

FORM 3 : LIST OF INDICATIVE CONCESSIONS

CHE/WS/0786/K/337(NEW)

List of the various indicative concessions where Hon'ble M.C.'s approval is required be obtained for approving various building proposal in

City/Suburbs

Sub : Proposed residential building on plot bearing, CTS No.239 & 242 of Village Andheri at J.P. Road, Andheri (W).

Owner : Shri, Prashant Doshi of M/s. Jiraj Developer
C.A. to Hill View CHS.

Reference : Plans for consideration as uploaded in Auto D.C.R. console.

• **Brief history of the case and approvals granted earlier:-**

On behalf of Developer Shri, Prashant Doshi of M/s. Jiraj Developer C.A. to Hill View CHS., I hereby submit amended proposal for residential Building.

Reference is please be requested to detailed scrutiny report by E.E.B.P. 'K' Ward dtd. 24-08-2012, put-up to Ch.Eng. (D.P)/Hon'ble M.C. for various concession required for proposed residential building on the plot Under reference comprising of Wing-A Stilt + 8th upper floor for residential flats & Wing-B Stilt + 7th upper floor in lieu of plot potential + admissible TDR + by claiming staircase, lift, lift lobby area free of FSI were approved for FSI two + fungible compensatory FSI as per modified DCR by Ch.Eng.(D.P)/M.C. U/no. MCP/3340. Dtd 27-09-2012.

Ch.Eng.(D.P)/Hon'ble M.C. had previously granted the various required concession to approve the plans for proposed residential building under reference as follows

1. To allow fungible FSI as per Reg No 35(4) of modified DCR by charging premium for sale component 868.91 sq.mt.
2. To condone deficiency in open space to th tune of 9.67 % to 50.93 % for full consumption of FSI by charging telescopic premium deficiency s per Reg No. 43(1)(B)(a) upto 50.00%, by charging telescopic premium at ground level only and to allow development with joint open deficiency to the tune of mi 19.92 % to max 32.33 % without charging premium due to planning constarit, hardship and as per Reg No 64(b).
3. To allow staircase, staircase passage, lift, lifts lobbies, free of FSI by charging premium excluding areas covered Reg No. 35(2)(iii) as per Reg. No. 35(2)(iv).
4. To allow the artificial ventilation shaft of area 5.63 sq.mt instead of 8.00 sq.mt for toilet block in Wing-B, subject to Ch.Eng.[M&E]'S NOC.

5. To condone deficiency of 31 nos. (size 5.50 x 2.50 each) of parking spaces by charging premium at 10% as per policy.
6. To allow maneuvering of vehicals with 4.69 mt maneuvering space for this entire development due to planning constraint and hardship as per Reg No. 64(b).
7. To allow paved physical R.G. touching building line with lesser dimensions due to hardship as per Reg. No. 64(b).
8. To allow single lift by condoning 2nd lift by charging premium and to allow 1.20 mt wide staircase in Wing-B with ht 24.65 mt as per table 20/21 due to hardship and as per Reg.No.64(b).

Further, due to plot Area correction Amended scrutiny report by E.E.B.P. 'K' Ward dtd. 17-06-2014, put-up to Ch.Eng. (D.P)/Hon'ble M.C. for various concession required for proposed residential building on the plot Under reference comprising of Wing 'A' Stilt Floor (for parking, entrance lobby, pit type stack parking) + 1st to 9th + (pt) 10th floor for Residential flat having height of 33.35 mts. & Wing "B" (for parking, entrance lobby, servant toilet & space for electric substation) + 1st to 7th upper floor residential flat with height of 24.65 mts. in lieu of revised area of PRC (i.e 1322.80), admissible TDR & 33% additional FSI with benefit of staircase, lift, lift lobby area free of FSI along with advantage of compensatory fungible FSI under clause 35 (4) of modified DCR 1991. and Hon'ble M.C's approval u/no. MCP/8308. Dtd 14/07/2014. thereon may please be seen.

