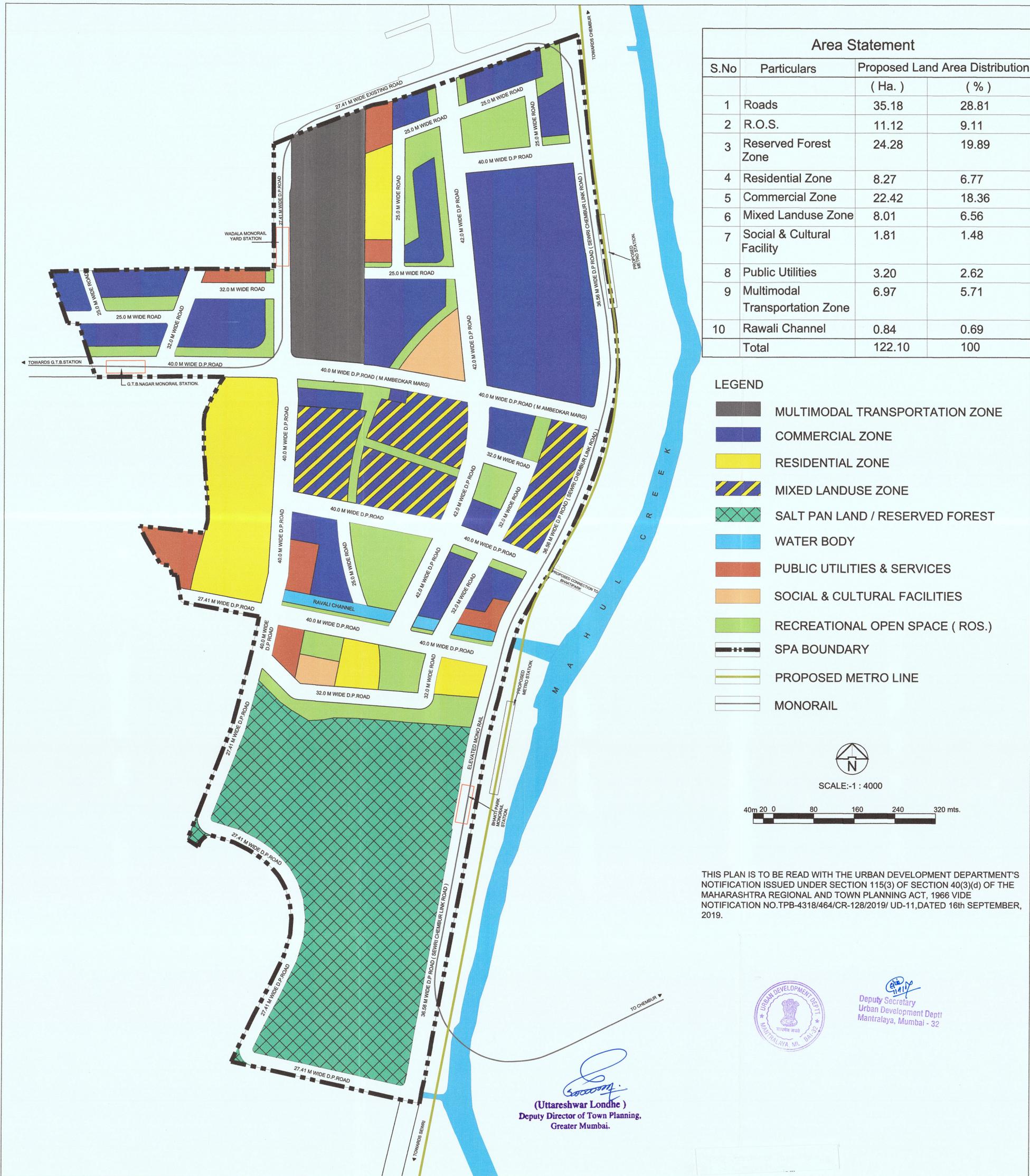
NIRMALKUMAR P. CHAUDHARI,
Under Secretary to Government.

Schedule

**(Accompaniment to Government in Urban development Department's Notification
No. TPS-4318/464/CR-128/2019/UD-11, dated the 16th September 2019)**

As per Revised Planning proposals Submitted to Government for Sanction (1)	Sanctioned by Government (2)
Regulation No. (5) Social and Cultural Facility 7.2.5 of development Control Regulations. a. Educational Institutes like schools, colleges, libraries etc. b. Healthcare facilities like hospital, maternity home, medical centre, dispensaries etc. c. Welfare and community activities like community centers, marriage halls, crèche etc. d. Recreational facilities like club, gymnasium, sports center, stadium. e. Drama Theatre, Cinema, Art Galleries, Museum etc. f. Market Halls. g. Any of the uses as mentioned under Public Utilities and Services zone, other facilities of similar nature or alongwith activities permissible in Residential/ Commercial Use with special approval of the Metropolitan Commissioner, MMRDA.	(5) Social and Cultural Facility a. Educational Institutes like schools, colleges, libraries etc. b. Healthcare facilities like hospital, maternity home, medical centre, dispensaries etc. c. Welfare and community activities like community centers, marriage halls, crèche etc. d. Recreational facilities like club, gymnasium, sports center, stadium. e. Drama Theatre, Cinema, Art Galleries, Museum etc. f. Market Halls. g. Any of the uses as mentioned under Public Utilities and Services zone, other facilities of similar nature with special approval of the Metropolitan Commissioner, MMRDA.
Regulation No. 8. Recreational Open Spaces (ROS). 8 of Development Control Regulations. The ROS will be provided as Public ROS at the layout level and private ROS at the plot level. The uses mentioned in the Urban Design Guidelines for Recreational Open Spaces/Public Spaces will be permissible.	8. Recreational Open Spaces (ROS)The ROS will be provided as Public ROS at the layout level and private ROS at the plot level. The uses mentioned in the Urban Design Guidelines for Recreational Open Spaces/Public Spaces will be permissible. However, Market Hall user is not allowed. Further the total builtup area shall not exceed 10% of ROS area.

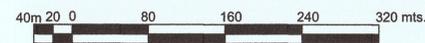
NIRMALKUMAR P. CHAUDHARI,
Under Secretary to Government.



Area Statement			
S.No	Particulars	Proposed Land Area Distribution	
		(Ha.)	(%)
1	Roads	35.18	28.81
2	R.O.S.	11.12	9.11
3	Reserved Forest Zone	24.28	19.89
4	Residential Zone	8.27	6.77
5	Commercial Zone	22.42	18.36
6	Mixed Landuse Zone	8.01	6.56
7	Social & Cultural Facility	1.81	1.48
8	Public Utilities	3.20	2.62
9	Multimodal Transportation Zone	6.97	5.71
10	Rawali Channel	0.84	0.69
	Total	122.10	100

- LEGEND**
- MULTIMODAL TRANSPORTATION ZONE
 - COMMERCIAL ZONE
 - RESIDENTIAL ZONE
 - MIXED LANDUSE ZONE
 - SALT PAN LAND / RESERVED FOREST
 - WATER BODY
 - PUBLIC UTILITIES & SERVICES
 - SOCIAL & CULTURAL FACILITIES
 - RECREATIONAL OPEN SPACE (ROS.)
 - SPA BOUNDARY
 - PROPOSED METRO LINE
 - MONORAIL

SCALE:-1 : 4000



THIS PLAN IS TO BE READ WITH THE URBAN DEVELOPMENT DEPARTMENT'S NOTIFICATION ISSUED UNDER SECTION 115(3) OF SECTION 40(3)(d) OF THE MAHARASHTRA REGIONAL AND TOWN PLANNING ACT, 1966 VIDE NOTIFICATION NO.TPB-4318/464/CR-128/2019/ UD-11,DATED 16th SEPTEMBER, 2019.



Deputy Secretary
Urban Development Deptt
Mantralaya, Mumbai - 32

(Signature)
(Uttreshwar Londhe)
Deputy Director of Town Planning,
Greater Mumbai.

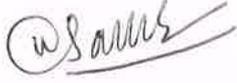
**Report of
Sanctioned Revised Planning
Proposals for Wadala Notified
Area (WNA), Mumbai.**



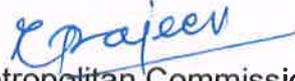
**Mumbai Metropolitan Region Development Authority
(MMRDA)**

Report of Sanctioned Revised Planning Proposals for Wadala Notified Area (WNA), Mumbai.

(This Report is the Part of Revised Planning Proposals sanctioned vide Government in Urban Development Department's Notification issued under section 115(3) of section 40(3)(d) of the Maharashtra Regional and Town Planning Act, 1966 vide Notification No. TPB-4318/464/CR-128/2019/UD-11, dated 16th September, 2019)



Chief, Town Planning Division
MMRDA



Metropolitan Commissioner
MMRDA




Deputy Secretary
Urban Development Dept
Mantralaya, Mumbai - 32



**Mumbai Metropolitan Region Development Authority
(MMRDA)**

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1. PREAMBLE

MMRDA was allotted land at Wadala in 1982 by Government of Maharashtra (GoM) on lease basis. Accordingly, Mumbai Metropolitan Region Development Authority (MMRDA) had prepared a four phase Layout for development of Truck Terminal at Wadala. The layout was approved by the Municipal Corporation of Greater Mumbai (MCGM). Subsequently, MMRDA was appointed as the Special Planning Authority (SPA) for the 'Wadala Notified Area' (WNA). The State Government has approved the Planning Proposals prepared by MMRDA for Wadala and has also approved a global FSI of 4.00 for the same. Out of four phases, MMRDA had initially proposed to develop phase I of Truck Terminal with certain essential infrastructure but the Truck Terminal could not become fully operational due to several constraints and non-cooperation by truck operators.

However, in the meeting of the Empowered Committee under chairmanship of Chief Secretary to GoM, held on June 5, 2010, it was decided to shift truck terminal from Wadala to Mankhurd or outside the Mumbai city and develop said area on the lines of Bandra-Kurla Complex.

Wadala is located at the heart of the city. As Mumbai has very short supply of land resource, it is imperative to exploit the available land to maximum possible extent. It is hence proposed to develop WNA to absorb the ever increasing demand for commercial spaces. This area is well connected by monorail stations, proposed Metro Line 4 and it has proximity to Anik BEST Depot, Eastern Express Highway and Eastern freeway. Thus, WNA is forming a multi-modal transport hub. Therefore, WNA is being envisaged as the future international business hub for Mumbai to be developed on the concept of Transit Oriented Development (TOD). This development will result into increase in land values at Wadala, which further will lead to higher revenue generation that can support infrastructure development in Mumbai Metropolitan Region (MMR). Therefore, it was decided to carry out revision in the Sanctioned Planning Proposals of WNA by using the best Urban Design practices across the world while considering the following:

- Existing and proposed road network and public transit
- Existing and proposed land uses and land allotments by MMRDA
- Development potential and phasing
- Preservation of existing salt pan lands and reserved forest
- Existing Planning Proposals and Development Control Regulations (DCRs)
- Specific Urban Design and Architectural Controls which enhances the imageability of the notified area through better built-form, open spaces, street design etc

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2. EXISTING SITUATION IN WADALA NOTIFIED AREA

2.1 Background

- Allotment of land: -

MMRDA was allotted land at Wadala in 1982 by Government of Maharashtra on lease basis. Accordingly, Mumbai Metropolitan Region Development Authority (MMRDA) had prepared a four Phase Layout for Truck Terminal at Wadala. The layout was approved by the Municipal Corporation of Greater Mumbai (MCGM). Out of four Phases of the sanctioned Layout, MMRDA had initially proposed to develop Phase I of Truck Terminal with certain essential infrastructure. However, the Truck Terminal could not become fully operational due to several constraints and non-cooperation by truck operators.

