

CIRCULAR

Table No.3 in the Standardized Building Bye-laws and Development Control Rules for 'A' class Municipal Councils and Table No. 1 of Standardized Development Controls Rules of 'B' 'C' class Municipal Councils Combined the classification and width of roads, plot sizes marginal distances, maximum built over areas and No. Of Story's permissible. Such combined table in both the Development Control Rules is causing some confusion in proper interpretation of the Development Control Rules and giving rise to practical difficulties in enforcing Development Control Rules. Actually the setback should be related to road width and other marginal distances, plot sizes as also permissible built over area to the size of plot. In view of this to facilitate correct interpretation of the Development Control Rules, Table No.3 of the Standardized Building Bye-laws and Development Control Rules for 'A' class Municipal Councils and corresponding Table No.1 for 'B' & 'C' Class Municipal Council may be divide into two separated parts i.e. first part from columns 1 to 4 and other from columns 3 to 8 and then read accordingly. Government is being requested for modification on and rearrangement of these tables. In the meantime, the entire in the meantime, concerned Branch offices should consider the above clarification while deleting with Development Permission cases.

Sd / -

For Direction of Town planning,

M.S.Pune

Central Offices, Pune-411001

Dt-19-11-1981.

After Rule No.14.3 the following shall be added.

1.3.1: The Chief officer shall permit on the same plot, additional F.A.R. (F.S.I.) on the area required for road widening or for construction of new roads of the final Development plan, if the owner (including the lessee of such land) is prepared to release such area of road widening or for construction of new roads without claiming any compensation there of. Such 100% of the area going under road widening or new road construction shall be limited to 40% of the area of the plot remaining after release of the land required for road widening or road construction. Provided further that this concession shall not be granted in respected of roads located in the areas of town planning Schemes.

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

No. CB/Misc/8871 of 77

National Highway Circular,
Opposite Empire Talking,
Government Flat XX store,
Date. November.9, 1977.

To,

The Collector,
Poona/ Sholapur/Sangli/Kolhapur/Ahmednagar,

Sub: - Control of Ribbon development and removal
Of encroachment along highways.

Copy of circular from Govt. of India, ministry of shipping and transport (roads wing)
No. NHIII / P/72 /76, Dated: - 13 Jan. 1977

Govt. of India, Ministry of shipping and transport has prescribed revised standardized for controlling the ribbon dev. Along different types of roads in this circular and according to the new standard, the building line prescribed as 40meters and control line is prescribed as 75 meters from center line of the road for national highways and state highways.

It is requested to kindly instruct your subordinate officers & staff to observe these new standards while granting permission for new structures along National Highways, State Highways etc.

Sd/-XXX A.G.Pol.
Superintending Engineer,
National Highway Circular, Pune.

D.A.: - Copy of
Circular.

Standardized Building Bye-laws
& Development Control Rules
for Corporations.

Amendments in the -----

GOVERNMENT OF MAHARASHTRA

Urban Development Department,
TPB 4383/4089/CR-688/84/UD-5
Mantralaya, Bombay – 400 032.
Dated: 21 May 1987.

RESOLUTION OF GOVERNMENT

- READ: 1) Government in Urban Development and Public Health Department's
Memorandum No.TPS 3678/814 UD-5 dated 13 January 1982.
2) Letter No. SDCRs/TPV -I/2082, dated 21st March 1985 from the director
Of town Planning, Maharashtra State, Pune

The question of amending appendix C-6 of the Standardized Building Bye-laws and Development Control Rules for the Corporations was under consideration of Government for some time

2. The Government after consulting the director of Town planning, Maharashtra State, Pune is pleased to direct under section 154 of the Maharashtra Regional and Town planning Act 1966 that the following amendments shall be made to the standardized Building Bye-laws and Development Control Rules in respect of Municipal Corporations in the state forwarded under Government Memorandum No. TPS 3678/814/UD.5 dated 13 Jan 1982. All the Municipal corporations hereby directed to give effected to this directive 4thwith. In due course the Municipal Corporation should take action under section 37(1) of the M.R. & T.P. Act 1966 for carrying out the necessary modifications to the development control.