Ch.Eng.(D.P)/Hon'ble M.C. had previously granted the various required concession to approve the plans for proposed residential building under reference as follows:-

1. To condone deficiency in open spaces to the tune of 21.00% to 59.53% for D/W & L/V for full consumption of FSI by charging premium as per telescopic basis and also condone open space deficiency to the tune of 48.44% as per Reg. No.43(1)(B) of modified D.C.R. 2011 and to allow development with joint open deficiency to the tune of min.30.29% to max 32.26 % without charging premium.
2. To allow total 925.60sq.m Fungible comp. FSI in continuation as per D.C.R. 35(4), by charging premium, as per policy.
3. To continue the condonation of 31 Nos of parking requirement by charging premium, and allow 4 nos of cantilever parking in side open spaces and 18 nos of parking spaces of size 2.50m x 5.50m and 24nos of parking spaces of

size 2.30m x 4.50m due to hardship, planning constraints and as per Reg No. 64(b).

4. To allow additional staircase, lifts, & lift lobby on all habitable floors as shown in plan free of FSI by charging premium as per modified DCR 35(2)(iv) excluding area covered under DCR 35(2)(iii).

It is to mention here that as per Ch.Eng.(D.P)/Hon'ble M.C's has accorded sanction to above points 1 to 4.

In this case, lastly plans for building comprising of Wing-A comprises (for parking, entrance lobby, pit type stack parking) + 1st to 6th floor for Residential flat with height of 21.75mts & Wing-B comprises (for parking, entrance lobby, servant toilet & space for electric substation) + 1st to 5th + (pt) 6th upper floor residential flat with height of 21.75mts. have been approved on dtd. 21-10-2014 & C.C. for entire work is obtained on dtd. 27-11-2014.

Now we are submitting here with revised concession plan for proposed residential building on the plot under reference comprising of Wing "A" comprises (for parking, entrance lobby, pit type stack parking) + 1st to 13th floor for Residential flat with height of 42.05mts & Wing "B" comprises (for parking, entrance lobby, servant toilet & space for electric substation) + 1st to 7th upper floor residential flat with height of 24.65mts (No change in Wing-B). for residential use in lieu of plot potential + admissible TDR + Compensatory FSI to the extent of 35% as per Reg. No. 35(4) of modified DCR.

On site work is completed upto 4th Slab level of Wing "A" and 4th Slab level of Wing "B" as per F.C.C dtd. 27-11-2014 .

- **The Detail Scrutiny of the Proposal is as under :**

As Regards, Plot Area Detail, D.P. Remarks, Survey Remarks, Ownership, Layout, remains same as mentioned in earlier concession report.

- **CFO NOC :**

In this case, previous CFO NOC U/no. FB/HR-III/408 dtd. 21-10-2013 for building comprising of Wing-A Stilt + 1st to 9th + (pt) 10th upper floor having height of 33.35mt and Wing-B comprising of Stilt + 1st to 7th upper floors having height of 24.65mts. is obtained (uploaded in console). Now, proposed building Wing-A Stilt + 1st to 13th upper floor having height of 42.05mts and Plans for Wing-B remains unchanged. The revised CFO NOC is not required as per Circular of streamlining CFO building approval procedure from CFO U/no. FB/P/2254 dtd. 30-03-2017 of since change in height in building in the range of 45.00mt. to 70.00mt. Now Wing-A height is increased from 33.35mts to 42.05mts. Hence, revised NOC is not required for proposed development. However, Final NOC for O.C.C. will be submitted before O.C.C.

- **Parking Layout NOC :**

In this case, earlier parking NOC U/no. Dy.Ch.E./PW-469/Traffic of 08-11-2013 was obtained from E.E.T & C for 42 Nos. (uploaded in console). Now, parking NOC from consultant for 16 Nos of Big cars and 26 Nos of small car (i.e 42 Nos) is obtained and uploaded in console.

- **Road Status:**

The Road abutting to the plot under reference is more than 18.30 mts. We are submitting here with survey plan of the same.