- Appointment as the SPA: -

The State Government of Maharashtra vide its notification no. TPB-4305/CR-318/05, UD-11, dated December 3, 2005, designated MMRDA as Special Planning Authority (SPA) for Wadala Notified Area (WNA) for development of Truck Terminal, Inter State Bus Terminal (ISBT) and ancillary activities

- Sanction to the Planning Proposals (SPP): -

The Planning Proposals and Development Control Regulations (DCRs) of the said notified area excluding CS No. 6 (Pt) and 9 (pt) of village Anik Wadala was sanctioned vide its notification dated 16.11.2010 and dated 10.1.2011 respectively.

- Inclusion of Mathadi Land: -

The land bearing C.S. No. 6 (pt) and 9 (pt) of village Anik Wadala admeasuring 65000sqm allotted to Mathadi Kamagar Co-op Housing Society was included in the said Notified Area vide notification no TPB-4308/116/CR-20/08/UD-11 dated 10.08.2011. The land area for WNA as per the Sanctioned Planning Proposals is 115.34 Ha. However as per the GIS based Survey, the total site area is 122.10 Ha.

- Empowered Committees Decision: -

In the meeting of the Empowered Committee held on June 5, 2010 under the chairmanship of Hon. Chief Secretary to GoM, it was decided to shift Wadala Truck Terminal at Mankhurd or outside the Mumbai city and develop said area on the lines of Bandra-Kurla Complex.



2.2 Details of Land

In the Sanctioned Planning Proposals (SPP), lands were indicated only for transportation related activities and commercial purposes. Apart from that, one plot was reserved for Staff Housing, Play ground and School respectively.

In Phase-I out of four phases, MMRDA had allotted 21 plots to 'Bombay Goods Transport Association' (BGTA) and 'Maharashtra Rajya Truck Tempo Tankers Bus Vahatuk Mahasangh' (Mahasangh) and 'Mumbai Pune Motor Malak Shramjeevan premises C.S.Ltd.' for construction of godowns and transport offices. Five plots for Workshop and Spare parts use, one plot for Dhaba -Dormitory, one plot for Weigh Bridge and two plots for Petrol pumps were allotted from truck terminal point of view. MMRDA had constructed four office buildings and one amenity building at initial stage of development.

In the WNA, major portion of the land was occupied by 'buildings in Truck Terminal' (Ground +1 to Ground +3 storey structures) (approx. 19 ha), the Reserved Forest Zone (approx. 27 ha), land allotted to Mathadi Kamgar CHS (approx. 6 ha), Lodha Crown Buildmart Pvt. Ltd. (approx. 10 ha) and Wadala Monorail Yard (approx. 7 ha). Therefore, considering the earlier allotments, it is found that only 42% of land area is available for development. This 42% developable land area excludes mandatory open spaces, access roads, utilities etc.

On the basis of Empowered Committee's decision to develop the area as a commercial center and to optimally utilise the permissible FSI, it was decided to relocate all the buildings in existing Phase-I into a single building and utilise the vacated land for mixed use or commercial development.

2.3 Existing Traffic and Transportation Infrastructure

The Wadala Notified Area lies along Sewri-Chembur Road, about 2.5 km away from Guru Tegh Bahadur (GTB) Station on the Harbour Line. The Sewri-Chembur Road further connects to the Eastern Express Highway, an arterial road of the city which enhances the connectivity. Mukundrao Ambedkar Road (M.A. Road) passing through the site from east to west connects Sewri-Chembur Road to Dr Babasaheb Ambedkar Road.

As per the Sanctioned Planning Proposal for WNA, 4.5 Ha of land area within the site is indicated for the establishment of an Inter-State Bus Terminal (ISBT). Preliminary data of traffic volumes from the site was collected to understand the existing road network capacity and traffic flow. Currently, the traffic comprises of taxis, trucks and private four-



wheelers. The Anik BEST Depot, adjacent to the SPA boundary is one of the largest bus depots in the city. A good number of buses operate on this route.

The major mass transit projects connecting Wadala are:

- **Mumbai Monorail Project:** - Mumbai's first monorail runs through Wadala from Chembur Railway Station to Sant Ghadge Maharaj Chowk. Three monorail stations namely GTB Nagar, Bhakti Park and Wadala Depot lie within the proposed site.
- **Metro Line 4:** - MMRDA is implimenting elevated Metro Line 4 Wadala-Thane-Kasarwadavali which runs along Sewri-Chembur Road.
- **Eastern Freeway Project:** - This is a 16.4 km signal-free, elevated, high speed corridor connecting South Mumbai and eastern suburbs. The WNA has access to the Freeway at Bhakti Park (outside the SPA area).
- **Sewri-Chembur Link Road:** - This 36.58 m wide road runs along eastern edge of the WNA which further leads to Eastern Express Highway.
- **BKC Connector:** - MMRDA is constructing a 1.6 km elevated road from Bandra-Kurla Complex to the Eastern Express Highway. This will reduce travel time between BKC to Easter Express Highway (near WNA) from 45 minutes to 15 minutes. Wadala can be easily accessed via the Sewri-Chembur Link Road through the Eastern Express Highway.



3. OBSERVATIONS

3.1 Observation

It is observed that no organised commercial and retail activities exist in the area and its surrounding. Wadala can be imagined as an annexe to Bandra Kurla Complex. It will also be a suitable location for the hospitality sector and Food & Beverages sector. Natural features such as the Rawali Channel and the wetlands though in deteriorated condition due to encroachment and industrial pollution can be rejuvenated to become a great asset for the Notified Area as well as the city.

There would be a large transit population moving through the WNA once all transportation links are completed, which may increase population pressure in this area. Overall, the modifications are based on recognising the significance of WNA's location, its proximity to Bandra-Kurla Complex and its unique transport and environmental features. WNA can fill the gap in the area (and the city) with regards to potential commercial/office spaces, organised retail and hospitality, supported with appropriate socio-cultural amenities.

The following are the constraints for consuming entire Global FSI of 4.00:

- 1) the land available for development is limited,
- 2) As per Civil Aviation NOC the permissible heights of building above mean sea level is between 104m to 154 m
- 3) Mandatory 25% of land area on virgin soil be kept as Recreational Open Space (ROS)

In light of the above constraints, high-rise development is envisaged to utilize Global FSI of 4.00.

3.2 Market Study and Asset Allocation for WNA

Considering the developable land and neighbourhood profile of the location; a mixed use, commercial hub is proposed in the WNA. A mix of uses will complement the residential character of the surrounding area and give the flexibility to supplement with assets that the area lacks.

Around the world, a number of new business districts have mushroomed to keep in pace with economic expansion and businesses. With the advent of technology, benchmarks have been set to establish office spaces which prioritize security and quality of real estate space.

In this regard, some domestic and international case studies were carried out. The salient features that can be adopted in WNA are as follows:

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1. To avoid too much dependence on private vehicles, a network of pedestrian public spaces is proposed to be developed to be linked to the nodes of Mass Public Transportation (Metro and Monorail) and an International Standard Feeder System (AC Bus). The Feeder System is planned in such a way that every building at the Site is within a few hundred meters walking distance from a bus-stop;
2. Access to Pedestrian Public Open Space (Parks or Plazas) – the Public ROS and the private ROS will always be accessible by the general public and be located at a clearly visible location.
3. Public Open Space (Parks or Plazas) will be developed in combination with a concentration of Food & Beverages places, retail & leisure opportunities etc.
4. In order to create a cohesive street frontage with lots of retail at ground floor and a lively pedestrian friendly nature it's important that the length of the building's façade faces the main road. This means that the street façade and pedestrian front space will be interrupted on much less locations by vehicular entry and exit points and building side setbacks. The front plot boundaries must be as permeable as possible.
5. Introducing a mix of uses like developing residential units, serviced apartments and hotels within the CBD, will also add to the vibrancy and create a larger catchment for retail and restaurants. A mix of uses is essential for long time resilience of the area and in response to the large transit uses in the 700-800m walking radius of each other.
6. Though there are provisions for DCRs, Architectural Controls and Urban Design Guidelines, individual developers will have flexibility to make their buildings stand apart.
7. Based on market studies and projections, about 60% distribution of commercial asset with 30% residential was found to be most suitable.

3.3 Conclusions

The Government has sanctioned Global FSI of 4.00 for WNA (excluding reserved forest area and Mathadi Kamgar CHS). However, there are constraints to achieve maximum consumption of FSI due to height restriction by Ministry of Civil Aviation and existing commitments.

The presence of monorail stations and proposed metro stations within the site as well as nearby regional infrastructure will enable excellent connectivity for potential employees and residents. These improvements have opened up a part of the city, earlier inaccessible due to no direct transportation services. Many transportation improvements



are being implemented and already existing in the site that makes it more conducive to large scale high rise development on the lines of a Transit-Oriented development (TOD).

It is envisaged that this Transit Oriented Development will have Commercial, Mixed Land Use, Residential development accompanied by Socio-Cultural amenities and public utilities and pedestrianised network within and around the Public Transport Nodes.

The Central Business District (CBD) is traditionally the focal point of the city and is usually a part of the old city. However, as a city matures, a number of alternate business districts have been seen to gain prominence (like Bandra Kurla Complex). This is attributed to the rising prices at the CBD, lack of upgraded spaces, dated technology and limited scope of expansion. Traditional Business Districts begin to lose their prominence over a cycle of twenty years as new locations get developed.

The decision towards relocation/redevelopment of the Wadala Truck Terminal (WTT) area has provided the Wadala Notified Area an opportunity to have an exciting mix of land uses and building types, rather than be surrounded by dysfunctional, low-rise development. The WNA provides the unique and final opportunity to create from scratch to an international standard, large-scale development at the heart of the Mumbai. Once BKC reaches saturation over the next decade or so, WNA can be conceived as the third CBD of Mumbai which will fill the gap in the market for quality commercial spaces.

Therefore, the commercial center at WNA can be envisioned to reflect the following core characteristics as an integral part of its planning and design:

- Mixed Use
- Transit Oriented Development
- Smart not in terms of technology but due to the inherent qualities that respond to site and context
- Self-sustaining-ecologically, socially and culturally.

The dominant planning features of a Central Business District form the basis of revised Planning Proposals for Wadala Notified Area. A detailed layout along with the Urban Design Guidelines will be prepared by proposing Land Use Distribution, sub-division of land parcels and providing recreational open spaces, which will be approved by the Metropolitan Commissioner.



4. REVISED PLANNING PROPOSALS

The proposed revision includes the following land uses:

4.1 Mixed Land Use

Selected plots in WNA are designated for Mixed Land Use. Mixed Land Use allows combinations of offices with other uses, like facilities in the retail and leisure sector, (private) education and healthcare, hospitality, cultural and the residential sector. This strategy will give flexibility from planning point of view.

Secondly, the central location within Mumbai of an integrated, large scale development in combination with the great connectivity by different modes of Public Transportation, gives the unique opportunity to create a modern mixed use CBD. Such CBD will be equivalent of the ones found in contemporary cities around the world.

4.2 Multimodal Transport Use

Wadala Monorail Station is already developed within the Notified area. An area of 6.97 Ha surrounding the station is indicated as Multimodal Transport Zone. It has potential for Commercial and Residential Development. MMRDA is intending to develop this area for Commercial and Residential uses in future.

4.3 Monofunctional Land use

Office towers have the strongest functional and spatial relationship with the mixed use environment. Therefore, plots placed at north and south of the Mixed Use Plots in the layout are indicated for Commercial land use. The plots along the southern edge of the Notified Area, with unobstructed views overlooking the Reserved Forest Zone and the Bay area in the distance, are reserved for Residential. Already a substantial residential component is created in the notified area with Lodha Crown Buildmart Pvt. Ltd.'s project of almost 3000 apartments and other big residential development to the east of WNA. Hence, the amount of plots reserved for pure residential use is modest. A plot is reserved for affordable housing sector as well.