Rules and after following the prescribed procedure forward the final proposal to the government for necessary action.

Appendix C-6 shall be amended as under: -

- 1) In case of all municipal corporations in appendix C-6 regarding municipal personal to be licensed, the words viz. "C-2" shall be deleted.
- 2) In case of all municipal corporations in Appendix C-6. 2, regarding annual licensing fees for architects/engineers/structural Engineers following new provisions shall be added viz;
- 3) "Provided that an architect duly registered with the council of architecture constituted under the architects Act, 1972 (20 of 1972), shall not be required to pay any licensing fees."

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

Sd/-XXX
(M.S. Hardikar)
Under secretary to Govt

No.GR/CR/UDD/TPV-I/4665

Central officers,
Pune: 411 001, Date: 10.7.1987.

Copy forwarded for information to: -

- (1) The joint Director of town planning, Pune.
- (2) The DDTP, Regional Plan, Pune/ Regional Plan Raigad, Alibag/Regional plan, Amravati/special unit development plan, Thane/ pimpri-chinchwad/Nashik /Traffic and transportation cell, Pune/URC, Pune/Arbitrator, Town planning schemes, Bombay/Development plan Nagpur/Development plan, Kolhapur.
- (3) The ADTP, Thane/Alibag/Nashik/Jalgaon/Pune/Satara/Sangli/Solapur/
- (4) Kolhapur/Aurangabad/Nanded/Parbhani/Ahmednagar/Akola/Amaravati/
- (5) Yavatmal/Nagpur.
- (6) The ADTPs on the establishment of Municipal Corporations: -
- (7) Thane/Kalyan/Pimpri-Chinchwad/Kolhapur/Solapur/Nashik/Aurangabad/
- (8) Amravati.

TOWN PLANNING AND VALUATION DEPARTMENT

No. SDCR's/Mun.corpn. /
Rule No. 13.8
TVP-I/4371

Central offices,
Pune: 411 001, Date: 15.7.1987

To,

The Secretary to Government,
Urban Development Department,
Mantralaya, Bombay 400 032.

Sir,

Sub: Standardized Building Bye-laws and
Development Control Rules for
Corporation towns
-Amendment to the Rule No. 13.8
Of the

Government have approved the Standardized development Control Rules for Municipal Corporations under the provision of section 37 of the Maharashtra Regional and Town Planning Act, 1966 to take necessary action to revise their prevailing Development Control Rules on the lines of the Standardized Development control Rules so approved by Government.

Rule 13.8 of the standardized Development Control Rules provide that in the layouts of lands having larger areas where development plan has not provided for reservations of various amenities, it is necessary to provide reservation for nursery schools, police posts and other amenities and facilities as per Table No. 4, irrespective of whether the population of that area has been taken in to account or not while providing reservations in the development. This provision there fore results in duplication of provision for amenities and facilities where these are already provided as per Development plan proposals. Rule No.13.8 of the Standardized Development Control Rules therefore needs to be modified suitably as under.

"13.8 amenities and facilities to be provided in layouts of larger areas

In the layouts of lands having areas admeasuring 3 ha. Or more, where provision for any reservations for various amenities and facilities have not been proposed to be made in the development plan, provision shall be made for nursery schools, police posts etc. and other facilities and amenities as may be directed by the authority with a view to meet the requirements of the population likely to reside in the area under the layout."

It is therefore requested to move the Government to issue suitable amendment to the said Rule as suggested above.

An early action in the matter is please requested.

Yours faithfully,
Sd/-XXX
(P.T.Hardikar)
Director of town planning,
Maharashtra state, Pune.

No. SDCR's/Mun.Corpn.
Rule No.13.8/
TVP-I/5039

Central offices,
Pune: 411 001, Date: 28.7.1987

Copy forwarded for information to:
The Joint Director of town planning, Pune.