- **MMRDA:**

In this case, MMRDA NOC U/no MRTS/VAG/NOC/185/492. Dtd.21-04-2010.was obtained from MMRDA Stating that the said property is not affected by station influence zone of MRTS Line – 1. (uploaded in console)

- **Airport Authority of India NOC:**

NOC from Airport Authority of India was obtained for the building under reference stating that the permissible height of the building under reference above ground level is 47.10 mt. and Permissible top upto elevation for the building under reference is 56.90 mt AMSL. Proposed height of the building upto LMR/OHT is 46.25 mt AGL.

- **FSI Permissible & Road T.D.R notification policy dtd. 16.04.2016**

In this case, Plot is abutting to 27.45mt wide J.P. Road on North Side therefore concession plans are put-up for approval as per road width policy notification dt. 16-11-2016 with permissible Zonal FSI is 1.00 + 0.50 additional F.S.I + 0.90 road/reservation/slum T.D.R + compensatory Fungible FSI as per Reg. No. 35(4) of modified D.C.R 1991.

- **Provision of Revised Draft D.P. 2034 (May 2016) :**

Further, with reference to provisions of draft D.P. 2034, the architect has submitted his letter attached in console, wherein he has stated that the plot under reference is not proposed to be reserved for any public purpose and not affected by any road widening as per draft development plan 2034 published by M.C.G.M. and has requested to process the file for obtaining necessary concessions. The plot u/r is abutting designated reservation of DSA 3.2 on East Side.

- **Cognizance of Hon'ble High Court Order for Dumping Ground :**

The proposal under reference is submitted on dt. 13-07-2012 i.e before 01-03-2016 therefore, Hon'ble High Court Order regarding Dumping ground under PIL No. 217 of 2009 dtd. 29-02-2016 is not applicable.

- **Cognizance of Hon'ble Supreme Court order in Kohinoor case:**

In this case, stilt C.C. is issued to the building under reference on 23-07-2013 and as such, the proposal does not attract the provisions of Supreme

Court judgement in Civil Appeal No.11150/2013 @ SLP (C) No. 33402/2012.

The planning details may please be seen in earlier concession report uploaded in additional document tab. Further planning details of proposal is not repeated as there is no major change. As such, additional (pt) 10th to 13th floor is proposed.

The changes are elaborated as below.

The details of proposed planning features are as follows:

a) The floor wise details of the proposed building is as under :

Floors	Occupancy per Floors
Gr. Floor stilt ht=4.75mt, plinth.=00.15mt	Entrance Lobby, Electric Substation, Space for Electric Meter, Stilt for 13 Nos of surface parking, 5 Nos of Cantilever parking, 2 Nos of Triple stack parking, 9 Nos of Stack parking .
(Wing-A) 1st to 7th + 9th to 13th upper floor.	4 Nos of Residential Flats for Wing 'A'.
(Wing-A) 8th floor.	3 Nos of Residential Flats for Wing 'A'. and Refuge Area.
(Wing-B) 1st to 7th upper floor.	4 Nos of Residential Flats for Wing 'B'.
Refuge	As per CFO NOC. Dtd 21-10-2013.

b) We have proposed to claim the area of staircase, lift wells, lift, lift lobby, passage and lift machine room and staircase room above topmost storey free of FSI for proposed building without charging premium for non-habitable floor as per Reg. 35(2)(iii) and by charging premium for habitable floor as per Reg. 35(2)(iv) excluding area covered under D.C.R 35(2)(iii).

c) Elevation features such as Pergola at terrace floor slab level up to 2.00mts beyond the building line and R.C.C. chajja of 0.75mt. (max.) are proposed with 0.60mt. below relation floor level as shown in Detail -Y on the plan along with cornices are proposed permissible per circular U/no.CHE/DP/30449/Gen.dt. 03-01-2017. All elevation features are claimed free of FSI

d) As per DCR 82 Nos. of parking is required for proposal under reference & 42 Nos. of parking is provided against 82 Nos. of parking and also 41 Nos of parking required as per Modification is forwarded to U.D. As per previous approval 31 Nos of parking were condoned. Therefore, additional 09 Nos of parking are required to be condone. We have

submitted NOC from parking consultant attached in additional document tab.