4.4 Civic/Social Amenities

Provisions for social amenities are made for Educational Facility, Police Station, Fire Station, and Cultural Facility. Since some of the buildings will be stand-alone low rise buildings, yet they may stand out from the rest of the built environment of high rise towers. Especially the Cultural attraction, prominently situated right at the heart of Wadala Notified Area should be designed to the highest International standards: an architectural Icon that will help putting the CBD on the map as a destination for residents from all over Mumbai and tourists alike.



4.5 Public Utilities

The Utilities (Receiving Stations, Substations, Sewage Treatment Plant (STP), and Solid Waste Transfer Station) are planned as separate entities throughout the site. The existing STP is incorporated in the Layout. However, the existing Receiving Station in southern part of the area is too large of an area located inconveniently right in the middle of what is planned as commercial development. Two plots are provided as a Receiving Station at the edge of the Notified Area next to the Salt Pan Area and another near the Monorail Yard. 11 Distribution stations are provided, interspersed through the Notified Area, catering to a set of plots as per the projected electric loads.

The Solid Waste Transfer Station is located in the current Transit Camp area which will be developed only in the later stages of the project. Hence, the waste collection could temporarily take place in the area behind the Mathadi Housing plot, demarcated for the future STP.

4.6 Hierarchy of Roads

Major Roads: -

Sewri-Chembur Road: It is proposed to continue width of this road i.e. 36.58 m. This road will have 4 lanes in each direction.

Mukundrao Ambedkar Road (M.A. Road): The width of the M. A. Road is partially determined by adjacent plot boundaries of the WNA, Monorail Depot Area and Lodha Development. The road will have 4 lanes in each direction. The M.A. Road acts as the main thoroughfare, one of five primary access roads directly connecting to Sewri-Chembur Road. It is therefore proposed to widen this road to 40m.

Primary and Secondary Roads: -

Primary Roads will have 3 lanes in each direction and parallel on-street parking on one side. Secondary Roads will have 2 lanes in each direction and parallel on street parking on one side.

Proposed Feeder Roads: -

Feeder roads to M.A. Road are proposed on which vehicular access to plots abutting M.A. Road will be provided. These roads will give access to plots and will subdivide larger zones.

Average lane width is considered as 3.50 m as per the Indian Road Congress standards. Right of Way (ROW) is designed to contribute towards balanced vehicular and pedestrian movement.



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4.7 Vehicular Parking

Along Sewri-Chembur Road and the M.A. Road on-street parking is prohibited. Along one side of all internal public roads a continuous strip of parallel on street parking is planned. On-street parking is aimed at short term parking.

Dedicated space for taxis and rickshaw parking, Bus stops and secure bicycles parking facilities is allocated near Monorail Stations, Metro Stations and at the heart of the shopping area.

4.8 Recreational Open Spaces (ROS)

Out of mandatory 25% Recreational Open Spaces, Public ROS is provided at Layout level and remaining part will be provided as Private ROS at Plot level. Both the public and private ROS are spacially integrated within built environment. Larger ROS at plot level are provided at the heart of development which can be accessible to all the public and will maintain vibrancy throughout the development. Provisions for amenities like dedicated eateries / kiosks, public toilets, bicycle parking, club houses, recreational facilities, market hall, etc is made in the ROS. Large pedestrian spaces under Plot-level ROS, Public Plazas and Parks will be accessible for pedestrians and visitors. Shops and businesses, public utilities etc will be located in such a manner that they don't restrict pedestrian movement.

4.9 Land Use Distribution

The table below shows the overall land use distribution for the Wadala Notified Area. The total land area is 122.10 ha.

S.No.	Particulars	Proposed Land Area Distribution	
		(Ha)	(%)
1	Roads	35.18	28.81
2	R.O.S	11.12	9.11
3	Reserved Forest Zone	24.28	19.89
4	Residential Zone	8.27	6.77
5	Commercial Zone	22.42	18.36
6	Mixed Landuse Zone	8.01	6.56
7	Social & Cultural Facility	1.81	1.48
8	Public Utilities	3.20	2.62
9	Multimodal Transportation Zone	6.97	5.71
10	Rawali Channel	0.84	0.69
	Total	122.10	100

4.10 Population Projection

The projected population including floating population in WNA will be approx. 2.40 lakh. Approx. 92,000 office jobs will be generated once WNA reaches its full development potential over the next thirty years. An additional 96,000 jobs is predicted to be generated due to the mixed use and transport related developments.



5. INFRASTRUCTURE PLANNING

5.1 Traffic and Transportation

While considering the traffic and transportation planning, it is accounted that there will be a large transit population through the site owing to the public transit linkages such as the monorail, Metro Rail etc. Also, the surrounding area such as Ajmera Realty's i-Land and Sion will be growing with the residential market. Considering all these factors, the widths of proposed roads are planned adequately, with no road below 25.0m ROW. An optimum scenario for the traffic projections is considered where it is assumed that there will be dependence on private transport and public transit, since monorail stations and metro stations are located here along Sewri chembur link road.

Traffic: -

At present, the main access to the WNA is from the 36.58m wide Sewri-Chembur Road which connects the Eastern Express Highway and the Eastern Freeway and carries a significant volume of traffic. It is anticipated that maximum traffic will be generated during morning peak. Considering the land use distribution, especially commercial, it is evident that morning peak is going to be higher than evening peak.

As per the traffic estimates, 45% of the trips are to be carried out by public transport, considering the travel trends and the short distance between the Metro and Monorail station with the planned development. It is anticipated that walking will formulate a significant portion of the last mile commute.

Based on the trips generated during the most likely scenario, Volume/Capacity analysis was performed for full occupancy scenario to analyse the Level of Service for major roads. Based on junction analysis done for the entire site layout, it was observed that certain locations will become congested in future and traffic control measures will be adopted. Considering location of WNA and the surrounding development in the form of metro and monorail lines, providing grade separation would not be feasible. Therefore, it is proposed to signalize a few intersections to regulate traffic movement in future.

Transportation: -

Considering the nature and magnitude of the development, it is imperative that a structured Transit system be in place to cater to the traffic demand. The modifications are proposed with tremendous focus on existing Monorail line the proposed Metro Line 4. The monorail is already operational. It is assumed that Metro stations would be operational in



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near future. It is anticipated that a large proportion of residents as well as office - goers would prefer the Metro/Monorail network over private transport.

The Wadala Depot Monorail Station and GTB Nagar Monorail Station will be linked via Pedestrian Underpasses directly to all nearby plots along M.A. Road - creating a seamless pedestrian connection covering the entire breadth of the WNA. By planning, designing and constructing the pedestrian underpasses integral with the surrounding built environment and making them part of Shopping Streets, will contribute significantly to the comfort of both the commuting and general public.

Existing monorail line, the proposed metro line and their stations are planned elevated and along the median of Sewri-Chembur Road.

Interconnectivity between monorail and metro stations, as well as from metro stations to adjoining mixed use buildings will be taken up during plot-wise development.

5.2 Public Utilities and Services

All the public utilities and services are proposed in the development according to the projected and floating population. Provisions are made in the Land Use Plan for the services like water supply, Sewer network, Solid Waste Management, Information Communication Technology Systems, Storm Water Drains, etc.

There is an existing Sewage Treatment Plant (STP) of 9.0 MLD which can be used for the initial development phases. As the WNA grows, an area for an additional STP is reserved within the layout. Two petrol pumps catering currently to the area have also been retained since they will be required in future by the residential and office population within and around. The road design considers specific utility corridors incorporated for the future. These include the Automated Waste Collection System (AWCS) and the Integrated Communication Technology layer (ICT). All the critical utilities are planned under the footpath. These have been planned in accordance with existing utility networks on site as per data received from MCGM.



6. Urban Design Guidelines & Architectural Controls

Urban design guidelines are adopted to advance the policies, goals and objectives of the development and help translate these directions into desired outcomes for the design of streets, parks, open spaces and buildings. Urban design guidelines prescribing the building envelope for most buildings (maximum building height and building footprint size, building alignment) are important, especially adjacent to the most prominent spaces in high density, mixed use areas. Well-proportioned public spaces and the mix of attractive facilities at street level that align them makes the area come alive, feel safe and inviting. The Guidelines take forward the ideas of walkability, transit focus, mixed use and culturally responsive public areas and also incorporate the learnings from case studies.

Throughout the development, the pedestrian friendly nature of the public realm and human scale is kept despite the prescribed high building density for the area. The perimeter block typology for the first few floors, combined with high rise towers above that have been setback far enough from the street, for the human scale experience, views to the sky and daylight at ground level will not get negatively impacted. The ground floor facing a public road or public space should have a transparent character and not contain any closed walls. Podium parking is integrated with the architecture of the entire building to create a seamless volume.

An arcade is proposed along all streets where a continuous retail front is prescribed. This is adopted as a unifying architectural feature that will protect pedestrians from the climate. Inspired by the historic arcades of the Fort historical district in south Mumbai, the arcade will play an important role in creating the right conditions for an attractive pedestrian friendly outdoor environment. Different buildings along the same street with a prescribed retail and arcade front will create a cohesive continuous spatial element along the street edge. This proposed arcade will provide space for uninterrupted movement of pedestrians. Although ownership will rest with the plot owner, the public at large will have easement rights of walking along the arcade. The arcade space will have a mandatory clear width of at least 4.5 meter from the building front alignment and a mandatory clear height of 6 meter. It is not permitted to enclose this arcade.

No Hoardings and advertisement Bill Boards will be permitted on the roof top or external facade of the building. Signage area is allowed only on two faces/facades of the building and on each facade upto a maximum of 2% of the facade surface area will be allowed. For retail upto a maximum of 10% of the facade surface area shall be allowed on the ground/first floor.



For the purpose of this project, the Urban Design Guidelines are divided into CBD Level Guidelines, Landscape Guidelines and Plot-level Guidelines. CBD Guidelines apply to layout wide matters such as accessibility, streetscape, infrastructure, environmental considerations etc. The Plot-level guidelines are specific to a particular plot, which are further supported by the Architectural Controls specifying the use, permissible building heights, gross built-up area, setbacks etc. The Urban Design Guidelines supersede the Development Controls Regulations for Wadala Notified Area.

The projected FSI areas are demonstrated for each plot with the following assumptions at building level –

- Commercial spaces FSI at 70% of the gross built-up area, Residential space FSI at 60% of the gross built-up area and Retail space FSI at 85% of the gross built-up area. These are based on an analysis of the existing similar spaces at Bandra Kurla Complex. Office space upto tower level is calculated at 85% of the gross built-up area.
- A floor to floor height of 3.6m is proposed for commercial and 3m for residential uses and parking (basement and podium) on upper floors. Floor to floor height exceeding the above and upto 6m height will be counted into 1.5 times the FSI area for these uses.
- Arcade to be provided as per architectural controls and to be free of FSI
- Residential - 1 parking space for tenement of 45 to 70 sqm carpet area. 25% of the total parking space additionally provided for visitors parking.
- Commercial/Office - 1 parking space for every 37.5 sq m upto 1500 sqm (ie 40 cars) and for every 75 sqm of additional space for areas exceeding 1500 sqm
- Retail - 1 parking space for every 40 sqm of floor area upto 800 sqm and 1 parking space for every 80 sqm of space for areas exceeding 800 sqm
- To maximize the efficiency of the traffic flow, no direct vehicular access will be allowed from Sewri-Chembur Road and M.A. Road on to adjacent plots (with Lodha as exception). All adjacent plots will only be directly accessible by car from primary and secondary roads on the other side of the plots.
- Emergency Vehicular Access / Fire tender movement: All Buildings have been planned with Emergency Vehicular Access (Fire tender movement) to the front, sides and back of the buildings through the application of adequate setbacks. This is essential for high rise buildings.