Annexure-1

Explanatory Notes

GUIDING/WARNING FLOOR MATERIAL

The floor material to guide or to warn the visually impaired person with a change of color or material with conspicuously different texture and easily distinguishable from the rest of the surrounding floor materials is called guiding or warning floor material. The material with different texture gives audible signals with sensory warning when a person moves on this surface with walking stick. The guiding/warning floor material is meant to give the directional effect or warn a person at critical places. This floor material shall be provided in the following areas:

- a) The access path to the building and to the parking area.
- b) The landing lobby towards the information board, reception, lifts, staircases and toilets.
- c) Immediately at the beginning of walkway where there is vehicular traffic.
- d) At the location abruptly changing in level or being in the end of a ramp.
- e) Immediately in front of an entrance/ exit and landing

Proper signage

Appropriate identification of specific facilities within a building for the handicapped persons should be done with proper signals. Visually impaired persons make use of other senses such as hearing and touch to compensate for the lack of vision. Whereas visually signals benefit those with hearing disabilities.

Signs should be designed and located so that they are easily legible by using suitable letter size (not less than 20 mm. High.) For visually impaired persons, information board in Braille should be installed on the wall at a suitable height and it should be possible to approach them closely. To ensure safe walking there should not be any protruding sign, which creates obstruction in walking. Public Address System may also be provided in busy public areas.

The symbols/information's should be in contrasting color and properly illuminated because people with limited vision may be able to differentiate amongst primary colors. International symbol mark for wheel chair as shown below be installed at the lift, toilet, and staircase, parking areas etc. that have been provided for the handicapped.

**Accompaniment of Government in Urban Development Department's
Order bearing No. TPB.432001/1829/Cr-216/2001/UD-11 dated
25th February 2002**

**Model building byelaws to provide facilities for
Physically handicapped persons.**

BYELAWS

1. SHORT TITLE, EXTENT & COMMENCEMENT

- 1.1 These bye-laws shall be Annexed to the----- (city) Municipal Bye-laws
- 1.2 They shall extend to a whole Municipal of----- (city)
- 1.3 They shall come into force after----- months from the date of their publication in the official Gazette,

2. DEFINITIONS

- 2.1 Non-ambulatory Disabilities: - Impairments that, regardless of cause or manifestation, for all practical purposes, confine individuals to wheelchairs
- 2.2 Semi-ambulatory Disabilities: - Impairment that causes individuals to walk with difficulty or insecurity. Individual using braces or crutches, amputees, arbitrates, spastics, and those- with pulmonary and cardiac lifts may be semi-ambulatory.
- 2.3 Hearing Disabilities: - Deafness or hearing handicaps that might make an individual insecure in public areas because he is unable to communicated or hear warning signals.
- 2.4 Sight Disabilities: - Total blindness or impairments affecting sight to the extent that individuals functioning in public areas are insecure or exposed to danger.
- 2.5 Wheel Chair: - Chair used by Disabled people for mobility. The standard size at wheel chair shall be taken as 1060 mm x 750mm.

3. SCOPE

These byelaws are applicable to all building and facilities used by the public.
It does not apply to private and public residences.

4. SITE DEVELOPMENT.

Level of the roads, access' paths and parking areas shall be describe in the plan along with specification of the materials.

- 4.1 Access Path/Walk Way: - Access path from plot entry and surface parking to Building entrance shall be minimum of 1800 mm. Wide having even surface without any steps. Scope if any, shall not have gradient grater then 5% section of floor material shall be made suitably to attract or to guide visually impaired persons limited to colored floor materials whose color and brightness is consciously different from that of the surrounding floor materials or the material that emit different sound to guide visually impaired persons hereinafter referred to as "guiding floor material" (Annexure-1). Finishes shall have a non-slip surface with a texture traversable by a wheel chair. Curbs wherever provided should blend to a common level.
- 4.2 Packing: - For packing of vehicles at handicapped people the following provisions shall be made.
- (a) Surface parking for two car spaces shall be provided near entrance for the Physically handicapped persons with maximum travel distance of 30.0 meter from building entrance.
 - (b) The width of packing bay shall be minimum 3.6 meter.
 - (c) The information stating that the space is reserved for wheel chair user shall be conspicuously displayed.
 - (d) Guiding floor materials shall be provided or a device, which guides Visually, impaired persons with audible signals or other device, which serves the same purpose, shall be provided.

5. BUILDING REQUIREMENTS

The specified facilities for physically handicapped persons shall be as follows.