- e) We have proposed refuge area of at 8th floor level on North West side admeasuring 51.59sqm against required min 51.46Sqmt as per DCR 44(2)(b) excess 0.13sq.mt Area is counted in FSI. The necessary CFO NOC is submitted and attached in Console.
- f) Now B.U.A. has been modified due to road width T.D.R. policy and accordingly, the concession plans are put-up for approval with permissible F.S.I. in the zone is 1.00 + 0.50 additional F.S.I. + 0.90 road/reservation/slum T.D.R. (as per T.D.R. notification policy dated 16.11.2016) + compensatory fungible F.S.I. as per Reg. No. 35(4) of modified D.C.R. 1991.

In continuation to earlier approved concession report the following points as described below are modified as per proposed building.

Ch.Eng(D.P)/Hon. M.C.'s approval / consideration needs on following points.

1) 1. To Condone deficiency in Open space :

There is no deficiency in one FSI.

As since there is no changes in open spaces on sites the plans for 1 FSI remains same which may please be seen in earlier approval.

Table for FSI 2.40 Building shall comprise of Wing-A with Stilt + 13 upper floors & Wing -B Stilt + 7 upper floors.

Ht. of Wing-A. 42.05 mts.

Open space required for L/V (H/3) = 14.02mts

Open space required for dead wall = (min. 6.00mts)

Height permissible on 27.45 mts wide road as per 31(1)

N.A.

Ht. of Wing-B.24.65 mts.

Open space required for L/V (H/3) = 8.22mts

Open space required for dead wall = (min. 6.00mts)

Height permissible on 27.45 mts wide road as per 31(1)

N.A.

FOS reqd as per DCR 29 = 4.50(min) Table 10(A)

Side open space as per 43(1)B (a) = 9.00mts

Long length factor = NA as bldg length is not more than 40m.

WING 'A'

Side	O.S. reqd in	O.S. prop in	Def. in m	Def. in %	Remarks
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	m	m			
<u>NORTH</u>					
A - A1	14.02	8.23	5.79	41.30	L/V
A1 - B1	6.00	MORE THAN 6.00	NIL	NIL	D/W
B1 - B	14.02	7.79	6.23	44.44	L/V
<u>EAST</u>					
B - C	6.00	4.74	1.26	21.00	D/W
C - D	14.02	4.59	9.43	67.26	L/V
D - E	14.02	4.50	9.52	67.90	L/V
E - F	14.02	4.66	58.09	66.76	L/V
F - G	14.02	4.65	58.18	66.83	L/V
<u>WEST</u>					
A - Y	6.00	6.10	NIL	NIL	D/W
Y - Z	14.02	6.14	7.88	56.20	L/V
Z - Z1	14.02	6.01	8.01	57.13	L/V
Z1 - Z2	14.02	5.86	8.16	58.20	L/V
<u>FOR WING 'B'</u>					
<u>EAST</u>					
G - J	8.22	4.89	NIL	NIL	L/V
J - K	8.22	6.07	NIL	NIL	L/V
K - L	8.22	5.77	NIL	NIL	L/V
L - M	8.22	5.51	NIL	NIL	L/V
M - N	8.22	4.96	NIL	NIL	L/V
N - O	6.00	MORE THAN 6.00 M	NIL	NIL	D/W
<u>SOUTH</u>					
N - O	6.00	MORE THAN 6.00 M	NIL	NIL	D/W
O - P	8.22	5.65	2.57	31.27	L/V
<u>WEST</u>					
P - Q	6.00	MORE THAN 6.00 M	NIL	NIL	D/W
Q - R	8.22	5.22	NIL	NIL	L/V
R - S	8.22	5.44	NIL	NIL	L/V
S - T	8.22	4.64	NIL	NIL	L/V
T - Z2	9.00	5.64	NIL	NIL	L/V

A – P	9.00	4.64	4.36	48.44	43(1)(B)
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From the above table it can be seen that the deficiency in open space for FSI Two is created to the tune of 67.90 % max on East side for L/V Portion & 48.44 % as per DCR 43(1)(B). This is because in revised plans the height of the building has increased from 33.35 mts to 42.05 mts in Wing-A. The deficiency is marked on plan.