The intent of the guidelines is to provide a basis for design, and not restrict the development/architectural features of the buildings.

To comply with the building heights restrictions whilst providing for 25% ROS and a significant portion of space set aside for wide roads to cope with the traffic indicates that it will not be possible to utilize the permissible Global FSI of 4.0. In order to try to reach the highest FSI possible, the Layout design must allow for almost all buildings to go up to the permissible building height. The Public Utilities and Social amenities are the only exceptions. Certain plots have restricted height from an urban form perspective to control view corridors, natural light and ground level experience of pedestrians.

Based on studies carried out for tall buildings, it is seen that beyond a height of 60m, the effect of height of a building on the daylight levels is minimal – so a height of 100 m or 200 m does not really matter as far as the pedestrian is concerned. A separation of 20 m between tall buildings is adequate to allow pedestrians level views, light, ventilation and privacy to occupants of tall building. These guidelines, along with international and local best practices set the baseline for the building heights, form and setbacks at WNA.

Flexible Planning: -

A dynamic layout allows the WNA to respond to the market trends in terms of saleable plot size and hence saleable area. The current plot sizes range from 2,000sqm to 20,000sqm allowing a range of building floor plates from 1,500sqm to 5,500sqm. The major land uses in the layout for WNA are Commercial and Multi-modal Transportation. Mixed use is a separate land use. This gives the opportunity to develop a variety of building typologies and uses. Vertical mixed use towers will be visible in the upcoming development and will be the differentiator.

The layout allows for the amalgamation of plots when required. Two or more plots, located side-by-side, and not separated by proposed roads can be combined to build on a larger plot. In that case, the total built-up area of the combined plots will be permissible for development, subject to the modified Development Control Regulations for WNA and the Urban Design Guidelines.

Pedestrian Oriented Spaces: -

A large amount of public transit must be complemented with the right amount and character of pedestrian space to make it a truly successful Transit Oriented Development. The main pedestrian circulation is defined through the site connecting important points of origin (Transit) to all plots. The Monorail stations and Metro stations cover the entire



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Wadala Notified Area within an 800 m (10 minute) walking distance, and this experience is enhanced by creating points of interest along the walk as well.

Dedicated eating zones, wide shaded footpaths, well planned High Street Shopping, with an appropriate mix of public and recreational amenities cater to the everyday user without the obstructions to circulation on the pavement as seen in the rest of the city. At critical areas, pedestrian underpasses and bridges are planned depending on the pedestrian and vehicular traffic. Provision of street furniture and adequate lighting also encourage pedestrian movement. The most important feature is a shared pedestrian and bicycle path through the WNA. Secure bicycle parking facilities at all transit nodes will make cycling as the first (or last) mile of the daily commute an even more attractive option. Providing bicycle lanes in the footpath rather than the carriageway ensures that it is not violated by other vehicles and makes it safe. For the ease of pedestrian movement, underpasses and bridges are integrated within the landscape design. The Wadala Depot Monorail Station and GTB Nagar Monorail Station will be linked via Pedestrian Underpasses directly to the nearby plots along M.A. Road – creating a seamless pedestrian connection covering the entire breadth of the Site. It is not possible to have overhead skywalks here due to the elevated Monorail line.

Provisions are to be made as per Indian Road Congress (IRC-103-2012, CH 6) for 'Pedestrian Facilities Design Standards' including access on roads and footpaths for persons with disabilities.

The development is planned to reach its full potential over a period of 30 years given the current market situation, with a population of over 2.40 lakh people working, living and visiting the Notified Area when completed. Since Wadala area is part of the larger ward and the city, its impact on the vicinity will require certain regional level interventions to improve infrastructure conditions which must be taken into account for successful implementation and impact. This is an opportunity to provide the much needed "public" open space in Mumbai through the restoration of the Rawali Channel, Reserved Forest Zone and an apt implementation model for the large plazas and parks.



7. DEVELOPMENT CONTROL REGULATIONS

The Development Control Regulations (DCR) for Wadala Notified Area stipulates the deviations from the DCR Greater Mumbai as applicable from time to time. Wherever the regulations / sub regulations are not specifically prescribed in the regulations of WNA, the provisions of the Development Control Rules for Greater Mumbai, 1991 amended from time to time shall apply mutatis mutandis to the development of land appropriately.

The development within the following landuse zones will be governed by DCRs of WNA and Architectural Controls: -

- Commercial
- Residential
- Multimodal Transportation
- Mixed Land Use
- Social and Cultural Facility
- Public Utilities and Services
- Reserved Forest
- Water bodies

Within these landuse zones, reservations for amenities such as Fire Station, Police Station, Hospital, Cultural Center and service yards has been made. Also plot for 'Affordable housing' is reserved at layout level. Revision to the Development Control Regulations are proposed separately according to the revised Planning Proposals.



Deputy Secretary
Urban Development Dept
Mantralaya, Mumbai - 32

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Status of Existing Buildings in Wadala Notified Area						
Sr. No	Owner / Developer / Lessee	User	Status of permission granted	BUA in Sqm	OC/ Pat OC issued on	Environment Clearance
1	M/s. Macrotech Developers Limited	Commercial-C1 (Block-C) (Plot Area-81,740 Sqm) (Permissible BUA 3,18,947 Sqm)	Resi. Bldg B3 (Ground +41 floor)- OC issued	38846.52	08/06/2017	Environment Clearance obtained on 05/09/2011 & 15/01/2020 (EC is obtained for an FSI area of 4,95,000 Sqm.) (EC copy attached as Annexure-13)
			Resi. Bldg B4 (Ground +43 floor)- OC issued	28135.03	08/06/2017	
			Resi. Bldg C5 (Ground +43 floor)- OC issued	28216.27	08/06/2017	
			Resi. Bldg C6 (Ground +43 floor)- OC issued	27598.41	08/06/2017	
			Resi. Bldg D7 (4 level Basements+ Ground +43 floor)- OC issued	29390.86	16/08/2018	
			Commercial Building H (4 Level Basement+ 28 Floors)- OC issued	50782.734	04/12/2018	
			Resi. Bldg D8 (4 level Basements+ Ground +38 floor)- OC issued	25456.56	24/09/2019	
			Resi. Bldg F11 (4 level Basements+ Ground +37 floor)- Part OC issued	25307.32	28/10/2021	
			Commercial Bldg CT5- (G+16 floor)- OC issued	14942.78	05/09/2022	
			Residential cum Commercial Bldg A1(Ground +40 floor)- CC issued	24731.62		
			Community Hall (Ground)-1- CC issued	133.88		
			Community Hall (Ground)-2- CC issued	58.01		
			Kindergarten (School) (Ground + 6 floor)- Part OC issued	631.68	26/05/2022	
			Club House(in RG area) -(G +1 floor)- Part OC issued	7622.83	01/12/2020	
2	Bombay Goods Transport Association (BGTA)	Commercial	A2 (Basement+ Ground + 3 floor) - OC issued	6436.00	16/07/2017	NA
			A3 (Ground + 3 floor) - OC issued	6436.00	27/04/2017	NA
			B6 (Ground +3) - OC issued	5380.00	30/05/2017	NA
			B7 (Ground +3) – CC issued	5380.00		NA
			B8 (Ground +3) – OC issued	5380.00	21/04/2017	NA
			F1 (Ground +1) – OC issued	3548.80	20/09/2017	NA
			G1 (Ground +1) – OC issued	3812.80	27/10/2016	NA
3	Maharashtra Rajya Truck Tempo, Tankar, Bus Vahatuk, Mahasangh Premises, Co-Operative Societies Sangh Maryadit(Mahasangh)	Commercial	C1 (Ground +3)	4324.00	10/07/2017	NA
			C2 (Ground +3)	4324.00	29/09/2017	NA
			D1 (Ground+1)	2314.40	25/09/1998	NA
			E1 (Ground +1)	2842.40	25/09/1998	NA
			J1 (Ground +1)	4340.80	15/05/2017	NA
			J2 (Ground +1)	4340.80	23/05/2017	NA
4	Mumbai Pune Motor Malak Premises Co.Op.Soc.Ltd. (Shramjeevan)	Commercial	B5 (G+3)- OC issued	5380.00	28/08/2017	NA
5	Workshop Spare part	Commercial	Plot 2 (Ground)	50.00		NA
			Plot 3(Ground) – Completion accepted	50.00	27/05/2009	NA
			Plot 5(Ground) – CC issued	50.00	13/03/2009	NA
6	Weigh Bridge	Commercial	(Ground) – Completion Accepted	60.00	05/03/2002	NA
7	Petrol Pump -1 (IOCL)-(near Rawli channel)	Commercial	Ground – OC issued	350.00	15/03/2008	NA
8	Petrol Pump -1 (IOCL)-(near Monorail Depot)	Commercial	Ground	350.00		NA
9	MMRDA Buildings	Commercial	A1 (Ground +3)	6124.00	02/05/1995	NA
			B1 (Ground +3)	5087.27	02/05/1995	NA
			B2 (Ground +3)	5087.27	02/05/1995	NA
			D2 (Ground +1)	2231.89	02/05/1995	NA
			Amenity Building (Ground +1)	4400.00		NA

Details of plots allotted for temporary use in Wadala				
WTT, Phase-I				
Sr. No.	Name of Agency	Area in Sq.Mts.	From	To
1	M/s.DMRC line 6	28400	21-Jun-19	20-Jan-24
2	M/s.DMRC line 6	15132	1-Apr-21	31-Dec-23
3	M/s. N.C.C.- line 2 & 7	8500	21-Jun-19	20-Jan-24
4	M/s.DMRC line 6	2302	23-Sep-21	22-Jul-23
5	M/s.DMRC line 6	500	21-Jun-19	20-Jan-24
	Total	54834		
WTT, Phase-II				
Sr. No.	Name of Agency	Area in Sq.Mts.	From	To
6	M/s. N.C.C. Line 2 & 7	38023.5	1-Jul-19	till date
7		30500	1-Jul-19	till date
8	M/s.DMRC Line -6 (ISBT)	5380	15-Apr-21	31-Jan-24
9	M/s.DMRC Line -4 (ISBT)	5380	15-Apr-21	31-Jan-24
10	M/s. MMRCL Line - 3	70000	10-Mar-16	till date
		9975	20-Sep-16	till date
	Total	159258.5		
WTT, Phase-III				
Sr. No.	Name of Agency	Area in Sq.Mts.	From	To
11	M/s Mumbai Metro Rail Corporation Ltd - Line 3	83602	10.03.2016	till date
	TOTAL	83602		
	Phase I+II+III	297695		



Government of Maharashtra

File No.: SEAC 2010/CR. 814/TC-2
 Environment department,
 Room No. 217, 2nd floor,
 Mantralaya Annex,
 Mumbai 400 032
 Date: 5th September, 2011

10A

To,
 M/s. Lodha Crown Builtmart Pvt. Ltd.
 216, Shah & Nahar Industrial Estate,
 Dr. E Moses Road, Worli,
 Mumbai - 400018

Subject: Proposed 'Lodha Green City', at block C, Wadala Terminus, Mumbai by M/s. Lodha Crown Builtmart Pvt. Ltd. - Environmental clearance regarding.

Sir,

This has reference to your communication dated nil on the above mentioned subject. The proposal was considered as per the EIA Notification - 2006, by the State Level Expert Appraisal Committee, Maharashtra in its 42nd and 43rd meetings and decided to recommend the project for prior environmental clearance to SEIAA. Information submitted by you has been considered by State Level Environment Impact Assessment Authority in its 38th meeting held on 5th August, 2011.

