



# The Gazette of Meghalaya

## PUBLISHED BY AUTHORITY

No. 46

Shillong, Thursday, November 13, 2025

22<sup>nd</sup> Kartika, 1947 (S. E.)

*Separate paging is given on this part in order that it may be filed as a separate compilation.*

### PART-IIA

#### GOVERNMENT OF MEGHALAYA

#### NOTIFICATIONS

The 29<sup>th</sup> October, 2025.

**No.UAU.76/2022/Pt.I/186.** - In exercise of the power conferred by the sub-section (2) of Section 10 of the Meghalaya Town & Country Planning Act, 1973 (Assam Town and Country Planning Act, 1959 (Assam Act 2 of 1960) as adapted and amended *vide* Adaptation of Laws & Order No. 3 of 1973, the Government of Meghalaya is pleased to amend certain provisions of **Shillong Master Plan 2041** notified by this Department's *vide* **Notification No.UAU.76/2022/Pt.I/74, dated 27<sup>th</sup> November, 2024 as per Annexure I** with immediate effect and until further order.

**VIJAY KUMAR,**

Commissioner & Secretary to the Govt. of Meghalaya,  
Urban Affairs Department.

## ANNEXURE-I

Under Chapter 12-Proposed Land use;

i. Table 12-1: Proposed Land Use (2041) of SPA shall be replaced by the following table:

S. No.	CATEGORIES	Area(Sq.km)	%age
1	Residential	63.82	42%
2	Commercial Zone	7.98	5%
3	Mixed Use Zone	30.58	20%
4	Industrial Zone	8.68	6%
5	Public/ Semi-public & Utilities	21.53	14%
6	Transportation	13.29	9%
7	Unclassified (Defense)	7.57	3%
<b>Total Developed Area</b>		<b>152.44</b>	
8	Agriculture	46.75	16%
9	Water Sheet	3.36	1%
10	Forest Area	19.11	7%
11	Green Buffers & Eco-sensitive areas	67.85	23%
<b>Total Planning Area</b>		<b>290.51</b>	

Note:

- A. Merging 'Public & Semi-Public' with 'Public Utilities'
- B. Merging "Hazard Prone Area" with "Green Buffer / NDZ / Greenscape"

ii. Table 12-2: Comparative Area Statistics of Existing & Proposed Land Use for SPA the Categories shall be replaced by the following table:

S. No.	CATEGORIES	Existing Area Distribution (Sq. km)	Existing Area %age	Proposed Area Distribution (Sq. km)	Proposed Area %age
1	Residential	18.73	6.4%	63.82	42%
2	Commercial Zone	1.30	0.4%	7.98	5%
3	Mixed Use Zone	1.32	0.5%	30.58	20%
4	Industrial Zone	1.21	0.4%	8.68	6%
5	Public/ Semi-public & Utilities	13.61	4.7%	21.53	14%
6	Transportation	7.55	2.6%	13.29	9%
7	Unclassified (Defense)	7.57	2.6%	7.57	3%
8	Agriculture	47.96	16.5%	46.75	16%
9	Water Sheet	3.36	1.2%	3.36	1%
10	Forest Area	19.11	6.6%	19.11	7%
11	Green Buffers & Eco-sensitive areas	83.77	28.8%	67.85	23%
12	Tree Clad Area	37.87	13.0%	0.00	0%
13	Developable Area	47.15	16.2%	0.00	0%
<b>TOTAL PLANNING AREA</b>		<b>290.51</b>	<b>100%</b>	<b>290.51</b>	<b>100%</b>

Note:

C. Merging 'Public & Semi-Public' with 'Public Utilities'

D. Merging "Hazard Prone Area" with "Green Buffer / NDZ / Greenscape"

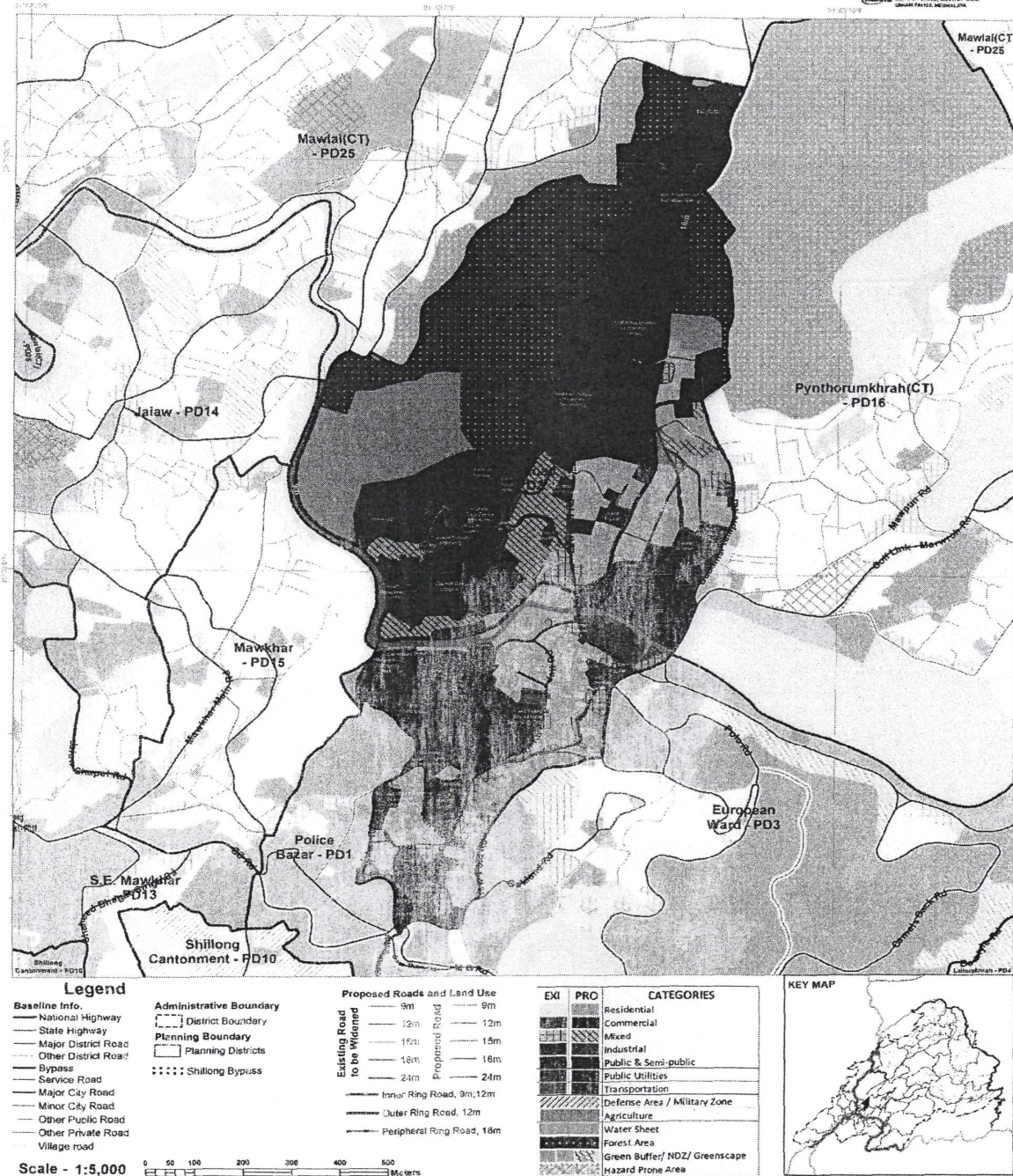
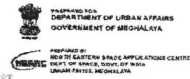
iii. Table 12-4: Proposed Land Use - PD02 - Jail Road shall be replaced by the following:

SNo	Categories - JAIL ROAD	Area(Ha)	%age	
1	Residential	15.81	15.86	
2	Commercial	4.24	4.25	
3	Mixed	5.74	5.76	
4	Industrial	2.65	2.66	
5	Public/ Semi-public & Utilities	Public Utilities	0.02	0.02
		Public & Semi-public	34.08	34.16
6	Unclassified (Defence)	0.00	0.00	
7	Transportation	8.81	8.83	
8	Green Buffers & Eco-sensitive areas	Green Buffer/ NDZ/ Greenscape	7.52	7.54
		Hazard Prone Area	0.00	0.00
9	Agriculture	0.01	0.01	
10	Water Sheet	1.66	1.67	
11	Forest Area	19.23	19.28	
<b>Grand Total</b>		<b>99.66</b>	<b>100</b>	

iv. Figure 12-4: Proposed Land Use - PD02 - Jail Road shall be replaced by the following:

FORMULATION OF GIS BASED MASTER PLAN FOR SHILLONG PLANNING AREA

PLANNING DISTRICTS - 02, JAIL ROAD

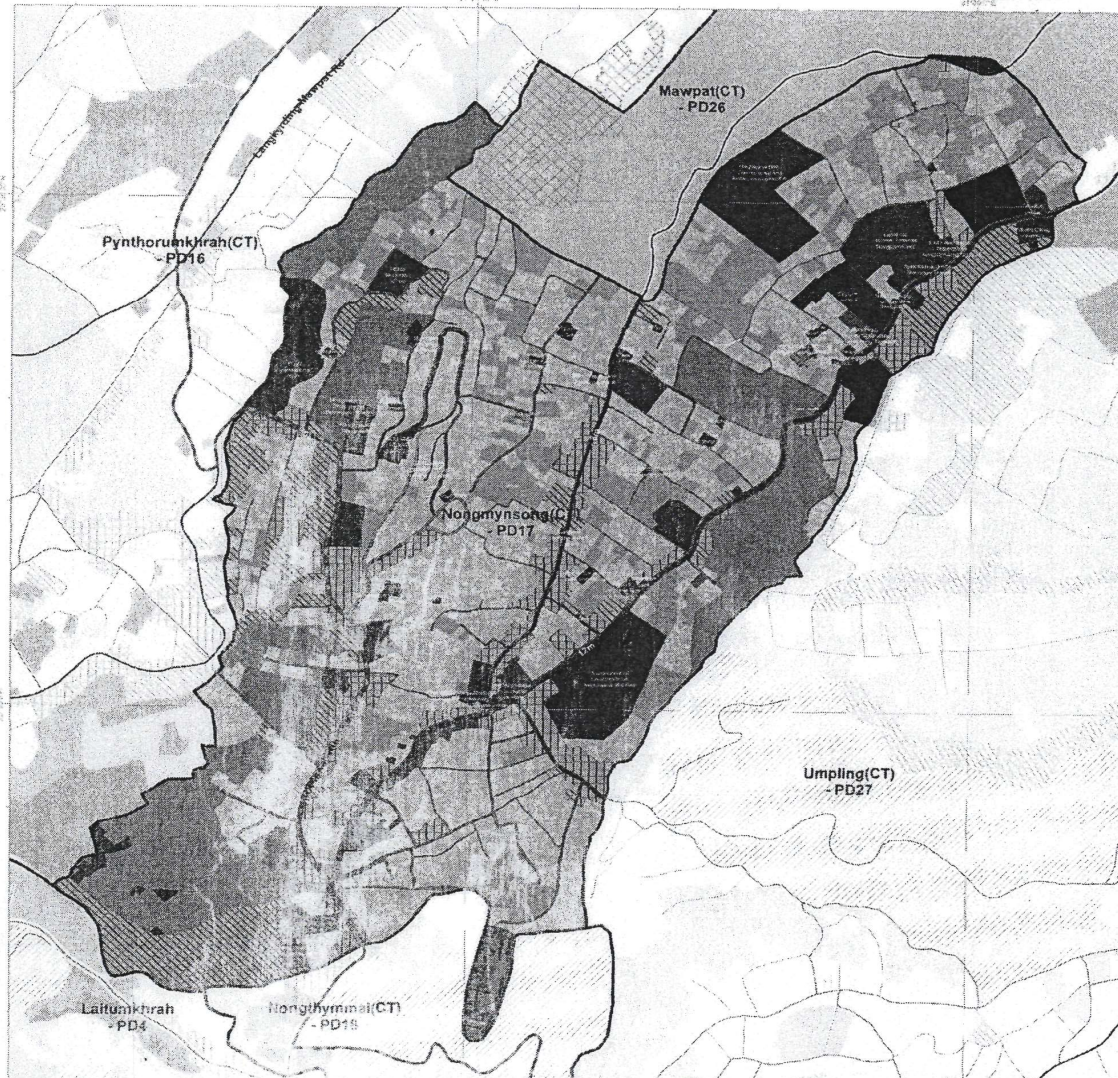
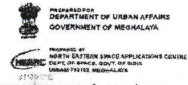