As per clause 64(b) of DCR 1991, when a clearly demonstrable hardship is caused, the commissioner may for reason to be recorded in writing, by special permission permit modification of any of the dimensions prescribed by the said regulations provided that the relaxation will not affect the health safety, fire safety, structural safety and public safety, safety of the inhabitants of the building and the neighbourhood.

a) Hardship :-

- The plot is odd in shape with tapering Front side, like an arrow head.
- The existing building is constructed before thirty years. Over period of time, the structure has become very old and needs reconstruction.
- All the existing society member's are proposed to be re-accommodated in the proposed building with desired area as per registered development agreement.
- In order to make the proposal feasible and financially viable, it is required to consume the admissible TDR + Fung. Comp. FSI, on the plot.
- Stilt is proposed to accommodate the required parking spaces, thereby causing increase in building height.

b) Health Safety:-

- The owner will appoint licensed plumber to carry out drainage work of the proposed building under reference.
 - The sanitary arrangement for the same will be carried out under the supervision of licensed plumber.
 - The drainage work will be carried out as per Byelaw 4-C and sanitary code.
 - The completion certificate for the drainage work carried out will be insisted before asking for the occupation permission to the building under reference by verifying that the conveyance of foul waste is achieved speedily and effectively without risk of nuisance and hazard to the health of the occupants of the building under reference and neighbourhood.
 - The surrounding open spaces of the building will be paved so as to maintain the clean environment surrounding to the building.
- Hence the health safety of the prospective buyers and inhabitants and neighbourhood will be ensured by carrying better planning of the drainage and other facilities, which will be provided on site under the supervision of licensed plumber.

c) Fire Safety:-

- 1- staircase and 2- lifts are proposed per wing in new building i.e Wing-A(stilt + 13th).
- Refuge floor at terrace level of Wing B and at 8th floor in Wing A.
- Architect has already submitted the CFO NOC U/no. FB/HR-III/408 dtd. 21-10-2013. for the proposal residential building so as to ensure the fire safety of the inhabitants and also neighbourhood.
- Revised CFO NOC is not required as per streamlining CFO Building approval as explained in preamble.
- The necessary compliance of CFO's NOC i.e Final CFO NOC will also be insisted upon before granting occupation certificate to the building. Thus the safety of inhabitants, prospective buyers and also neighbourhood will be ensured.

d) Structural Safety :-

- The owner developer has appointed a registered Structural Engineer for the proposed building who will design the building as per the provision of latest I.S. Code considering the earthquake resistance factor.
- The work will be supervised by licensed site supervisor, licensed by MCGM.
- The structural design and calculation will be submitted by the licensed structural engineer and its structural stability will be insisted upon before considering occupation permission for the building.
- The fresh stability certificate is uploaded in console.
- The completion certificates from Structural Engineer and Site Supervisor will be obtained before granting occupation permission to the building under reference. Thus the structural safety of the building will be ensured.

e) Public Safety:-

- As the health and Structural safety of the inhabitants will be ensured as explained above, the aspect of public safety will also be taken care of while redevelopment of the property. The necessary undertaking from Owner will be insisted upon stating that no nuisance to the public and inhabitants of the neighbourhood shall be caused due to the proposed construction of building under reference. The necessary Janata Insurance/workers compensation policy will be insisted upon so as to ensure the public safety/ labour safety.

f) Neighbourhood Safety:-

The joint open spaces available with the buildings on neighbouring plots are tabulated as follows:-

Side	Ht in mt	O S for L/V in mt.	O.S. for D/W in mt.
Building under reference	Wing 'A' – 42.05mts Wing 'B' – 24.65mts	14.02 8.22	6.00min 6.00min
<u>On North</u>	27.45mts wide Jay Prakash road		
<u>On North</u> Existing ground + 1 floor	8.70	3.60	3.60