2. It is noted that the proposal is for grant of Environmental Clearance for Proposed 'Lodha Green City', at block C, Wadala Terminus, Mumbai by M/s. Lodha Crown Builtmart Pvt. Ltd. SEAC considered the project under screening category 8(b) as per EIA Notification 2006.

Brief Information of the project is summarized as below-

Name of the Project	: 'Lodha Green City'
Project Proponent	: M/s. Lodha Crown Builtmart Pvt. Ltd.
Location of the project	: Block C, Wadala Terminus, Mumbai
Type of Project	: Construction project
Plot Area	: 92,600 sq.m.
Proposed Total built up area	: <ul style="list-style-type: none"> • FSI: 4,95,000 sq. m. • Non FSI: 6,03,835 sq. m. • Proposed built up area: 10,98,835 sq. m. (Residential: 7,23,200 sq. m., commercial: 1,14,210 sq.m. Clubhouse: 5,000 sq.m.; parking and services: 2,41,776 sq.m.; Services: 14,650 sq.m.)
Estimated cost of the project	: Rs. 5617 Cr.
No. of Buildings	: <ul style="list-style-type: none"> • Residential buildings: 10 • Commercial building: 1

	<ul style="list-style-type: none"> Type - Residential : 3B + G + 63 Commercial: 3B + G + 47 Height of buildings: 205.47 m
Total Water Requirement	3514 CMD (residential: 3000 CMD + commercial: 541 CMD); total recycled water: 2708 CMD
STP details	<p>Sewage generation: 2811CMD; treated water will be used for flushing and gardening.</p> <p>Capacity of STP:</p> <ul style="list-style-type: none"> One STP is proposed for residential having capacity: 2500 m³/day. One STP for commercial having capacity: 500 m³/day.
Rain water Harvesting:	<ul style="list-style-type: none"> 4 RWH tank of total capacity 1250 will be provided. 31 No of recharge pits will be provided.
Solid Waste Generation:	<p>Construction phase: (The quantity of soil expected to be excavated out of the site will be primarily used for filling at other sites owned by company and surplus quantity of excavated soil from this site (about 3.98 lakh cu.m.) will suffice for about 30% of the requirement of their Dombivali project.)</p> <p>Operation phase:</p> <ul style="list-style-type: none"> Non Biodegradable Waste: 8042 Kg/day Biodegradable Waste: 5362 Kg/day STP sludge: 28 kg/day E waste and hazardous waste: 3.42 tons per year <p>Disposal:</p> <ul style="list-style-type: none"> Segregation of Dry and wet garbage on site. Dry garbage shall be disposed through recycler. Wet garbage will be composted and use as manure for landscaping. STP sludge will be used as manure. E waste will be disposed through authorized recycler.
Energy	<p>Energy :</p> <ul style="list-style-type: none"> Power Requirement: 33 MW. Residential: Five DG sets of total capacity: 10,000 KVA Commercial: Six DG sets of total capacity: 12,000 KVA <p>Energy Conservation:</p> <ul style="list-style-type: none"> Solar water heating system for residential building and street lighting. Number of panels: 1378 nos. 0.39% of energy saving through energy conservation measures.



Traffic Management:	<ul style="list-style-type: none"> Total parking spaces provided for 4 wheeler: 10,750 nos. Total parking area proposed: 2,25,750 sq.m.
Green Belt Development:	<ul style="list-style-type: none"> Area 67,600 sq.m. Total No. of trees to be planted : 3095 nos.
Environment Management Plan:	<ul style="list-style-type: none"> Total capital cost shall be 1250 lakhs and O & M cost Rs. 71 lakhs per annum.

3. The proposal has been considered by SEIAA in its 38th meeting & decided to accord environmental clearance to the said project under the provisions of Environment Impact Assessment Notification, 2006 subject to implementation of the following terms and conditions :-

- (i) **This Environmental Clearance is issued for construction up to a height of 70m, subject to the condition that the foot print of the buildings as recommended by SEAC is not exceeded. Local authority should ensure this.**
- (ii) This environmental clearance is issued subject to land use verification. Local authority / planning authority should ensure this with request to Rules, Regulations, Notifications, Government Resolutions, Circulars, etc. issued if any. This environmental clearance issued with respect to the environmental consideration and it does not mean that State Level Impact Assessment Authority (SEIAA) approved the proposed land use.
- (iii) Project proponent shall ensure completion of STP, MSW disposal facility, green belt development prior to occupation of the buildings. No physical occupation or allotment will be given unless all above said environmental infrastructure is installed and made functional including water requirement in Para 2. Prior certification from appropriate authority shall be obtained.
- (iv) Local body should ensure that no occupation certificate will be issued prior to operation of STP/MSW site with due permission of MPCB. Physical possession should be given only after completion of environmental & other infrastructure for which development charges are being collected by local body.
- (v) The height, Construction built up area of proposed construction shall be in accordance with the existing PSI/FAR norms of the urban local body & it should ensure the same along with survey number before approving layout plan & before according commencement certificate to proposed work. ULB should also ensure the zoning permissibility for the proposed project as per the approved development plan of the area.
- (vi) "Consent for Establishment" shall be obtained from Maharashtra Pollution Control Board under Air and Water Act and a copy shall be submitted to the Environment department before start of any construction work at the site.
- (vii) Wet garbage should be composted by using appropriate method and treated waste (manure) should be utilized in the existing premises for gardening. And, no wet garbage will be disposed outside the premises. Local authority should ensure this.
- (viii) All required sanitary and hygienic measures should be in place before starting construction activities and to be maintained throughout the construction phase.
- (ix) A First Aid Room will be provided in the project both during construction and operation of the project.
- (x) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc.
- (xi) Adequate drinking water and sanitary facilities should be provided for construction workers at the site. Provision should be made for mobile toilets. The safe disposal of

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wastewater and solid wastes generated during the construction phase should be ensured.

- (xii) Arrangement shall be made that waste water and storm water do not get mixed.
- (xiii) All the topsoil excavated during construction activities should be stored for use in horticulture / landscape development within the project site.
- (xiv) Additional soil for leveling of the proposed site shall be generated within the sites (to the extent possible) so that natural drainage system of the area is protected and improved.
- (xv) Green Belt Development shall be carried out considering CPCB guidelines including selection of plant species and in consultation with the local DFO/ Agriculture Dept.
- (xvi) Disposal of muck during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
- (xvii) Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.
- (xviii) Construction spoils, including bituminous material and other hazardous materials must not be allowed to contaminate watercourses and the dumpsites for such material must be secured so that they should not leach into the ground water.
- (xix) Any hazardous waste generated during construction phase should be disposed off as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
- (xx) The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environments (Protection) Rules prescribed for air and noise emission standards.
- (xxi) The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from concern authority shall be taken.
- (xxii) Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non-peak hours.
- (xxiii) Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/MPCB.
- (xxiv) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September 1999 and amended as on 27th August, 2003. (The above condition is applicable only if the project site is located within the 100Km of Thermal Power Stations).
- (xxv) Ready mixed concrete must be used in building construction.
- (xxvi) The approval of competent authority shall be obtained for structural safety of the buildings due to any possible earthquake, adequacy of fire fighting equipments etc. as per National Building Code including measures from lighting.
- (xxvii) Storm water control and its re-use as per CGWB and BIS standards for various applications.
- (xxviii) Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
- (xxix) The ground water level and its quality should be monitored regularly in consultation with Ground Water Authority.



- (xxx) The installation of the Sewage Treatment Plant (STP) should be certified by an independent expert and a report in this regard should be submitted to the Ministry before the project is commissioned for operation. Treated effluent emanating from STP shall be recycled/refused to the maximum extent possible. Treatment of 100% gray water by decentralized treatment should be done. Discharge of unused treated effluent shall conform to the norms and standards of the Maharashtra Pollution Control Board. Necessary measures should be made to mitigate the odour problem from STP.
- (xxxii) Project proponent shall ensure completion of STP, MSW disposal facility prior to occupation of the buildings and should obtain completion certification for these systems/aspects from MPCB.
- (xxxiii) Local body should ensure that no occupation certification is issued prior to operation of STP/MSW site etc. with due permission of MPCB.
- (xxxiv) Permission to draw ground water shall be obtained from the competent Authority prior to construction/operation of the project.
- (xxxv) Separation of gray and black water should be done by the use of dual plumbing line for separation of gray and black water.
- (xxxvi) Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.
- (xxxvii) The solid waste generated should be properly collected and segregated. Wet garbage should be composted and dry/inert solid waste should be disposed off to the approved sites for land filling after recovering recyclable material
- (xxxviii) Use of glass may be reduced up to 40% to reduce the electricity consumption and load on airconditioning. If necessary, use high quality double glass with special reflective coating in windows.
- (xxxix) Roof should meet prescriptive requirement as per Energy Conservation Building Code by using appropriate thermal insulation material to fulfill requirement
- (xl) Energy conservation measures like installation of CFLs /TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Use CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/rules of the regulatory authority to avoid mercury contamination. Use of solar panels may be done to the extent possible like installing solar street lights, common solar water heaters system. Project proponent should install, after checking feasibility, solar plus hybrid non conventional energy source as source of energy.
- (xli) Diesel power generating sets proposed as source of back up power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use low sulphur diesel. The location of the DG sets may be decided with in consultation with Maharashtra Pollution Control Board.
- (xlii) Noise should be controlled to ensure that it does not exceed the prescribed standards. During nighttime the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
- (xliii) Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.
- (xliv) Opaque wall should meet prescriptive requirement as per Energy Conservation Building Code, which is proposed to be mandatory for all air-conditioned spaces while it is aspirational for non-air-conditioned spaces by use of appropriate thermal insulation material to fulfill requirement.

- (xliv) The building should have adequate distance between them to allow movement of fresh air and passage of natural light, air and ventilation
- (xlv) Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.
- (xlvi) Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.
- (xlvii) Six monthly monitoring reports should be submitted to the Department and MPCB.
- (xlviii) A complete set of all the documents submitted to Department should be forwarded to the MPCB
- (xlix) In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Department.
- (i) No land development / construction work preliminary or otherwise relating to the project shall be taken up without obtaining due clearance from respective authorities.
- (ii) A separate environment management cell with qualified staff shall be set up for implementation of the stipulated environmental safeguards.
- (iii) Separate funds shall be allocated for implementation of environmental protection measures/EMP along with item-wise break-up. These cost shall be included as part of the project cost. The funds earmarked for the environment protection measures shall not be diverted for other purposes and year-wise expenditure should reported to the MPCB & this department.
- (lii) The project management shall advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the marathi language of the local concerned within seven days of issue of this letter, informing that the project has been accorded environmental clearance and copies of clearance letter are available with the Maharashtra Pollution Control Board and may also be seen at Website at <http://envis.maharashtra.gov.in>.
- (liv) Project management should submit half yearly compliance reports in respect of the stipulated prior environment clearance terms and conditions in hard & soft copies to the MPCB & this department, on 1st June & 1st December of each calendar year.
- (lv) A copy of the clearance letter shall be sent by proponent to the concerned Municipal Corporation and the local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the Company by the proponent.
- (lvi) The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely: SPM, RSPM, SO₂, NO_x (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
- (lvii) The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.
- (lviii) The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.



