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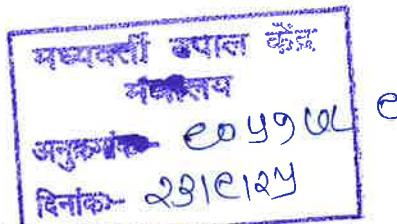
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To

Shri Aseem Kumar Gupta (I.A.S.)
Additional Chief Secretary (1)
Urban Development Department
Government of MaharashtraSubject: Incorporation of new regulation 33(27) for development of warehousing in DCPR2034.

Respected Sir,

The provision for development of warehousing is at Sr. No.60 in Table No. C below clause 3.2 of regulation 34 in DCPR-2034. The user of warehousing was initially permitted only in Industrial Zone. The section 124F of the MRTP Act,1966 , provides that the State Government by Notification exempt levy of Development Charges for development of any land or building which is proposed for warehouse or godown. Accordingly, the Government in Urban Development Department vide Notification dated 07.02.2019 has issued exemption order in development charges for the proposal of warehouse/ godown within BMC limit to the extent of 95 % and the development charges for development of warehouse/ godown is made applicable to the extent of 5 % only. On this basis and to boost this activity in Brihanmumbai Municipal Corporation limit, the Municipal Commissioner, BMC has passed a speaking order bearing No. MGR/ 821, dated 17.02.2020 to allow the development of warehousing in residential and commercial zone limited to storage of non-hazardous materials. Thus, the storage of hazardous materials is permissible in industrial zone only and that to 1.0 FSI. Further, it is presumed that, as this user is now permissible in residential and commercial zone, the FSI permissible will be as per the provision of regulation 30 Table No. 12 of DCPR-2034. In spite of the aforesaid efforts by State Government and BMC, not much proposals were come up for development of warehousing.

Warehousing in Mumbai is essential for several reasons:

Strategic Location: Mumbai is India's financial capital and a major port city, making it a crucial hub for imports, exports, and distribution.

E-commerce & Retail Growth: The rise of online shopping and quick commerce has increased the demand for urban warehousing to ensure faster deliveries.

Manufacturing & Logistics: Mumbai leads India's warehousing demand, with a significant portion driven by third-party logistics (3PL) and manufacturing industries.

Infrastructure & Connectivity: The city has a well-developed transport network, including expressways, railways, and air routes, facilitating efficient movement of goods.

Last-Mile Delivery: Urban warehousing helps businesses reduce transportation costs and improve delivery speed, especially for perishable goods.

Hence, there is a need to incentivise the warehousing within the BMC limit to encourage employment generation and to boost the economy of Mumbai City and ultimately of India.

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CREDAI-MCHI CHAPTERS

THANE | KALYAN-DOMBIVLI | MIRA BHAYANDAR | RAIGAD | NAVI MUMBAI | BHIWANDI | PALGHAR BOISAR | SHAHAPUR-MURBAD | URAN-DRONAGIRI | VASAI VIRAR | ALIBAG | KARJAT-KHALAPUR-KHOPOLI | YOUTH NMR

The present regulations are not so clear about the FSI Permissible for warehousing and any other related regulations do not cover or dealt in detail the issue of exemptions in Amenity space, Inclusive Housing, Open Space Deficiency premium, Recreational Open Space, Parking etc in DCPR-2034, considering the characteristics of the warehouses.

Now a days the warehouses are built with minimum height of 4.2 m as a Ground Floor structure or a multi-storied as G+1 or G+2 or G+3 with lift facilities. After leaving marginal spaces and loading-unloading spaces. It will need 2.0 FSI.

Further, being a development meant for warehousing, this being itself is an amenity and no residential tenements are constructed and thus the provision of providing amenity space and inclusive housing Under regulation 14 A or 14B and 15 of DCPR-2034 will not be made applicable as it is unwarranted. Also, it will not require recreational open space as per regulation 27, therefore needs exemption. Further, needs exemption in parking (except parking required for transport vehicles, loading and unloading etc.) as per regulation 44 of DCPR-2034, because warehousing is not a structure meant for human habitation.

In view of the above, it is felt that there is a need to have a separate set of regulation for development of warehousing. The draft regulation as prepared by the PEATA is enclosed herewith as a ready reference.

Thank you.

Yours sincerely,

For CREDAI-MCHI



Keval Valambhia
Chief Operations Officer

Enclosure: As above.

The Draft New Regulation 33(27) proposed to be incorporated in DCPR-2034

33 (27) : Warehousing in Residential/Commercial/Industrial Zone.

The Commissioner, by special permission, may permit additional FSI maximum upto 2.0 including Zonal (basic) FSI as specified in Table No.12 of regulation 30(A)(1), on independent plot/s having minimum 12 m wide existing or proposed road, subject to payment of premium for additional FSI at the rate of 30 % of the land rates as per ASR (for FSI I) or as decided by Government from time to time, to be shared equally between Government & BMC, and subject to other terms and conditions herein below ;

The maximum permissible FSI (including Zonal (basic) FSI) for the purpose of Warehousing construction limited to storage of non-hazardous materials shall be as given above and subject to conditions hereunder;

Conditions:

1. Additional FSI shall be allowed for plots which are not reserved or designated as existing amenity in the Development Plan including any proposed DP Roads / sanctioned RL under MMC Act.
2. Provision of regulation 14 Amenities & regulation 15 Inclusive Housing shall not be applicable for development of the plot under this regulation.
3. The Fungible Compensatory area as per the provision of regulation 31(3) shall be permitted over and above the maximum permissible FSI under this regulation.
4. A Maximum 10 % of total BUA inclusive of such additional FSI may be permitted for ancillary uses such as Back Office, Admin Office, canteen etc.
5. Further, 30% of the total permissible FSI (excluding BUA for existing authorised occupants / tenants) may be permitted for other users as otherwise permissible under these regulations.
6. Sanitation requirements shall be proposed as per need of Warehouse user, however sufficient sanitation shall be proposed.
7. L.O.S requirement shall be to the extent of 10 % of plot area instead of normal requirement stipulated under Reg. 27, if the warehouse user is proposed in the vicinity of Airport, where the permissible building height is less.
8. The premium for allowing benefit of exemption of the area of staircase, lift, lift lobby from FSI computation as per provisions of Reg. 31(I)(iv) shall be charged at the rate of 25% of the normal premium.
9. Minimum marginal open space of 6.00 mt. shall be left open on all sides at ground level. However, upper level projections of 1.5 m may be allowed within such marginal open spaces. Provided that, such marginal open spaces shall not be reduced to less than 4.5 m. This is subject to NOC from the Fire Officer.
10. The parking for Transport vehicles for warehousing shall be insisted as per Reg. 44. Further, 2-wheeler and 4-wheeler parking for the other user/activity proposed shall be insisted as per Reg.44,