1. Approach to plinth level
2. Corridor connecting the entrance/exit for the handicapped.
3. Stairs-ways
4. Lift
5. Toilet.
6. Drinking water.

- 5.1 Approach to plinth level: - Every building should have at least one entrance accessible to the handicapped and shall be indicated by proper signage. This entrance shall be approached through a ramp together with the stepped entry
- 5.1.1 Ramped Approach: - Ramp shall be finished with non slip material to enter the Building. Minimum width of ramp shall be 1800mm. With maximum gradient 1:12 length of ramp shall not exceed 9.0 meter having 800 mm high handrail on both sides extending 300mm beyond top and bottom of the ramp. Minimum gap from the adjacent wall to the handrail shall be 50mm.
- 5.1.2. Stepped Approach: - For stepped approach size of tread shall not be less than 300mm and maximum riser shall be 150mm. Provision of 800 mm high handrail on both sides of the stepped approach similar to the ramped approach.
- 5.1.3. Exit/Entrance Door: - minimum & clear opening of the passage of a wheel chair User. Threshold shall not be raised more than 12mm.
- 5.1.4. Entrance landing: - Entrance landing shall be provided adjacent to ramp with the Minimum dimension 1800mm X 2000mm The entrance landing that adjoin the top end of a ramp shall be provided with floor materials to attract the attention of visually impaired person limited to colored floor material whose color and Brightness is conspicuously different from that the surrounding floor materials or the material that produces different sound to guide visually impaired persons hereinafter referred to as "guiding floor materials"(Annexure-1). Finish shall wherever provided should blend to a common level.
- 5.2. Corridor connecting the entrance/exit for the handicapped: - The corridor connecting the entrance/exit for handicapped leading directly outdoors to a place where information concerning the overall use of the specified building can be provided to visually impaired persons either by a person or by signs, shall be provided as follows:
- (a) 'Guiding floor materials shall be provided or devices that emit sound to guide Visually impaired persons.'
 - (b) The minimum width shall be 1500mm.
 - (c) In case there is difference of level slope ways shall be provided with slope of 1:12.
 - (d) Handrails shall be provided for ramps/slope ways.

5.2 **Stair-ways:** - One of the stairs way near the entrance/exit for the handicapped shall have the following provisions:

- a) The minimum width shall be 1350mm.
- b) Height of the riser shall not be more than 150mm and width of the tread 300mm. The steps shall not have abrupt (square) nosing.
- c) Maximum number of riser on a flight shall be limited to 12.
- d) Handrails shall be provided on both sides and shall extend 300mm on the top and bottom of each flight of steps.

5.4 **Lifts:** - Wherever lift is required as per byelaws, provision of at least one lift shall Be made for the wheel chair user with the following cage dimensions of lift Recommended for passenger lifts of 13 persons capacity of bureau of Indian Standards.

Clear internal depth	1100mm
Clear internal width	2000mm
Entrance door width	900mm

- a) A handrail not less than 600mm long at 1000mm above level shall be fixed adjacent to the control panel.
- b) The lift lobby shall be of an inside measurement of 1800mm X 1800mm or more.
- c) The time of an automatically closing door should be minimum 5 seconds and the closing speed should not exceed 0.25 meter/sec.
- d) The interior of the case shall be provided with a device that audibly indicates the floor the cage has reached and indicates that the door cage for entrance/exit is either open or closed.

5.5 **Toilets:** - One special W.C. in a set of toilet shall be provided for the use of Handicapped with essential provision of washbasin near the entrance for the handicapped.

- a) The minimum size shall be 1500mm X1750mm
- b) Minimum clear opening of the door shall be 900mm and the door shall swing out.
- c) Suitable arrangement of vertical/horizontal handrails with 50mm clearance from wall shall be made in the toilet.
- d) The W.C. seat shall be 500mm from the floor,

5.6 **Drinking Water:** - Suitable provision of the drinking water shall be made for the handicapped near the special toilet provided for them

5.7 **Designing for Children:** - In the building meant for the per-dominant use of the children, it will be necessary to suitably after the height of the handrail and other, fittings & fixtures etc.

Draft of proposed Amendment

AMENDMENT

Urban Development Department,
Mantralaya, Bombay – 400032.