## v. Table 12-19: Proposed Land Use – PD17 – Nongmynsong shall be replaced by the following:

SNo	Categories - NONGMYNSONG (CT)		Area(Ha)	%age
1	Residential		69.69	49.95
2	Commercial		4.90	3.51
3	Mixed		18.33	13.14
4	Industrial		1.05	0.76
5	Public/ Semi-public & Utilities	Public Utilities	1.16	0.83
		Public & Semi-public	11.52	8.26
6	Unclassified (Defence)		0.00	0.00
7	Transportation		10.39	7.45
8	Green Buffers & Eco-sensitive areas	Green Buffer/ NDZ/ Greenscape	0.66	0.47
		Hazard Prone Area	0.00	0.00
9	Agriculture		20.54	14.73
10	Water Sheet		1.17	0.84
11	Forest Area		0.00	0.00
<b>Grand Total</b>			<b>139.51</b>	<b>100</b>

vi. Figure 12-19: Proposed Land Use – PD17 - Nongmysong shall be replaced by the following:

FORMULATION OF GIS BASED MASTER PLAN FOR SHILLONG PLANNING AREA  
**PLANNING DISTRICTS - 17 - NONGMYNSONG(CT)**



Legend		Proposed Roads and Land Use		CATEGORIES	
<b>Baseline Info.</b>	<b>Administrative Boundary</b>	Existing Road to be Widened	Proposed Road	EXI	PRO
National Highway	District Boundary	9m	9m	Residential	Commercial
State Highway	Planning Boundary	12m	12m	Mixed	Industrial
Major District Road	Planning Districts	15m	15m	Public & Semi-public	Public Utilities
Other District Road	Shillong Bypass	18m	18m	Transportation	Defense Area / Military Zone
Bypass		24m	24m	Agriculture	Water Sheet
Service Road				Forest Area	Green Buffer/ NDZ/ Greenscape
Major City Road				Hazard Prone Area	
Minor City Road					
Other Public Road					
Other Private Road					
Village road					
		Inner Ring Road, 9m, 12m			
		Outer Ring Road, 12m			
		Peripheral Ring Road, 18m			

Scale - 1:4,500

0 50 100 200 300 Meters

KEY MAP

vii. Table 12-20: Proposed Land Use – PD18 - Nongthymmai shall be replaced by the following:

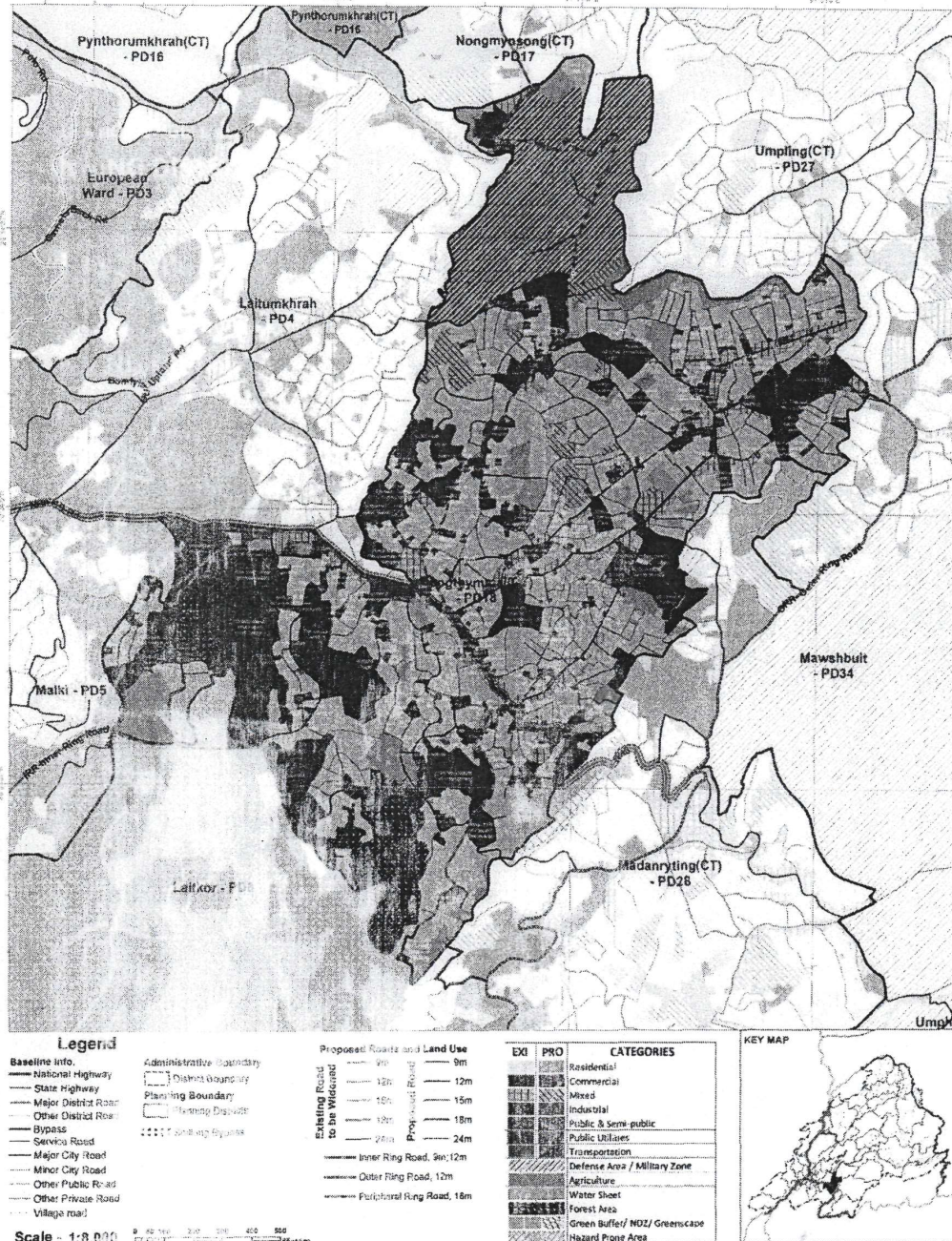
SNo	Categories - NONGTHYMMAI (CT)		Area(Ha)	%age
1	Residential		140.50	42.99
2	Commercial		15.79	4.83
3	Mixed		17.11	5.24
4	Industrial		0.66	0.20
5	Public/ Semi-public & Utilities	Public Utilities	0.37	0.11
		Public & Semi-public	63.58	19.46
6	Unclassified (Defence)		31.69	9.70
7	Transportation		28.37	8.68
8	Green Buffers & Eco-sensitive areas	Green Buffer/ NDZ/ Greenscape	13.87	4.25
		Hazard Prone Area	0.10	0.03
9	Agriculture		0.00	0.00
10	Water Sheet		1.33	0.41
11	Forest Area		13.41	4.11
<b>Grand Total</b>			<b>326.78</b>	<b>100</b>

viii. Figure 12-20: Proposed Land Use – PD18 - Nongthymmai shall be replaced by the following:

FORMULATION OF GIS BASED MASTER PLAN FOR SHILLONG PLANNING AREA  
**PLANNING DISTRICTS - 18 - NONGTHYMMAI(CT)**

PREPARED FOR  
 DEPARTMENT OF URBAN AFFAIRS  
 GOVERNMENT OF MEGHALAYA

PREPARED BY  
 THE GIS BASED URBAN PLANNING CENTRE  
 DEPT. OF URBAN AFFAIRS, GOVT. OF MIZO  
 NEW DELHI METROPOLIS

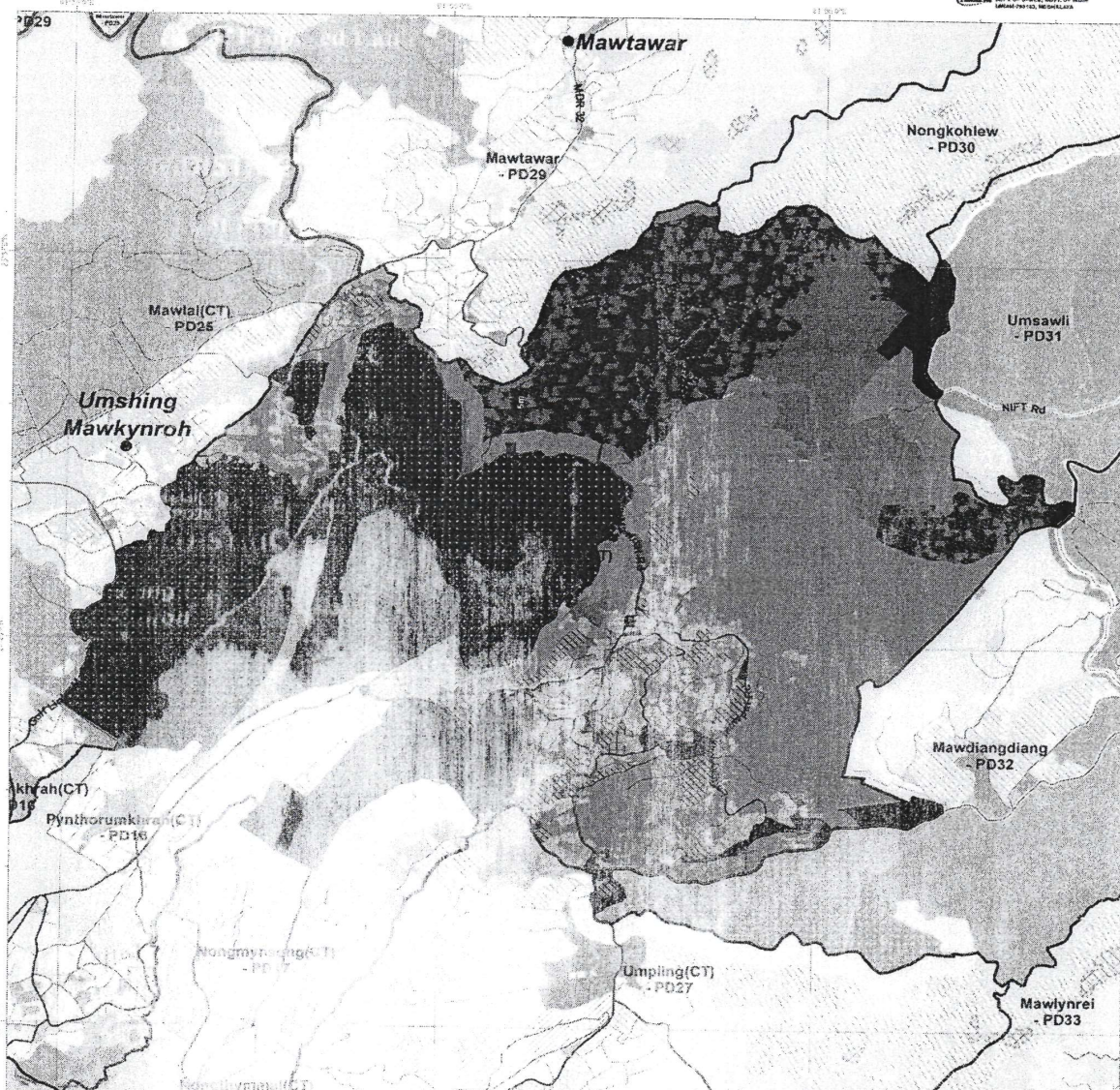


## ix. Table 12-28: Proposed Land Use - PD26 - Mawpat shall be replaced by the following:

SNo	Categories - MAWPAT (CT)		Area(Ha)	%age
1	Residential		<b>278.38</b>	<b>31.34</b>
2	Commercial		13.11	1.48
3	Mixed		25.17	2.83
4	Industrial		0.26	0.03
5	Public/ Semi-public & Utilities	Public Utilities	0.00	0.00
		Public & Semi-public	48.18	5.42
6	Unclassified (Defence)		0.00	0.00
7	Transportation		26.63	3.00
8	Green Buffers & Eco-sensitive areas	Green Buffer/ NDZ/ Greenscape	170.81	19.23
		Hazard Prone Area	<b>14.08</b>	<b>1.58</b>
9	Agriculture		59.02	6.64
10	Water Sheet		0.97	0.11
11	Forest Area		251.74	28.34
<b>Grand Total</b>			<b>888.35</b>	<b>100</b>

x. Figure 12-28: Proposed Land Use - PD26 - Mawpat shall be replaced by the following:

FORMULATION OF GIS BASED MASTER PLAN FOR SHILLONG PLANNING AREA  
**PLANNING DISTRICTS - 26 - MAWPAT(CT)**



Legend		Proposed Roads and Land Use		EXI PRO CATEGORIES		KEY MAP
<b>Baseline Info.</b> National Highway State Highway Major District Road Other District Road Bypass Service Road Major City Road Minor City Road Other Public Road Other Private Road Village road	Administrative Boundary District Boundary Planning Boundary Standing Cuts Standing Roads	Existing roads to be widened Proposed Road 8m 12m 15m 18m 24m Inner Ring Road, 9m, 12m Outer Ring Road, 12m Peripheral Ring Road, 18m	8m 12m 15m 18m 24m	Residential Commercial Mixed Industrial Public & Semi-public Public Utilities Transportation Defense Area / Military Zone Agriculture Water Sheet Forest Area Green Buffer/ NDZ/ Greenscape Hazard Prone Area		

Scale - 1:12,000

2. Under Chapter-7 Traffic & Transportation, following section 7.2.9 *TRANSIT ORIENTED DEVELOPMENT (TOD)* shall be inserted after 7.2.8 Circulation Pattern:

**7.2.9: TRANSIT ORIENTED DEVELOPMENT (TOD)**

In order to promote compact, walkable, and sustainable urban development along the future mass transit alignment, the Transit-Oriented Development (TOD) Land Use Plan for New Shillong Transit Corridor with a designated 100-meter-high-intensity buffer zone on both sides of the corridor.