<u>On South</u>	Open plot.		
<u>On West</u> (Gr + 7upper)	24.80	8.27	6.00
<u>On East</u> Navrang Cinema		9.00	9.00

Side	J.O.S. reqd. (mts)	J.O.S. Prop (mts)	Def. in m	% of def.	Remarks
North	14.02 + 3.60 =17.62	7.78 + 2.48 =10.26	7.36	41.77	L/V + L/V
South	Open plot				
West	14.02 + 8.27 = 22.29	6.10 + 6.86 = 12.96	9.33	41.86	L/V of proposed bldg + L/V of existing bldg
East	14.02+ 9.00=23.02	4.89 + 9.00 = 13.89	9.13	39.66	L/V of proposed bldg + L/V of existing bldg.

The joint open spaces of the proposed building with existing building on neighbourhood plot are deficient from 39.66 % to 41.86 %.

The necessary registered undertaking (RUT) will be insisted upon from the owner/developer of plot under reference that he will not object to any development on the adjacent/neighbourhood plot in future with deficient open spaces.

Ch.Eng(D.P)/ Hon'ble .M.C's has already condoned deficiency upto 59.53% (max) for L/V & D/W and in continuation with earlier approval Ch.Eng(D.P)/Hon'ble .M.C's approval is requested to condone deficiency in open space to the tune of 67.90 % (max), 48.44% as per Reg No.43(1)(b)(a)for FSI 2.40 by charging premium as per telescopic basis and also to condone open space deficiency and to allow development with joint open space deficiency to the tune of max 41.86 % without charging premium as explained due to hardship, planning constraint and as per Reg. No. 64(b).

2. To allow to continue area of staircase, lift, lift lobby free of FSI:-

In this case, Hon'ble M.C has accorded sanction for area of staircase, lift, lift lobby of proposed building Comprising of Wing A Stilt + 1st to 9th + (pt) 10th floor for Residential flat with height of 33.35mts & Wing "B" comprises Stilt + 1st to 7th upper floor residential flat with height of 24.65mts. upper floor free of FSI as per regulation no. 35(2)(vi) of modified DCR-1991 by charging premium.

Now due to increase in FSI with respect to road width policy notification dtd. 16-11-2016, additional (pt) 10th to 13th floor is proposed in Wing "A". Now proposed building Comprises of Wing-A Stilt + 1st to 13th upper floor Residential flat with height of 42.05mts.

It is requested to allow staircase, lift & lift lobby as shown on the plan free of FSI by charging premium for Habitable floor additional i.e (pt) 10th + (pt)

13th floor proposed in Wing “A” as per provision of DCR 35(2)(iv) and without charging premium for non-habitable floor as per Reg. 35(2) (iii).

3. To allow fungible compensatory FSI to the extent of 35% for Residential development as per reg.35(4) of modified DCR 1991.

Architect has proposed to claim 35% fungible FSI on additional B.U.A. available due to increase in FSI as per road width policy notification dtd. 16-11-2016, permissible as per DCR 35(4) for residential development.

It is to be mentioned here that the fungible compensatory FSI is already approved and was allowed to the extent of 925.60s sq.mt for the proposed building by charging premium. Further, plans have been approved for building comprising of Wing-A and Wing-B and C.C. for entire work is granted

The details regarding the fungible compensatory FSI is tabulated below.

Fungible Compensatory FSI as per DCR 35 (4)

Permissible BUA for FSI 2.40 (plot potential + 0.90 road/reservation/slum TDR + 0.50 add FSI) 1322.80 + 1190.52 + 661.40	=	3174.72 sq.mt.
Proposed BUA	=	3174.72 sq.mt.
Permissible Fungible Compensatory BUA 3174.72 x 35% = 1111.15 sq.mt for residential	=	1110.51 sq.mt (Proposed)
A) Rehab Component (without charging premium)	=	NIL
B) Sale compensatory (by charging premium) (2644.57 x 35%) = 925.60 sq.mt.	=	925.60 sq.mt (Already approved)
Now proposed (1110.51 – 925.60) = 184.91 sq.mt.	=	184.91 sq.mt. (Additional proposed)
Total	=	1110.51 sq.mt.