Maharashtra
Regional and
Town planning
Act, 1966
(Mah XXXVII)

No. : IN the standardized Building
Bye-law & Development Control Rules for 'A' Class M'pal
Council's published in Maharashtra Government Gazette, Part-1
Central Section, dated 10th January, 1980. Table No.3 on page 12,
below rule no.15.3.1.1 combines the classification & width of roads
Plot sizes & marginal distances, maximum built-over area & number
Of store's permissible which is causing some difficulties in proper
Interpretation. With a view to facilities correct interpretation of
Development Control Rules, the existing Table No.3 is deleted &
Substituted by following two tables viz. Table No.3-A & 3-B

Table – 3-A

Sr. No.	category and description.	roads width: Minimum size: Minimum set back from
No.1	and description.	Of plots, the roadside.
1.	National Highways, state Highways, Major District Roads (excluding plots Fronting on service road)	450Sq.m. 25m. From the central line of the road (existing or proposed) or 4.5 m. from the road boundary Which ever is more.
2.	Above 18 m.	300 Sq.m. 4.5m.
3.	Below 18 m.	150Sq.m. 3.0m
4.	Below 18 m.	100 Sq.m. 3.0m.
		(Semi-detached Building)
5.	Row Housing below 12m.	50 Sq.m.
6.	Row Housing by public Agencies for low income Group & Economically Weaker Section of Society.	
7.	Group Housing Scheme	----- 5m. From main road 3.m from pathway.

1	2	3	4	5	6	7	8
2. Major Dist. Roads.	50	100	3	5	3	5	3
3. Other Dist. Roads.	25/30*	35	--	5	3	5	3
4. Village Roads.	25	30	---	5	3	5	3

If the land width is equal to the width between building lines indicated in this column the building lines shall be set back 2.5 meters from the road land boundary lines.

Generally the building and Control lines would be symmetrical about the roadway. These should be strictly enforced by state Government along all National Highway/Strategic roads while approving schemes of development and specifying land use. Necessary legislation to enforce these, where required, may also be enacted.

- 6.2 No structure of any kind, save the ones required for the development & operation Of the highway or those for which the State's have been authorized separately, should be permitted to be put up on National Highway road land without the prior approval of the Ministry.

7. CONTROL OF ADVERTISEMENTS

- 7.1. Erection of hoardings, advertisement boards, statures etc. are a source of distraction and cause of accidents on highway and should not be permitted on National Highway land. Only signs and notices of the types mentioned in Para 3.3 of the IRC: 46-1978. 'A policy on roadside Advertisement' may be permitted if they do not interfere with visibility along the Highway and are at least 100m from any junction, bridges or another crossing. The general considerations giving in the above-mentioned IRC policy should be kept in view.

8. PREVENTION AND REMOVAL OF ENCROACHMENTS:

- 8.1 It is notice that a number of encroachments have developed in the past on article highway. It is essential that urgent action is taken to remove all the exiting encroachments expeditiously so as to eliminate nuisance and ensure safe free flow of traffic. Ministry of law has advised that any or all of the following methods may be used to the remove encroachment on highways.

- 1) Action be taken under section 133 of the Criminal procedure code. In order to bring the case under section 133, the prosecution has to prove that the land in question is either a public way or a public place.
- 2) Encroachment upon a public road is an obstruction to the public path and it is nuisance in itself under section 269 of the Indian Penal Code. No. Argument by a user can justify an encroachment upon way. The question of

sufficient width of the road being left in support of the encroachment for public use is no ground for allowing encroachment or obstruction to continue. It is the duty of the magistrate to come to a finding whether the claim of the person complaining of such encroachment is bonfire or not the question of possession is relevant for this purpose.