- (lix) The environmental clearance is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project proponent. Hence this clearance does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.
4. This environmental clearance is issued as per EIA Notification, 2006. If any part of the plot is affected by CRZ then project proponent should obtain NOC from MCZMA as per FSI applicability. If there is change in building plan accordingly, project proponent should approach SEIAA with corrected plans.
 5. Project proponent should submit exactly same documents for approval of building plans to the concern authorities as per the documents submitted to the SEIAA for prior Environmental Clearance. If there is any change stipulated by HRC any other concern authorities then recast plan should be submitted to the Authority for approval.
 6. If there is any change in local town planning rules including FSI, Non FSI, parking area, RG area etc which changes building plans, then Project Proponent should approach SEIAA again. It is the sole responsibility of the Project Proponent to submit the same building plans otherwise liable to initiate due action under E P Act.
 7. Project proponent shall not make any change in Layout Plan/ Master Plan submitted to the Authority without its prior permission and shall submit approved layout plan to Department before commencement of construction work.
 8. In case of submission of false document and non compliance of stipulated conditions, Authority/ Environment Department will revoke or suspend the Environmental Clearance without any intimation and initiate appropriate legal action under Environmental Protection Act, 1986.
 9. The Environment department reserves the right to add any stringent condition or to revoke the clearance if conditions stipulated are not implemented to the satisfaction of the department or for that matter, for any other administrative reason.
 10. **Validity of Environment Clearance:** The environmental clearance accorded shall be valid for a period of 5 years.
 11. In case of any deviation or alteration in the project proposed from those submitted to this department for clearance, a fresh reference should be made to the department to assess the adequacy of the condition(s) imposed and to incorporate additional environmental protection measures required, if any.
 12. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986 and rules there under, Hazardous Wastes (Management and Handling) Rules, 1989 and its amendments, the public Liability Insurance Act, 1991 and its amendments.

13. Any appeal against this environmental clearance shall lie with the National Green Tribunal, Van Vigyan Bhawan, Sec- 5, R.K. Puram, New Delhi - 110 022, if preferred, within 60 days as prescribed under Section 35 of the National Green Tribunal Act, 2010



(Valsa R Nair Singh)
Secretary, Environment
Department & MS, SEIAA

Copy to:

1. Shri. Ashok Basak, IAS (Retd.), Chairman, SEIAA, 502, Charleville, 'A' Road, Church gate, Mumbai- 400 020, Maharashtra.
2. Shri. P.M.A Hakeem, IAS (Retd.), Chairman, SEAC, 'Jugnu' Kottaram Road, Calicut- 673 006 Kerala.
3. Additional Secretary, MOEF, 'Paryavaran Bhawan' CGO Complex, Lodhi Road, New Delhi - 110510
4. Member Secretary, Maharashtra Pollution Control Board, with request to display a copy of the clearance.
5. The CCF, Regional Office, Ministry of Environment and Forest (Regional Office, Western Region, Kendriya Paryavaran Bhavan, Link Road No- 3, E-5, Ravi-Shankar Nagar, Bhopal- 462 016), (MP).
6. Regional Office, MPCB, Mumbai.
7. Collector, Mumbai.
8. Commissioner, Brihan Mumbai Municipal Corporation.
9. IA- Division, Monitoring Cell, MoEF, Paryavaran Bhavan, CGO Complex, Lodhi Road, New Delhi-110003.
10. Director (TC-1), Dy. Secretary (TC-2), Scientist-1, Environment Department.
11. Select file (TC-3).



STATE LEVEL ENVIRONMENT IMPACT ASSESSMENT AUTHORITY

Environment department,
Room No. 217, 2nd floor,
Mantralaya, Annexe,
Mumbai- 400 032.
Date: January 15, 2020

To,
Bellissimo Crown Build Mark Pvt. Ltd.
at At Block C, Wadala Truck Terminus, Mumbai.

Subject: Environment Clearance for Environmental Clearance for Amendment and Expansion of Residential and Commercial development at Block 'C', Wadala Truck Terminus, Mumbai.

Sir,

This has reference to your communication on the above mentioned subject. The proposal was considered as per the EIA Notification - 2006, by the State Level Expert Appraisal Committee-II, Maharashtra in its 1222nd meeting and recommend the project for prior environmental clearance to SEIAA. Information submitted by you has been considered by State Level Environment Impact Assessment Authority in its 184th meetings.

2. It is noted that the proposal is considered by SEAC-II under screening category 8(b) as per EIA Notification 2006.

Brief Information of the project submitted by you is as below :-

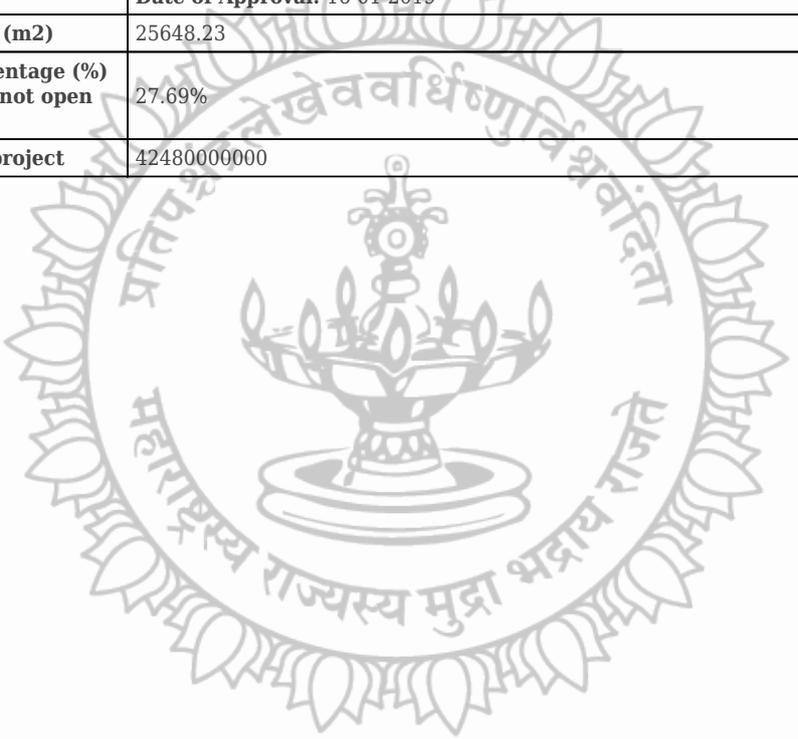
1.Name of Project	Proposed Amendment and Expansion of Residential and Commercial Project
2.Type of institution	Private
3.Name of Project Proponent	Bellissimo Crown Build Mark Pvt. Ltd.
4.Name of Consultant	Mahabal Enviro Engg. Pvt. Ltd.; Dr. D. A. Patil
5.Type of project	Residential Project
6.New project/expansion in existing project/modernization/diversification in existing project	Amendment and Expansion in EC
7.If expansion/diversification, whether environmental clearance has been obtained for existing project	Earlier EC received: 1. SEAC-2010/CR-814/TC.2 dated 05.09.2011; 2. SEIAA-2012/CR-814/TC.2 dated 17.01.2013 ; 3. SEAC-2010/CR-814/TC.2 dated 11.06.2014; 4. SEIAA-EC-000000609 dated 15.01.2019
8.Location of the project	At Block C, Wadala Truck Terminus, Mumbai.
9.Taluka	Mumbai
10.Village	Wadala
Correspondence Name:	Atul Jangam; Bellissimo Crown Build Mark Pvt. Ltd.
Room Number:	-
Floor:	-
Building Name:	Lodha Excelus
Road/Street Name:	N. M. Joshi Marg
Locality:	Mahalaxmi
City:	Mumbai - 400011
11.Whether in Corporation / Municipal / other area	Municipal Corporation of Greater Mumbai / MMRDA
12.IOD/IOA/Concession/Plan Approval Number	CC received IOD/IOA/Concession/Plan Approval Number: CC granted vide No. T & CP/WTT/Block-C/CC/Vol-XIV/72/2019 dated 16th January, 2019 Approved Built-up Area: 911486.74

SEIAA Meeting No: 184 Meeting Date: December 30, 2019 (
SEIAA-STATEMENT-000003613)
SEIAA-MINUTES-000002875
SEIAA-EC-000002297

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Shri. Anil Diggikar (Member Secretary
SEIAA)

13.Note on the initiated work (If applicable)	As on today we have constructed 393634 m2 area
14.LOI / NOC / IOD from MHADA/ Other approvals (If applicable)	NA
15.Total Plot Area (sq. m.)	92,600 m2
16.Deductions	-
17.Net Plot area	92,600 m2
18 (a).Proposed Built-up Area (FSI & Non-FSI)	FSI area (sq. m.): 3,61,322
	Non FSI area (sq. m.): 5,24,369.54
	Total BUA area (sq. m.): 885691.54
18 (b).Approved Built up area as per DCR	Approved FSI area (sq. m.): 359624.74
	Approved Non FSI area (sq. m.): 551862
	Date of Approval: 16-01-2019
19.Total ground coverage (m2)	25648.23
20.Ground-coverage Percentage (%) (Note: Percentage of plot not open to sky)	27.69%
21.Estimated cost of the project	4248000000



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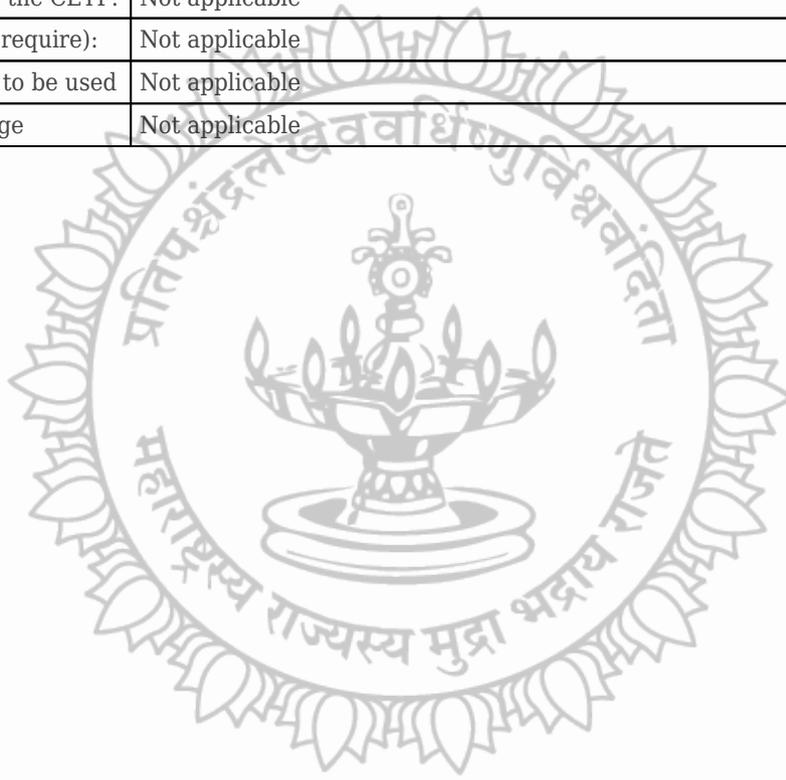
22. Production Details				
Serial Number	Product	Existing (MT/M)	Proposed (MT/M)	Total (MT/M)
1	Not applicable	Not applicable	Not applicable	Not applicable
23. Total Water Requirement				
Dry season:	Source of water	MCGM		
	Fresh water (CMD):	1533		
	Recycled water - Flushing (CMD):	908		
	Recycled water - Gardening (CMD):	338		
	Swimming pool make up (Cum):	4		
	Total Water Requirement (CMD) :	2446		
	Fire fighting - Underground water tank(CMD):	1200		
	Fire fighting - Overhead water tank(CMD):	1800		
	Excess treated water	HVAC MAKE UP: 880 KLD; MUNICIPAL DRAINS: 140 KLD		
Wet season:	Source of water	MCGM + RWH		
	Fresh water (CMD):	1533		
	Recycled water - Flushing (CMD):	908		
	Recycled water - Gardening (CMD):	-		
	Swimming pool make up (Cum):	4		
	Total Water Requirement (CMD) :	2446		
	Fire fighting - Underground water tank(CMD):	1200		
	Fire fighting - Overhead water tank(CMD):	1800		
	Excess treated water	HVAC MAKE UP: 880 KLD; MUNICIPAL DRAINS: 478 KLD		
Details of Swimming pool (If any)	Swimming pool is provided.			