In order to promote a first-rate public transport system and direct future development in a way that is inclusive, effective, and ecologically sensitive, the plan aims to combine land use, transportation, and urban form.

The TOD Plan will be a key instrument in achieving the goal of a liveable, resilient, and economically active New Shillong by coordinating urban development with transit investments.

**7.2.9.1 Identified Corridors**

Table 7.22- Identified TOD corridors in the planning area

S.No.	Corridor	Length (in km)
1	Ishywet Jr. To Rangksaw Jn.	11.3
2	Mawdiangdiang to Mawlong	6.7
3	Mawlong - Saisiej - Knowledge City	13.8
4	Mawlong to Dwar Ksuid	17.1
5	Rangksaw Jn. To Diengpasoh	7.7

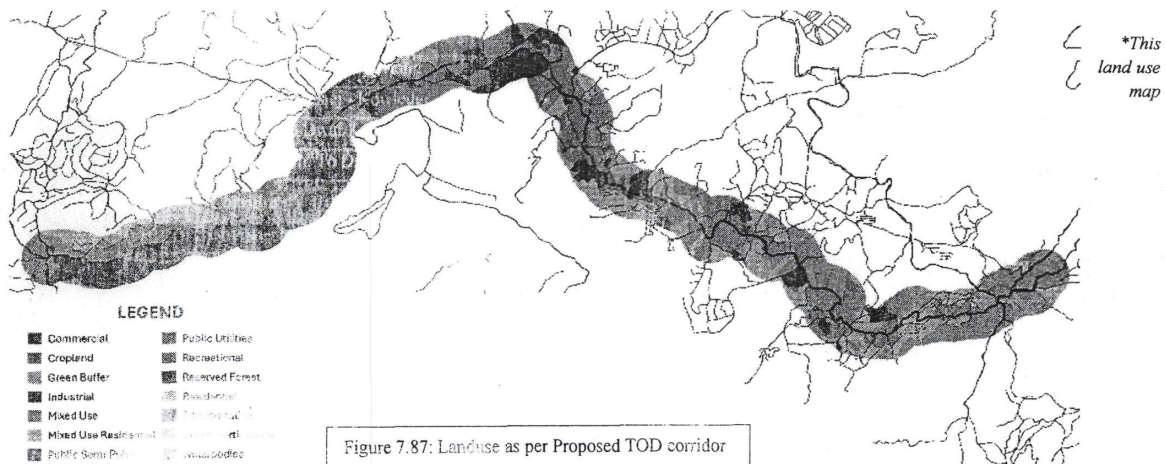


Figure 7.87: Landuse as per Proposed TOD corridor

supersedes the earlier proposed land use map.

The land use plan within the TOD Influence Zone promotes **mixed-use development** to support walkability and transit use. This zoning supports sustainable mobility, reduces vehicle dependency, and integrates land use with transit infrastructure.

### 7.2.9.2 High Intensity Corridor

In order to encourage compact, sustainable, and transit-friendly urban growth, a 12 kilometer high-density buffer distance of 100 meters has been established on both sides of MDR 32. Within a 5-minute walking distance from the corridor, the 100-meter buffer enables a clearly defined TOD Influence Zone (TOD-IZ), which guarantees efficient walkability, equitable land development, and multimodal integration.

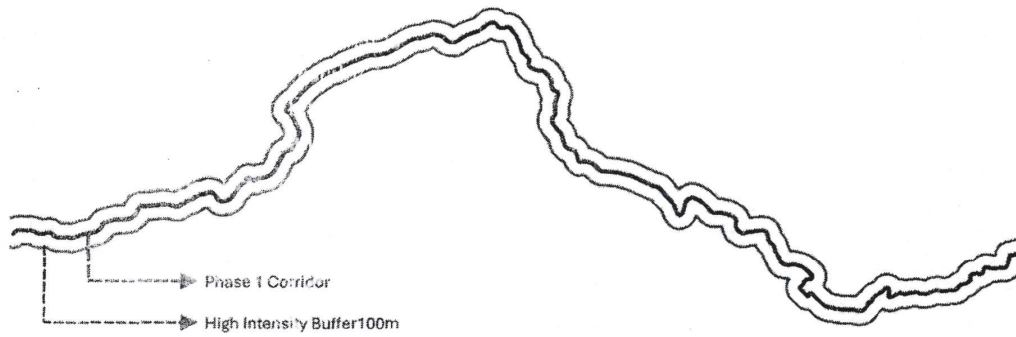


Figure 7.88: Map of Phase 1 Corridor & High-Density Buffer

### 7.2.9.3 TOD Nodes

One of the most important steps in creating compact, effective, and sustainable urban growth patterns around public transportation infrastructure is the selection of Transit-Oriented Development (TOD) nodes. Within walking distance of significant transit stations or corridors, TOD nodes act as hubs where increased density, a variety of land uses, and improved mobility alternatives come together. A number of criteria, including land availability, development pressure, transit accessibility, current and anticipated ridership potential, and proximity to institutional, commercial, or employment clusters, are taken into consideration when strategically identifying these nodes.