- 3) Criminal proceedings may, be initiated against the wrong deer under the various provision of Indian Penal Code, Criminal procedure code and such of the police acts, as are applicable to central subjects like National Highways, which are a union, subject under the constitution.
 - 4) Section 291 of the Indian Penal Code punishes a person constituting a nuisance after he is enjoined by a public servant not to repeat or continue it. Section 148 and of the code of criminal procedure empower a Magistrate to forbid an act causing a public nuisance. The civil procedure code also empowers a court to issue temporary junction. To be able to expedite removal of encroachments each P.W.D. division must prepare accurate land maps and keep them handy for checking and for producing in evidence
9. The need and urgency of taking suitable legislative measures for restricting ribbon development along highways in the country have been brought to the notice of the state Govts. On several occasions in the past. In regard to the framing of a central legislation for the prevention of ribbon development along National Highways, it has not been possible to make a headway so far as the requisite resolution under Articles 252(1) of the constitution are still awaited from servile states. Since there is an urgent need for a uniform pattern of enactment, it is desirable that all states empower the central Govt. to legislate common law applicable throughout the country, so far as national highways are concerned. This may please be expedited.
10. The content of this communication, with suitable instruction may be brought to the notice of all concerned to ensure speedy action.

Yours faithfully,
Sd/-

Under Secretary to the Govt. of India

Enfile: Letter No. NHIII/P/16/76,dt.17.3.76.

Copy fid. To. :

1. All officers of Headquarters.
2. All R.Os. / E.L.Os.
3. All works section with 3 spare copies.

Sd/-

Under Secretary to the Govt. of India.

Table-I: LAND WIDTH FOR DIFFERENT OF ROAD

Class of roads:	Land width in Meters				Mountainous & Steep Terrian.			
	Plain & Rolling Country		Urban areas		Rural Areas:		Urban Areas.	
	Rural areas:		Urban areas		Normal-Exceptional	Normal	Exceptional	
	Normal Range		Normal- Range					
National highways & State highway	45	30-60	30	30-60	24	18	20	18
Major District Road.	25	25-30	20	15-25	18	15	15	12
Other District Road.	15	15-25	15	15-20	15	12	12	9
Village Road.	12.	12-18	10	10-15	9	9	9	9

Parallel service roads for 2 way traffic should be planned as an essential part of any scheme for erecting building an factories on the land abutting the highway and provision for these made in the layout from the very beginning. In this connection, I am to bring to your notice the recommendations of the Transport Development Control of its fourth meeting held in April 1963 which are as below;

“The Council recommends that parallel service roads should be constructed in factory areas along with side the National & State Highways to a baled contestation on these Highways. The state Govt. could ensure compliance with this requirement by stipulating a suitable condition at the time of granting permission to the setting of factories and other buildings.

4. As service roads are intended to meet mainly local traffic needs, these could be constructed by concerned road Authority who can if they so desire consider and examine possibility of charging some fee from the owner of the factories/buildings to recoup the cost by adopting some suitable urban links on National Highways through towns having populations of 20000 or more the central Govt. would discharge the responsibilities conforming the scheme vide this office letter No. NHIII/P/16/76, dated 17 march, 1976 (copy enclosed) and to the consequent agreement.

5. ACCESS POINTS

- 5.1 In urban areas the spacing of access to Arierial highways should where possible be restricted to 500-meter interval. If spacing is likely to be developed as Expressed way/Motor way the spacing should be 1000 meters.
- 5.2 In rural area spacing of connections form parallel service roads & of inter section should not be closer than 750m. Individual driveways to private properties other than petrol pumps should not be spaced closer than 300 m. from each other or from an intersection. Regarding petrol pumps practice recommended in IRC.

Government of India.

Ministry of shipping and Transport
(Roads Wilding)

Telegrams
ROADING
No. NH III/P/72/76

TRANSPORT BHAVAN
1, Parliament street, New
Delhi the 13th Jan.1977.

To,

1. All state Govt. & Union Territories
(Departments dealing with Highways.)
2. All state chief Engineers/Addl.chief
Engineers/Principal Engineer dealing
With highways.
3. Engineer-in-chief C.P.W.D. and Army Headquarters.
4. D.G.B.R., C.P.W.D. and Army Headquarters.

Sub: Control of Ribbon Development & removal of encroachments along
Highways.