24.Details of Total water consumed									
Particulars	Consumption (CMD)			Loss (CMD)			Effluent (CMD)		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Domestic	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
25.Rain Water Harvesting (RWH)	Level of the Ground water table:		2.5 to 3 m						
	Size and no of RWH tank(s) and Quantity:		8 RWH Tanks with total capacity of 900 KLD						
	Location of the RWH tank(s):		Below Basement						
	Quantity of recharge pits:		20 Nos. of Ring Wells						
	Size of recharge pits :		1.2 m dia ring well						
	Budgetary allocation (Capital cost) :		Rs. 300 Lakh						
	Budgetary allocation (O & M cost) :		Rs. 30 Lakh/yr						
	Details of UGT tanks if any :		UG Tanks are provided.						
26.Storm water drainage	Natural water drainage pattern:		The slope of the site and area is towards South - East and South Side						
	Quantity of storm water:		1.93 m3/sec						
	Size of SWD:		600 mm wide SWD						
27.Sewage and Waste water	Sewage generation in KLD:		2288 KLD						
	STP technology:		MBR TECHNOLOGY						
	Capacity of STP (CMD):		3000 KLD						
	Location & area of the STP:		basement						
	Budgetary allocation (Capital cost):		Rs. 750 Lakh						
	Budgetary allocation (O & M cost):		Rs. 150 Lakh/year						

28.Solid waste Management		
Waste generation in the Pre Construction and Construction phase:	Waste generation:	Construction Debris: 26641 m ³
	Disposal of the construction waste debris:	The construction debris will be disposed as per the Construction and Demolition Waste Management Rules, 2016
Waste generation in the operation Phase:	Dry waste:	3869 kg/d
	Wet waste:	5803 kg/d
	Hazardous waste:	NA
	Biomedical waste (If applicable):	NA
	STP Sludge (Dry sludge):	23 KLD
	Others if any:	E-Waste: 3.7 Tons/Year
Mode of Disposal of waste:	Dry waste:	Dry garbage will be segregated and disposed off to recyclers
	Wet waste:	Wet garbage will be composted using Mechanical Composting Technology and used as organic manure for landscaping
	Hazardous waste:	NA
	Biomedical waste (If applicable):	NA
	STP Sludge (Dry sludge):	Sludge use as manure for gardening
	Others if any:	E-waste shall be handed over to E-Waste management vendor authority by MPCB.
Area requirement:	Location(s):	On Ground
	Area for the storage of waste & other material:	700 m ²
	Area for machinery:	320 m ²
Budgetary allocation (Capital cost and O&M cost):	Capital cost:	Rs. 320 m ²
	O & M cost:	Rs. 112 Lakh/year

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29.Effluent Charecterestics					
Serial Number	Parameters	Unit	Inlet Effluent Charecterestics	Outlet Effluent Charecterestics	Effluent discharge standards (MPCB)
1	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Amount of effluent generation (CMD):		Not applicable			
Capacity of the ETP:		Not applicable			
Amount of treated effluent recycled :		Not applicable			
Amount of water send to the CETP:		Not applicable			
Membership of CETP (if require):		Not applicable			
Note on ETP technology to be used		Not applicable			
Disposal of the ETP sludge		Not applicable			



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30.Hazardous Waste Details							
Serial Number	Description	Cat	UOM	Existing	Proposed	Total	Method of Disposal
1	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
31.Stacks emission Details							
Serial Number	Section & units	Fuel Used with Quantity	Stack No.	Height from ground level (m)	Internal diameter (m)	Temp. of Exhaust Gases	
1	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	
32.Details of Fuel to be used							
Serial Number	Type of Fuel	Existing	Proposed	Total			
1	Not applicable	Not applicable	Not applicable	Not applicable			
33.Source of Fuel		Not applicable					
34.Mode of Transportation of fuel to site		Not applicable					
35.Energy							
Power requirement:	Source of power supply :	BEST					
	During Construction Phase: (Demand Load)	1600 kVA					
	DG set as Power back-up during construction phase	1600 kVA					
	During Operation phase (Connected load):	58 MW					
	During Operation phase (Demand load):	39 MW					
	Transformer:	40 MW					
	DG set as Power back-up during operation phase:	Total Capacity of DG set is 34,340 kVA					
	Fuel used:	Diesel					
	Details of high tension line passing through the plot if any:	NO					
Energy saving by non-conventional method:							
Solar hot water system for Residential Building; Solar lighting in landscape, common are passages etc.							
36.Detail calculations & % of saving:							
Serial Number	Energy Conservation Measures			Saving %			
1	Total energy Saving			>20%			

37.Details of pollution control Systems		
Source	Existing pollution control system	Proposed to be installed
Not applicable	Not applicable	Not applicable
Budgetary allocation (Capital cost and O&M cost):	Capital cost:	Rs. 200 Lakh
	O & M cost:	Rs. 10 Lakh/yr

38.Environmental Management plan Budgetary Allocation

a) Construction phase (with Break-up):

Serial Number	Attributes	Parameter	Total Cost per annum (Rs. In Lacs)
1	Water spray for dust suppression	-	9
2	Site sanitation and potable water supply to labour	-	18
3	Health check up and first aid	-	11
4	Solid Waste Management	-	5
5	Disinfection	-	5
6	Safety Personal Protective Equipment	-	22
7	Traffic Management	-	8
8	Safety nets	-	35
9	Safety Training to Workers	-	15
10	Environmental Monitoring	-	4

b) Operation Phase (with Break-up):

Serial Number	Component	Description	Capital cost Rs. In Lacs	Operational and Maintenance cost (Rs. in Lacs/yr)
1	STP (Tertiary)	Continuos O & M	750	150
2	Solar System	Weekly	200	10
3	Rain Water Harvesting	During Rainy Season	300	30
4	Solid waste composting	Continuos O & M	280	112
5	Landscape	Daily	675	100
6	Environmental Monitoring	As per CPCB Norms	-	4

39.Storage of chemicals (inflammable/explosive/hazardous/toxic substances)

<p>SEIAA Meeting No: 184 Meeting Date: December 30, 2019 (SEIAA-STATEMENT-000003613) SEIAA-MINUTES-000002875 SEIAA-EC-000002297</p>	<p>Page 8 of 14</p>	 Shri. Anil Diggikar (Member Secretary SEIAA)
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Description	Status	Location	Storage Capacity in MT	Maximum Quantity of Storage at any point of time in MT	Consumption / Month in MT	Source of Supply	Means of transportation
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
40.Any Other Information							
No Information Available							



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	CRZ/ RRZ clearance obtain, if any:	NA
	Distance from Protected Areas / Critically Polluted areas / Eco-sensitive areas/ inter-State boundaries	NA
	Category as per schedule of EIA Notification sheet	8(b)
	Court cases pending if any	No
	Other Relevant Informations	-
	Have you previously submitted Application online on MOEF Website.	No
	Date of online submission	-

3. The proposal has been considered by SEIAA in its 184th meeting & decided to accord environmental clearance to the said project under the provisions of Environment Impact Assessment Notification, 2006 subject to implementation of the following terms and conditions:

Specific Conditions:

I	Committee noted that, PP have circulated the revised CS,PP to revised the same online also with respect to building configuration of the Tower 1.
II	PP to provide the additional connectivity to school portion by providing gate.
III	PP to provide 40% area of STP tanks open to sky for adequate ventilation.
IV	PP to ensure ECBC norms are complied with.
V	PP to abide by all conditions laid down by CFO vide letter dated 1/8/2019 & as by time to time.
VI	The PP to get NOC from competent authority with reference to Thane creek flamingo sanctuary if the project site falls within 10 Km radius from the said sanctuary boundary. The planning authority to ensure fulfilment of this condition before granting CC.
VII	PP to submit CER prescribed by MoEF&CC circular dated 1.5.2018 relevant to the area and people around the project. The specific activities to be undertaken under CER to be carried out in consultation with Municipal Corporation or collector or Environment Department.
VIII	PP to ensure that CER plan gets approved from Municipal Commissioner/District Collector.
IX	PP Shall comply with Standard EC conditions mentioned in the Office Memorandum issued by MoEF& CC vide F.No.22-34/2018-IA.III dt.04.01.2019.
X	SEIAA decided to grant EC for -FSI: 361322.00 m2, Non-FSI:524369.54 m2 and Total BUA:885691.51 m2 (Plan Approval no-T&CP/WTT/Block-C/CC/Vol-XIV/72/2019, Date-16.01.2019) SEIAA decided to grant EC subject to following conditions-

General Conditions:

I	E-waste shall be disposed through Authorized vendor as per E-waste (Management and Handling) Rules, 2016.
II	The Occupancy Certificate shall be issued by the Local Planning Authority to the project only after ensuring sustained availability of drinking water, connectivity of sewer line to the project site and proper disposal of treated water as per environmental norms.
III	This environmental clearance is issued subject to obtaining NOC from Forestry & Wild life angle including clearance from the standing committee of the National Board for Wild life as if applicable & this environment clearance does not necessarily implies that Forestry & Wild life clearance granted to the project which will be considered separately on merit.
IV	PP has to abide by the conditions stipulated by SEAC& SEIAA.

V	The height, Construction built up area of proposed construction shall be in accordance with the existing FSI/FAR norms of the urban local body & it should ensure the same along with survey number before approving layout plan & before according commencement certificate to proposed work. Plan approving authority should also ensure the zoning permissibility for the proposed project as per the approved development plan of the area.
VI	If applicable Consent for Establishment" shall be obtained from Maharashtra Pollution Control Board under Air and Water Act and a copy shall be submitted to the Environment department before start of any construction work at the site.
VII	All required sanitary and hygienic measures should be in place before starting construction activities and to be maintained throughout the construction phase.
VIII	Adequate drinking water and sanitary facilities should be provided for construction workers at the site. Provision should be made for mobile toilets. The safe disposal of wastewater and solid wastes generated during the construction phase should be ensured.
IX	The solid waste generated should be properly collected and segregated. dry/inert solid waste should be disposed off to the approved sites for land filling after recovering recyclable material.
X	Disposal of muck during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
XI	Arrangement shall be made that waste water and storm water do not get mixed.
XII	All the topsoil excavated during construction activities should be stored for use in horticulture / landscape development within the project site.
XIII	Additional soil for leveling of the proposed site shall be generated within the sites (to the extent possible) so that natural drainage system of the area is protected and improved.
XIV	Green Belt Development shall be carried out considering CPCB guidelines including selection of plant species and in consultation with the local DFO/ Agriculture Dept.
XV	Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.
XVI	Construction spoils, including bituminous material and other hazardous materials must not be allowed to contaminate watercourses and the dumpsites for such material must be secured so that they should not leach into the ground water.
XVII	Any hazardous waste generated during construction phase should be disposed off as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
XVIII	The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environments (Protection) Rules prescribed for air and noise emission standards.
XIX	The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from concern authority shall be taken.
XX	Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non-peak hours.
XXI	Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/MPCB.
XXII	Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September 1999 and amended as on 27th August, 2003. (The above condition is applicable only if the project site is located within the 100Km of Thermal Power Stations).
XXIII	Ready mixed concrete must be used in building construction.
XXIV	Storm water control and its re-use as per CGWB and BIS standards for various applications.
XXV	Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
XXVI	The ground water level and its quality should be monitored regularly in consultation with Ground Water Authority.
XXVII	The installation of the Sewage Treatment Plant (STP) should be certified by an independent expert and a report in this regard should be submitted to the MPCB and Environment department before the project is commissioned for operation. Discharge of this unused treated effluent, if any should be discharge in the sewer line. Treated effluent emanating from STP shall be recycled/refused to the maximum extent possible. Discharge of this unused treated effluent, if any should be discharge in the sewer line. Treatment of 100% gray water by decentralized treatment should be done. Necessary measures should be made to mitigate the odour problem from STP.
XXVIII	Permission to draw ground water and construction of basement if any shall be obtained from the competent Authority prior to construction/operation of the project.