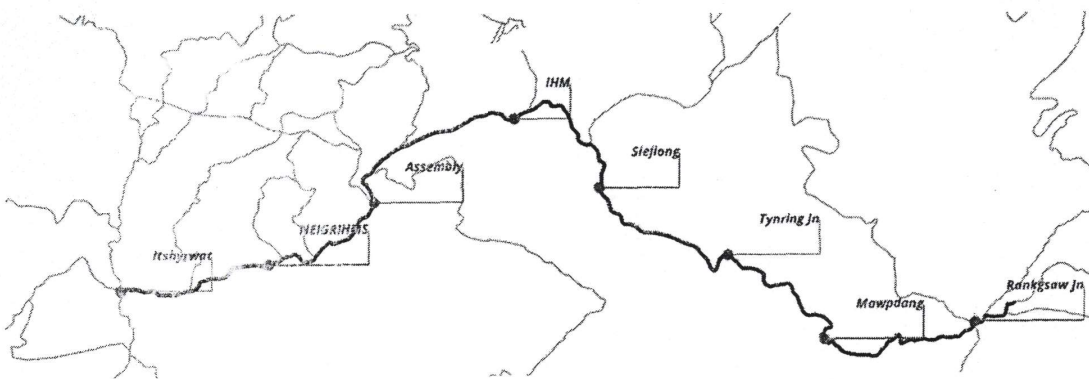


Figure 7.89: Map of Identified TOD Nodes in Corridor 1

7.2.9.4 TOD Influence Zone

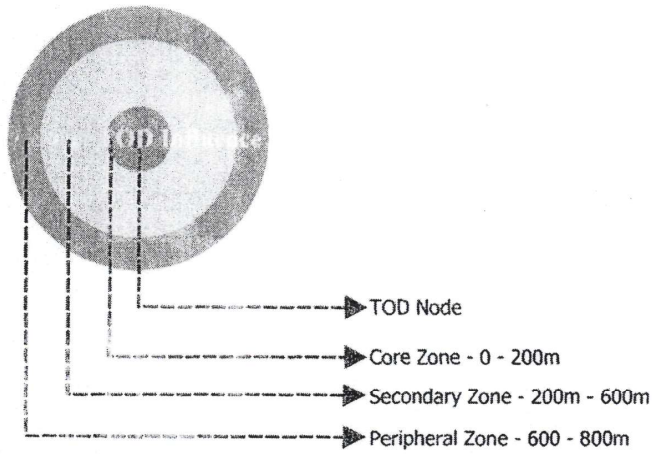


Figure 7.90. TOD Influence Zone

The identification of TOD (Transit-Oriented Development) node influence areas is essential for creating a structured, accessible, and cohesive urban environment surrounding transit hubs. The influence area is usually separated into three concentric zones for TOD planning purposes according to walkability, development intensity, and functional integration. In order to maximize transit usage and urban vibrancy, the Core Zone 0 - 200 meters the immediate catchment of the transit node is where the highest density, mixed-use construction, and pedestrian priority are encouraged. While preserving excellent

pedestrian access to the center, the Secondary Zone 200 - 600 meters serves as a transitional layer for institutional institutions, community services, and development with a moderate density. Last but not least, the 600 - 800 m Peripheral Zone serves as a lower-intensity supporting urban fabric that integrates residential areas and green spaces while guaranteeing last-mile connectivity via feeder and NMT networks.

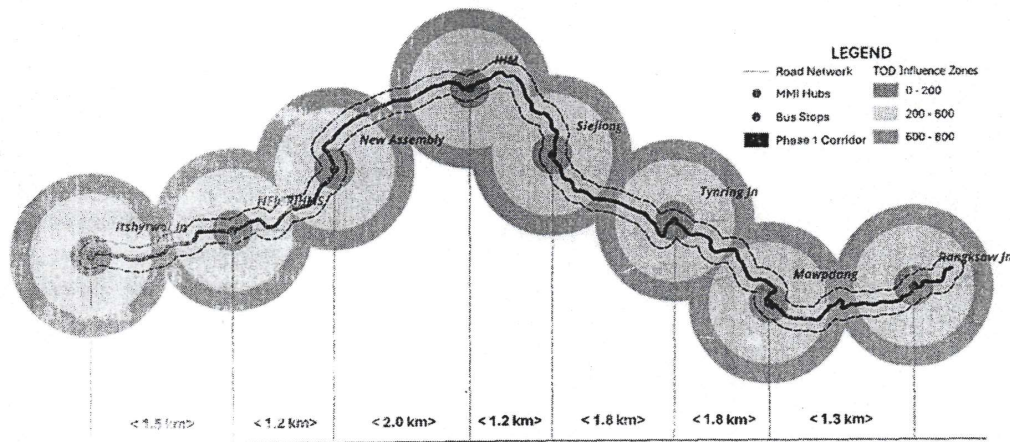


Figure 7.91. TOD Corridor 1 Influence Zone

**7.2.9.5 Land Use Plan of TOD Influence Zone**

Within a designated buffer area, generally up to 500 meters from key transit corridors or stations, the Land Use Plan for the TOD Influence Zone offers a strategic framework for forming compact, walkable, and transit-supportive urban expansion. Promoting mixed-use development which combines residential, commercial, institutional, recreational, and public/semi-public functions within a single, coherent urban fabric is a key component of this plan. By placing residences, workplaces, services, and facilities within walking distance of one another, this mixed-use strategy not only promotes high accessibility and transit usage but also improves land use efficiency and urban liveliness.

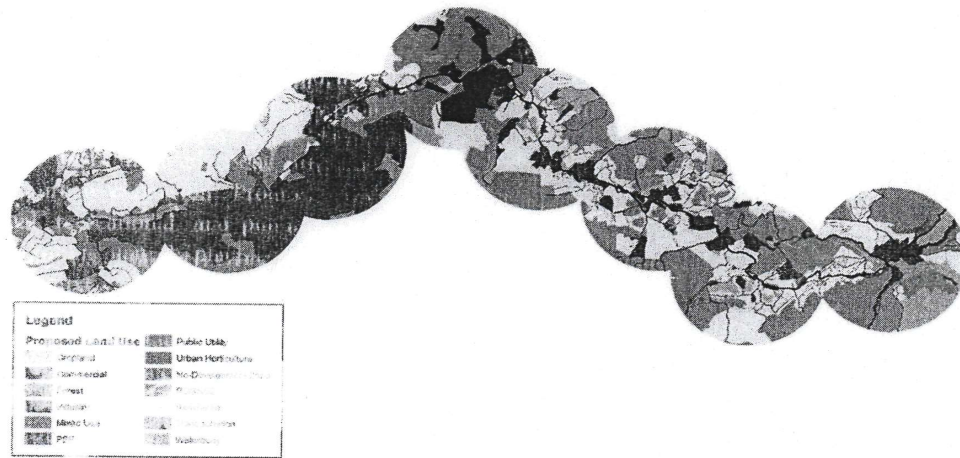


Figure 7.92. Proposed Land Use Map of Corridor 1 as per Masterplan 2041

The strategy enhances the economic feasibility of transportation infrastructure, promotes inclusive and resilient neighborhoods, and lessens reliance on private vehicles by promoting vertical and horizontal land use integration. Densification and livability are balanced in the planned land use structure, which also makes sure that public areas, infrastructure, and zoning regulations all support the larger objectives of sustainable urban growth. The TOD Influence Zone's mixed-use and other land use allocations are explained in length in the section that follows, along with the reasoning behind them.



