

CIRCULAR

Subject: Policy Guidelines for issue of Opinion/N.O.C. for the properties lying along/adjoining the GMRC Corridors

Based on experience so far and NOC policy of DMRC, following revised NOC policy is proposed:

To streamline the process of grant of NOC, guidelines as given below are to be observed and followed:

1. Elevated and Surface Corridor :

- 1.1 If the development site is adjoining rail tracks, it should be examined with respect to railway boundary and Metro Rail alignment. Developer also has to take NOC from Western Railway authority in terms of Railway Board Policy.
- 1.2 If the development is not on the Metro Rail alignment corridor then there is no need to give any opinion and simply inform Municipal Corporation that the proposed development is not on Metro Rail route.
- 1.3 No NOC be issued for construction activities within the land boundaries of proposed boundaries of elevated or surface corridor, stations, depots, other service buildings, ancillary structures, parking areas.
- 1.4 To provide flexibility at the time of construction, no NOC be issued for new constructions up to 20 meter on both sides of alignment or all sides of metro stations, depots or other structures, till the detailed alignment drawings are finalised and there is no scope for change in the alignment or plan of station, depots or other structures.
- 1.5 If any property falls inside and partly outside the aforesaid limit (20 meter beyond the proposed metro structures), such properties can be cleared only for the portion falling outside the limit of 20 meter of proposed metro structures.
- 1.6 In case of elevated/surface corridor, where development site is at some distance from Metro Rail alignment, the developer/Municipal Corporation has to keep a minimum distance of 11.00 meter on either side from alignment (centre line) of Viaduct. (5.50 meter (considering 11 meter as width of viaduct) + 5.00 meter clearance = 10.50 meter say 11.00 meter)
- 1.7 In case of elevated/surface corridor, where development site is at some distance from Metro Station/structure, the developer/ Municipal Corporation has to keep a minimum distance of 5.00 meter from outer most edge of the Metro station building/structure.

2. Underground corridor:

- 2.1 No NOC for construction activity be issued within the land boundaries of proposed underground stations unless such provisions has been made in design.
- 2.2 To provide flexibility at the time of construction, no NOC be issued for new construction within 20 meter from the edge of the tunnel on both sides or land boundaries of the Metro station or other structures on all sides till the construction activity of Metro corridor/station is completed.
- 2.3 Once the construction of tunnel or underground structure is completed, NOC be issued if proposed construction is away by 5 meter or more from the edge of the tunnel or land boundaries of structures.

- 2.4 For issuing NOC to the building plan for additional floors due to increased FAR within 5 meter of the outer edge of tunnel, in principle approval shall be conveyed as per following guidelines:

Sr.No.	Tunnel depth (in meter) (Soil fill above tunnel crown)	No. of stories/basements allowed (over and above existing construction or vacant plot)
1	7 meter	Additional 1 storey may be allowed. No basement is allowed.
2	13 meter	Additional 2 stories may be allowed. Only one basement of 3.5 meter may be allowed.
3	18 meter	Additional 4 stories may be allowed. Total two basements of 3.5 meter each may be allowed.

However, the final approval shall be given after scrutiny of detailed design by technical team of GMRCL on case to case basis.

3. Others:

- 3.1 If the applicant wants to use tower crane for the proposed development on the plot, then the working arm of the crane should not come within 5 meter from Metro Viaduct and also the working arm of the crane should not come over the Metro station.
- 3.2 The procedure for giving opinion/NOC shall be completed in 30 days after receiving application from Municipal Corporation.
- 3.3 The NOC issued shall be deemed cancelled, if actual construction at the site is in variation to the plan approved by GMRCL.