XXIX	Separation of gray and black water should be done by the use of dual plumbing line for separation of gray and black water.
XXX	Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators or pressure reducing devices or sensor based control.
XXXI	Use of glass may be reduced up to 40% to reduce the electricity consumption and load on air conditioning. If necessary, use high quality double glass with special reflective coating in windows.
XXXII	Roof should meet prescriptive requirement as per Energy Conservation Building Code by using appropriate thermal insulation material to fulfill requirement.
XXXIII	Energy conservation measures like installation of CFLs /TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Use CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/rules of the regulatory authority to avoid mercury contamination. Use of solar panels may be done to the extent possible like installing solar street lights, common solar water heaters system. Project proponent should install, after checking feasibility, solar plus hybrid non-conventional energy source as source of energy.
XXXIV	Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use low sulphur diesel. The location of the DG sets may be decided with in consultation with Maharashtra Pollution Control Board.
XXXV	Noise should be controlled to ensure that it does not exceed the prescribed standards. During nighttime the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
XXXVI	Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided. Parking should be fully internalized and no public space should be utilized.
XXXVII	Opaque wall should meet prescriptive requirement as per Energy Conservation Building Code, which is proposed to be mandatory for all air-conditioned spaces while it is aspiration for non-air-conditioned spaces by use of appropriate thermal insulation material to fulfill requirement.
XXXVIII	The building should have adequate distance between them to allow movement of fresh air and passage of natural light, air and ventilation.
XXXIX	Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings.
XL	Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.
XLI	Six monthly monitoring reports should be submitted to the Regional office MoEF, Bhopal with copy to this department and MPCB.
XLII	Project proponent shall ensure completion of STP, MSW disposal facility, green belt development prior to occupation of the buildings. As agreed during the SEIAA meeting, PP to explore possibility of utilizing excess treated water in the adjacent area for gardening before discharging it into sewer line No physical occupation or allotment will be given unless all above said environmental infrastructure is installed and made functional including water requirement in Para 2. Prior certification from appropriate authority shall be obtained.
XLIII	Wet garbage should be treated by Organic Waste Converter and treated waste (manure) should be utilized in the existing premises for gardening. And, no wet garbage will be disposed outside the premises. Local authority should ensure this.
XLIV	Local body should ensure that no occupation certification is issued prior to operation of STP/MSW site etc. with due permission of MPCB.
XLV	A complete set of all the documents submitted to Department should be forwarded to the Local authority and MPCB.
XLVI	In the case of any change(s) in the scope of the project, the project would require a fresh appraisal by this Department.
XLVII	A separate environment management cell with qualified staff shall be set up for implementation of the stipulated environmental safeguards.
XLVIII	Separate funds shall be allocated for implementation of environmental protection measures/EMP along with item-wise breaks-up. These cost shall be included as part of the project cost. The funds earmarked for the environment protection measures shall not be diverted for other purposes and year-wise expenditure should reported to the MPCB & this department.
XLIX	The project management shall advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the Marathi language of the local concerned within seven days of issue of this letter, informing that the project has been accorded environmental clearance and copies of clearance letter are available with the Maharashtra Pollution Control Board and may also be seen at Website at http://ec.maharashtra.gov.in .

L	Project management should submit half yearly compliance reports in respect of the stipulated prior environment clearance terms and conditions in hard & soft copies to the MPCB & this department, on 1st June & 1st December of each calendar year.
LI	A copy of the clearance letter shall be sent by proponent to the concerned Municipal Corporation and the local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the Company by the proponent.
LII	The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO ₂ , NO _x (ambient levels as well as stack emissions) or critical sector parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
LIII	The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.
LIV	The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.



Government of Maharashtra

4. The environmental clearance is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project proponent. Hence this clearance does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.

5. In case of submission of false document and non-compliance of stipulated conditions, Authority/ Environment Department will revoke or suspend the Environment clearance without any intimation and initiate appropriate legal action under Environmental Protection Act, 1986.

6. The Environment department reserves the right to add any stringent condition or to revoke the clearance if conditions stipulated are not implemented to the satisfaction of the department or for that matter, for any other administrative reason.

7. Validity of Environment Clearance: The environmental clearance accorded shall be valid as per EIA Notification, 2006, and amendments by MoEF&CC Notification dated 29th April, 2015.

8. In case of any deviation or alteration in the project proposed from those submitted to this department for clearance, a fresh reference should be made to the department to assess the adequacy of the condition(s) imposed and to incorporate additional environmental protection measures required, if any.

9. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986 and rules there under, Hazardous Wastes (Management and Handling) Rules, 1989 and its amendments, the public Liability Insurance Act, 1991 and its amendments.

10. Any appeal against this Environment clearance shall lie with the National Green Tribunal (Western Zone Bench, Pune), New Administrative Building, 1st Floor, D- Wing, Opposite Council Hall, Pune, if preferred, within 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.


Shri. Anil Diggikar (Member Secretary SEIAA)

Copy to:

1. SHRI JOHNY JOSEPH, CHAIRMAN-SEIAA
2. SHRI UMAKANT DANGAT, CHAIRMAN-SEAC-I
3. SHRI M.M.ADTANI, CHAIRMAN-SEAC-II
4. SHRI ANIL .D. KALE. CHAIRMAN SEAC-III
5. SECRETARY MOEF & CC
6. IA- DIVISION MOEF & CC
7. MEMBER SECRETARY MAHARASHTRA POLLUTION CONTROL BOARD MUMBAI
8. REGIONAL OFFICE MOEF & CC NAGPUR
9. MUNICIPAL COMMISSIONER MUMBAI
10. MUNICIPAL COMMISSIONER NAVI MUMBAI
11. REGIONAL OFFICE MPCB MUMBAI
12. REGIONAL OFFICE MPCB NAVI MUMBAI
13. REGIONAL OFFICE MIDC ANDHERI
14. REGIONAL OFFICE MIDC KOPER KHAIRANE NAVI MUMBAI
15. MAHARASHTRA STATE ELECTRICITY DISTRIBUTION CO. LTD
16. COLLECTOR OFFICE MUMBAI
17. COLLECTOR OFFICE MUMBAI SUB-URBAN



LEGEND

- MULTIMODAL TRANSPORTATION ZONE
- COMMERCIAL ZONE
- RESIDENTIAL ZONE
- MIXED LANDUSE ZONE
- SALT PAN LAND / RESERVED FOREST
- WATER BODY
- PUBLIC UTILITIES & SERVICES
- SOCIAL & CULTURAL FACILITIES
- RECREATIONAL OPEN SPACE (ROS.) Layout and Private
- DESIGNATED USE
- ALLOTTED LANDS
- SPA BOUNDARY
- PROPOSED METRO LINE
- MONORAIL

Area Statement

S.No	Particulars	Proposed Land Area Distribution (Ha.)	(%)
1	Roads	35.18	28.81
2	R.O.S.	11.12	9.11
3	Reserved Forest Zone	24.28	19.89
4	Residential Zone	8.27	6.77
5	Commercial Zone	22.42	18.36
6	Mixed Landuse Zone	8.01	6.56
7	Social & Cultural Facility	1.81	1.48
8	Public Utilities	3.20	2.62
9	Multimodal Transportation Zone	6.97	5.71
10	Rawali Channel	0.84	0.69
	Total	122.10	100

Plot & Built Up Area Statement

PLOT NO.	PLOT AREA (Sq.m)	PROJECTED FSI AREA (Including Parking) (Sq.m)	Utility	
			Area	Value
1	54,256.07	317,376.12	Utility 7	2,294.89
2	60,297.69	292,227.41	Utility 8	997.34
3	5,338.48	27,118.17	Utility 9	1,359.73
4	4,971.00	52,530.59	Utility 10	2,245.86
5	4,322.00	45,393.82	Utility 11	1,627.31
6	4,253.00	45,408.64	Utility 12	8,623.71
7	4,892.00	42,069.88	Utility 13	1,037.69
8	4,751.99	52,550.40	Utility 14	1,261.16
9	16,113.00	80,898.18	Utility 15	1,219.87
10	20,771.00	147,758.80	Utility 16	1,196.65
11	10,030.00	28,938.55	Utility 17	3,024.52
12	2,873.47	7,101.35	R.O.S-1	8,546.32
13	10,596.41	90,246.43	R.O.S-2	1,403.56
14	6,136.50	45,794.77	R.O.S-3	3,618.35
15	8,811.00	89,689.95	R.O.S-4	948.96
16	6,242.00	45,303.33	R.O.S-5	945.13
17	3,596.00	42,076.38	R.O.S-6	3,627.55
18	3,699.00	40,877.69	R.O.S-7	911.89
19	4,610.00	50,368.78	R.O.S-8	11,199.47
20	4,681.00	50,982.16	R.O.S-9	11,949.48
21	4,769.00	53,375.69	R.O.S-10	531.58
22	4,376.00	27,799.30	R.O.S-11	7,826.68
23	20,733.00	125,923.73	R.O.S-12	3,990.73
24	19,003.00	101,917.53	R.O.S-13	4,848.60
25	20,803.00	129,526.36	R.O.S-14	4,844.92
26	6,945.00	62,080.75	R.O.S-15	2,931.66
27	14,053.00	145,764.04	R.O.S-16	431.96
28	5,552.00	46,556.41	R.O.S-16A	2,537.82
29	3,282.00	21,885.56	R.O.S-16B	1,896.98
30	4,066.00	44,702.32	R.O.S-17	3,964.64
31	3,105.00	36,324.75	R.O.S-18	3,964.64
32	3,302.00	34,732.73	R.O.S-19	8,449.69
33	5,184.00	64,603.32	R.O.S-20	11,183.74
34	6,265.00	73,752.53	R.O.S-20A	4,465.64
35	6,320.00	91,047.36	R.O.S-20B	608.06
36	3,713.00	38,614.37	R.O.S-21	4,279.42
37	3,850.00	33,081.25	R.O.S-22	2,466.68
38	8,150.00	15,202.40	R.O.S-23	2,831.50
39	5,009.00	62,629.81	R.O.S-24	4,927.96
Utility 1	983.26		R.O.S-25	1,243.70
Utility 2	921.90		R.O.S-26A	3,144.19
Utility 3	3,333.75		R.O.S-26B	2,270.91
Utility 4	1,443.68		R.O.S-27	846.04
Utility 5	1,214.62		R.O.S-28	1,235.50
Utility 6	1,215.26		R.O.S-29	18,352.73
			R.O.S-30	1,848.29
			R.O.S-31	333.15
			R.O.S-32	649.19
			R.O.S-33	6,984.47
			R.O.S-34	15,393.21
			R.O.S-35	143,300.00
			R.O.S-36	531.58
			R.O.S-37	5,338.22
			R.O.S-38	4,873.35

Detailed Master Plan for Wadala Notified Area



Details of plots allotted for temporary use in Phase-I, Phase- II & Phase-III refer Annexure-12

Existing Monorail Depot

MMRDA Transit Camps

MMRDA has taken back land from M/s. Macrotech developers Limited

Existing development Status of Buildings for M/s. Macrotech developers Limited refer table at Sr. No. 1 of Annexure-12

Plot allotted by GoM to Mathadi Kamgar Co-operative housing Society

Existing Status of Allottees in Phase-1 (refer table at Annexure-12) subject to relocation and Redeveloped as per SRPP

Details of plots allotted for temporary use in Phase-I, Phase- II & Phase-III refer Annexure-12