Figure 7.93: Proposed Land Use map of TOD Corridor 1

Land Use Plan of TOD Corridor as per Masterplan 2041, the TOD Phase one zone was having Residential Area predominant in the identified 14.9 sq.km. area with a total area of 4.58 sq.km. followed by Mixed use with an area of 2.52 sq.km. with consideration of Vacant/Residential/Commercial and agricultural land which are nearer to the Core zone of TOD nodes has been changed to Mixed use and it has a total area of 4.95 sq.km. area in the Land Use Plan of TOD Phase 1. Also, the Areas which are predominantly with Residential areas also converted to Mixed land use which has an area of 2.2 sq.km. Forest Land, Waterbodies, Green Buffer Areas, Transportation areas and Public/Semi-Public areas remains unchanged. Croplands in the Peripheral Areas of Influence zone has been retained as it can be taken as Urban Agriculture practice zone.

Table 7.23-Land use Matrix of TOD Zone

PLU Master Plan 41	Area (Ha)	PLU TOD 1	Area (Ha)
Cropland	65.30	Cropland	35.81
Commercial	80.81	Commercial	11.01
Forest	44.28	Reserve Forest	44.28
Industrial	4.77	Industrial	4.77
Mixed Use	252.31	Mixed Use	494.44
Urban Agriculture	29.59	Public/Semi-Public	242.79
Public/Semi-Public	235.33	Public Utilities	12.23
Public Utility	12.32	Urban Horticulture	71.85
Urban Horticulture	111.82	Residential	175.04
Residential	458.23	Transportation	81.78
RGBNDZ	101.16	Waterbodies	7.22
Transportation	81.78	Recreational	14.03
Unclassified	4.66	Mixed Use Residential	219.54
Waterbodies	7.22	Green Buffer	74.80
<b>Total</b>	<b>1489.59</b>	<b>Total</b>	<b>1489.59</b>

**3. Under the Chapter 15-Zoning Regulations, in Section 15.5.8.2 "Uses that are Permitted under Special Circumstances by the Authority", after the first paragraph, to insert the following:**

**In case of development around TRANSIT ORIENTED CORRIDOR (TOD)**

The maximum permissible FAR and associated development parameters in TOD zones will be in accordance with the Meghalaya Building Bye Laws.

**Table 15.6: TOD Scheme Permissible Mix**

Plots with the same or different land uses (typically large schemes with vacant land) or different use premises (typically brown field sites where gross land uses have been split into smaller plots of different use premises according to an approved layout plan) can make up TOD schemes.

Land Use / Use Premise (as per Master Plan/Zonal Plan/TP Scheme)	Minimum FAR for Residential Use	Minimum FAR for Commercial Use	Minimum FAR for PSP/Utilities Use	Minimum FAR for Other Uses
Residential	50%	20%	20%	Other uses upto 10%
Commercial	30%	50%	10%	Other uses upto 10%
Industrial	20%	10%	10%	Remaining 60% for Industrial Use
Government	30%	10%	10%	Remaining 50% for Government Use
Transportation/Node	20%	10%	20%	Remaining 50% for any use after meeting transport needs
Mixed Use	30%	20%	10%	Remaining 50% for any use
Public/Semi-Public (PSP) – Only housing area & neighbourhood-level PSP plots allowed	-	-	100% (PSP only)	Not applicable

4. Under the Chapter 15-Zoning Regulations, Point 15.5.5 "M1 and M2 (Residential and PSP) activities are allowed in all the zones, whereas M3 (Commercial and PSP) is limited to Zone 3." shall be replaced by "M1 (Residential and Commercial), M2 (Residential and PSP) and M3 (Commercial and PSP) activities are allowed in all the zones".



The 21<sup>st</sup> October, 2025.

**No.UAU.73/2016/Pt.III(A)/70.** - In exercise of the powers provided under Section 74 of the Meghalaya Town and Country Planning Act, 1973 as amended (Assam Town Planning Act, 1959) and in line with **Special Assistance to States for Capital Investment (SASCI), DEREGULATION GUIDELINES and Online Building Permission System (OBPS) Compliance**, the Government of Meghalaya is pleased to amend the Meghalaya Building Bye-Law, 2021 (as amended) and notify as follows, namely, -

**1. Short title and commencement** — (1) These Bye-laws may be called the **Meghalaya Building (Third Amendment) Bye-laws, 2025.**

(2) It shall come into force from the date of notification in the official Gazette.

**2. Amendment of Bye-Law B10.** – (1) In **Bye-Law B10**, the existing clause (i) and (ii) shall be deleted and shall be substituted as follows, namely, -

“(i) No Septic tank / ETP/**STP** shall be located under a building / room, unless the floor height is more than 1.20 meters.

(ii) Location of Septic tank/ETP/**STP** is permitted beneath a parking space, residual floor and setback area provided the minimum setback of a septic tank, soak pit from a plot boundary shall be 1.0m

However, wherever there is a water body adjacent to the plot, the setback of the Septic tank/ETP/**STP** shall be 6m or half the depth of the plot, whichever is higher. In case of a sloping site, the setback of the Septic tank/ETP/**STP** with respect to the floor other than the ground floor adjacent to the water body shall be 6m or 3/4<sup>th</sup> the depth of that floor, whichever is higher, as per Meghalaya Waterbodies (Conservation & Protection) Guidelines 2023 or as amended.”

**3. AMENDMENT of SL. 12 of Bye-law D2, TABLE D-2 (As Amended)**

In the Bye-law D2, TABLE D-2, Sl. No. 12, Industrial (Standalone and Flatted Factories) Plot area  $\geq 3000$  Sq.m. the existing figure “75” in column 4 shall be substituted by the word “**NIL**” and the existing sub clause (b) of Note i. shall be deleted and substituted as shown below:

“(b) Parking norms for industries are as per existing Bye-laws. Further, 50 % of the setbacks as per clause (5) of amended Bye-Law **D3** shall be allowed for open parking.”