Sir,

In super session of the instruction communicated in the circulars mentioned in
The margin, I am directed to issue the following consolidated guidelines for

- Control of ribbon development and removal
- | | |
|----------------------------------|--|
| 1. PL -12 (2)/52, Dt.10-10-1952. | Of encroachment along highways special |
| 2. W IL-2 (57)/61,Dt.6-10-1961. | National Highways and such centrally |
| 3. WI-43 (3)/63,Dt.24-7-1963. | Sponsored highways as the lateral road |
| 4. PL-7 (11)/57,Dt. 1-1-1966. | Strategic Road. |
-

2. Ribbon Development along arterial highways has become an acute problem near
development towns. This is further accent rated by uncontrolled profification of
access points to the Highways. In some of the congested towns along National
Highways were ribbon development has already taken place, by passes have
been provided but unless adequate measures are taken to prevent recurrence of
ribbon development, no lasting solution is possible. Some of the measure which
should be given immediate consideration to control further determination of the
situation are:
 - a) Provision of adequate land width for further development.
 - b) Provision for services road for traffic which is to purely local in character-
 - c) Control of access.
 - d) Control of building activities.
 - e) Control of roadside advertisements.
 - f) Prevention of encroachments and their speedy removal.
3. Access to arterial highways should be restricted to predetermined points and in
urban and industrial areas this should be done by constructing parallel service
roads on either side. The necessary land for the service road should be acquired
simultaneously with the acquisition of land for the highway proper. The general
requirement & width for highways is indicated in table-1.

TABLE 3-B

Sr.	size of plots No.	Minimum set back: From the road line.	Maximum built up: Area Fraction Have built area.	Maximum No. Of story	
GENERAL					
1.	450sq.m. & Above.	25m. From the center Line of the road (existing Or proposed) Or 4.5 m. from the boundary Whichever is more	4.5m.	3.0m.	1/3rd 3
2.	300sq.m. To 299.99	4.5 m.	3.0 m.	2.25 m.	1/3 rd 3
3.	150 to 299.99	3.0m	1.5 m.	1.5 m.	1/2 nd 2 (Only on one Side)
4.	100 to 149.99 Sq.m	3.00m.	1.5 m.	1.5 (Only on one Side)	1/2 nd 2
FOR ROW HOUSING					
5.	50 TO 99.99 sq.m. (Road width only Below 12m.)	2.25m.	2.25m.	Nil	1/2 nd 2
FOR ROW HOUSING BY PUBLIC AGENCY FOR L.I.C. AND E.W.S.					
6.	30 to 49.99 sq.m.	---	-----	----	3/4 th 1
FOR GROUP HOUSING SCHEMS					
		5 m.from. Main road.	3.0m.	2.25m.	1/3 2
		5.m. from path way	3.0m.	3.00m.	Of the net Plot area. 3

FOR 'A' CLASS MUNICIPAL COUNCIL

Sr.category & road No. Width & Description of housing	Minimum size of plot fronting on the road.	Minimum set back from The roadside.	Minimum Marginal Distance Rear: side.	Maximum built-up area Fraction Of plot Area.	No. Of Story's	
1) National Highway State Highways. Major Dist.Roads	450sq.m.	25. From the Centerline of the road (Existing or Proposed)	4.5m.	3.0m.	1/3	3
2) Other roads 18m. Wide and above.	450sq.m.	4.5m.	4.5m.	3.0m.	1/3	3
3) Above 18.m.	Above 300 sq.m.	4.5m.	3.0m.	2.25.m.	1/3	3
4) Below 18 m.	Above 150 Sq.m.	3.0m.	1.5m.	1.5m.	½	2
5) Below 18 m.	Above 100 Sq. m.	3.0m.	1.5m.	1.5m. (Only on one Side)	½	2
6) Row Housing Width below (And only below 12m.)	Above 50. sq.mt.	2.25m.	2.25m.	Nil	½	2
7) Row Housing by Public Agencies For low Income Group & Economically Weaker Section Of Society.	30 sq.m.	-----	-----	----	¾	1
8) Group Housing Schemes.	-----	5.m. from main Road 3.m. from pathway	3.0m. 3.0m.	2.25m. (of the net) 3m. (Plot area)	1/3	2

***Note1-** For the sake of calculation of net area in-group housing scheme, area of plot less than 900sq.m. Shall be treated as net plot area. In other cases, the net area shall be ¾ of the total plot area.