Now we have proposed additional 184.91 sq.mt by charging premium in addition to earlier approved 925.60 sq.mt. fungible area by charging premium and has requested to allow additional 184.91 sq.mt by charging premium at 60% of the stamp duty ready reckoner rated for residential development as per policy.

In view of the above, Ch. Eng. (D.P.) / Hon'ble M.C.'s approval is requested To allow 35% Fungible compensatory FSI permissible on additional residential B.UP area admeasuring 184.91 sq.mt by charging premium as per policy.

4. To condone additional 09 Nos. of Parking Space by charging premium as per policy & to allow relaxation as per sub Reg No. 36(1)(II).

In this case, 31 Nos. of parking space already condoned in previous concession approved by Hon'ble M.C. U/no MCP/8308 dtd. 14-07-2014. As per road width policy notification dt. 16-11-2016, additional FSI is increased therefore, additional floors have been proposed over earlier approved building comprising Wing 'A' Stilt + 1st to 9th + (pt) 10th upper floor, Wing 'B' Stilt + 1st to 7th upper floors and accordingly C.C was obtained. Work on site is completed as per C.C.

Now proposed building comprises of Wing-A Stilt + 1st to 13th upper floor, and plans of Wing 'B' remains unchanged. As per DCR 82 Nos. of parking is required and 41 Nos. of parking required as per modification submitted to U.D by than Hon'ble M.C. However total 42 Nos of parking is proposed. Therefore, 09 Nos. of additional parking condonation is required by charging premium.

Further, due to planning constrain it is difficult to accommodate small and big parking in the ratio of 50:50 as per Sub Reg. 36(1)(ii) of DCR 1991. Now, proposed big parking 16 Nos. And small parking 26 nos. Hence, relaxation for the same is requested in light of hardship detailed above.

In view above, it is requested :

1. To condone 09 nos. of additional parking space by charging premium as per policy.
2. To allow small size parking 26 nos. And big size parking 16 nos. Needs relaxation as against required parking space ratio of 50:50 as per Sub Reg. 36(1)(ii) as mentioned above by charging premium as per policy due to planning constraint under DCR 64(b).

5. To allow Elevation Features Free of FSI :

To enhance the aesthetics value of building following elevational features are proposed:-

Particular details of elevation features proposed.	:	Details of permissibility & Sr. No. as per Circular U/no.CHE/DP/30449/Gen.dt. 03-01-2017
i. Pergola at terrace floor slab level up to 2.00mts beyond the building line.	:	Permissible as per Sr.no. (3) of the circular.
ii. Ledges/Cornices of max 0.15mts x 0.15mts are provided below the window glazing and end of chajja.	:	Permissible as per Sr. no.(8) sketch no. 1 & 4 of circular.

The above elevation features are proposed as per circular U/no.CHE/DP/30449/Gen.dt. 03-01-2017.

It is therefore requested to allow the above elevation features free of FSI, being proposed to enhance aesthetic value of building.

6. To allow 79 Tenements as against maximum permissible 60 Tenements as per Tenement density at 450 tenements/hector due to consumption of TDR, Premium FSI and Fungible FSI.

The plot under reference is situated in Residential Zone. As per DCR 32 table 14(B)(iii), the tenement density is considered to be 450/hectare. In this case the plot Area is 1322.80sq.mt the permissible tenement is 60nos.

The proposal is for development of residential building we have to accommodate sale component to make project financially viable. Further, it is necessary to consume full FSI as per road width policy dtd 16-11-2016. i.e plot potential + additional FSI + Compensatory FSI therefore proposed tenement has increased.

In view of above it is requested to allow 79 Tenements as against maximum permissible 60 Tenements as per Tenement density at 450 Tenements/hectare due to consumption of TDR, Premium FSI and Fungible FSI.

Submitted Please

Prepared by

Ar. Manish Shah.