**4. Amendment of Bye-Law D2.1.** Table D-3: - (1) In the existing Bye-Law **D2.1. Table D-3**, plot size “less than 2000” shall be replaced by “1000–2000” and in column 7, Rear setback of “1.80 m” shall be replaced by “1.5 m”. A new “Note 5” shall be added after Note 4 and Note 4, sub clause (i) shall be deleted and substituted as follows:

Note 4 (i) *In case reduced setback proposal is received from an applicant, such proposal may be considered only when “(i) the plot size is in between 2001 Sq.ft. and 5000 Sq.ft. with average plot width  $\geq 10$  m, the reduced setback applicable in such case shall not be less than 1.35 m measured from the building line. Projections as per Table B-1 will not be applicable in case of reduced setback proposal on that side or portion thereof. Further the reduced setback is not applicable to High Rise Buildings, Special Building and Special Projects.”*

Note 5: - *For plots less than 1000 Sq.ft., the setbacks, FAR, Number of floors & Height shall be as per Table I (b) of the **Bye-Law I (d)** (as amended).”*

5. **Amendment of Bye-Law D3.** – (1) In the existing Bye-Law **D3** (as amended), clause (3) shall be deleted and clause (1) shall be replaced as follows:

“(1) For plots between 2001 Sq.ft. and 35000 Sq.ft., Fire tenders shall have access to at least one-third of the perimeter of building which shall be minimum 4.5m wide with 4.5m turning radius and the remaining two-third of the perimeter of the building shall have a minimum of 2.50 m setback with front setback not less than as stipulated in Table-D3 (or as amended). Projections (closed or open) of maximum 0.75 m and 0.60 m measured from the building line from a height above 5.50 m from the ground level may be permitted towards the side setback of 4.50 m and 2.50 m respectively.”

(2) In the existing Bye-Law **D3** (as amended), clause (5) shall be deleted and shall be substituted as follows:

**“(5) PARKING PROVISIONS**

50 % of the setbacks (front, sides & rear) shall be allowed for provision of open parking, however the same shall be arranged in such a way that the movement of fire tenders or people are not hindered during emergency. These open parking space may be integrated with soft cover by paving, ground water recharge, etc.”

(3) In the existing Bye-Law **D3** (as amended) sub-Clause a) & b) of Clause (6) shall be deleted and shall be replaced as follows:

**“(6) EXISTING AND UNDER CONSTRUCTION BUILDINGS**

For buildings (existing or under construction) granted permission under the previous bye-laws, the following conditions shall be mandatorily complied with: -

- (a) For the proposed extension:
- (i) The setbacks, number of floors, building height conditions and exemptions of these bye-laws (or as amended) shall apply to such proposed portion only subject to structural feasibility and clearance;
  - (ii) Plot coverage shall be as per provisions of these bye-laws (or as amended);
  - (iii) FAR shall be limited to 2 only with FAR exemptions as per provisions of these bye-laws (or as amended) subject to structural feasibility and clearance;
  - (iv) Lift to be provided as per provisions of these bye-laws;
  - (v) Emergency/secondary staircase to be provided as per provisions of these bye-laws;
  - (vi) Parking space requirements as per provisions of these bye-laws (or as amended);
- (b) For alteration, change of use, etc. only (vi) of (a) above shall be applicable.”

(4) In the existing Bye-Law **D3** (as amended), clause (7) SETBACKS FOR SPECIAL BUILDINGS/PROJECTS shall be deleted.

(5) In the existing Bye-Law **D3** (as amended) sub-Clause a) & b) of Clause (8) along with the word “OR, the following Setbacks may be adopted as under in lieu of setbacks prescribed in these bye-laws or Table D – 4” shall be deleted and Clause (8) shall be substituted as follows:

**“(8) SETBACKS FOR HIGH RISE / SPECIAL BUILDINGS/SPECIAL PROJECTS:**

The following minimum setbacks as prescribed in Table below shall be provided for buildings other than those in Central Business Districts (CBD) and Transit Oriented Development Corridor (TOD) with height beyond 27 meters:

**Table D - 4**

Building height	Front Setback	Sides and Rear Setback
> 27 – 36 m	7.50 m	6.00 m
> 36 – 42 m	9.00 m	7.50 m

6. **Amendment of Bye-Law D10.** – (1) The existing new Bye-Law **D10** along with the Note shall be deleted and a new Clause (9) in Bye-Law **D3** shall be added after Clause (8) and existing Clause 9 and 10 shall be renamed as Clause 10 and 11 respectively as follows:

**“(9) Central Business Districts and Transit Oriented Development Corridors**

- a) Central Business Districts and Transit Oriented Development Corridors may be notified by the Government.
- b) Commercial and Mixed-use buildings in this zone shall have the following regulations.

**REGULATIONS FOR CENTRAL BUSINESS DISTRICTS AND TRANSIT ORIENTED DEVELOPMENT CORRIDORS****Table D - 5**

Plot size (Sq.ft.)	Max Permissible FAR	Max Ground Coverage	Max number of floors	Max building height	Min Front Setback	Min Sides and Rear Setback
20,001-50,000	4.5	NIL	10	>27 – 36 m	7.50 m	6.00 m
50,001-80,000	4.5+2.5*	NIL	12	>36 – 42 m	9.00 m	7.50 m
> 80,000	4.5+2.5*	NIL	12	>36 – 42 m	9.00 m	9.00 m

**NOTE:**

\* Maximum FAR of 2.5 out of 7 shall be the Premium FAR to be payable to the concerned authorities either through purchase of Transferable Development Right (TDR) or through rate fixed by the authority from time to time.”

7. **Amendment of Bye-Law I (a)** of Meghalaya Building (Amendment) Bye-laws, 2024.

In **TABLE I (a)**, in Column 7, Sl. No. 1, the word “Rear = 1.5 m” shall be substituted by the word “Rear=1.0 m” and in Sl. No. 2, the word “Rear=1.8 m” shall be substituted by the word “Rear=1.2 m”

8. **Amendment of Bye-Law I (d)** of Meghalaya Building (Amendment) Bye-laws, 2024.

In **Bye-law I (d)**, **Special provision for Small Residential plot**, new words “Commercial, Industrial, Storage & Mixed-use” shall be inserted after the word “Residential” and in Table-I (b), Column 4, Sl. No. 1, 2 and 3, the number 50% shall be substituted by the word “Nil”. The new **Bye-Law I (d)** and **TABLE I (b)** shall be read as follows:

**“I (d), Special provision for Small Residential, Commercial, Industrial, Storage & Mixed-use plot”**

**TABLE - I (b)**

Sl. No.	Plot area	Maximum permissible F.A.R.	Maximum permissible Plot Coverage	Maximum number of permissible floors	Maximum Building Height in meters	Minimum setbacks
1	Up to 500 Sq.ft	1.0	NIL	G+1 (2 storey)	7/9 (for Industrial)	Front=1.8 m, Rear = 0.75 m Sides = 0.75 m
2	501 Sq.ft. to 750 Sq.ft.	1.5	NIL	G+2 (3 storey)	10	Front=2.1 m, Rear = 1.0 m Sides = 1.0 m
3	751 Sq.ft. to 1000 Sq.ft.	2	NIL	G+3 (4 storey)	14	Front=2.5 m, Rear = 1.0 m Sides = 1.0 m

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