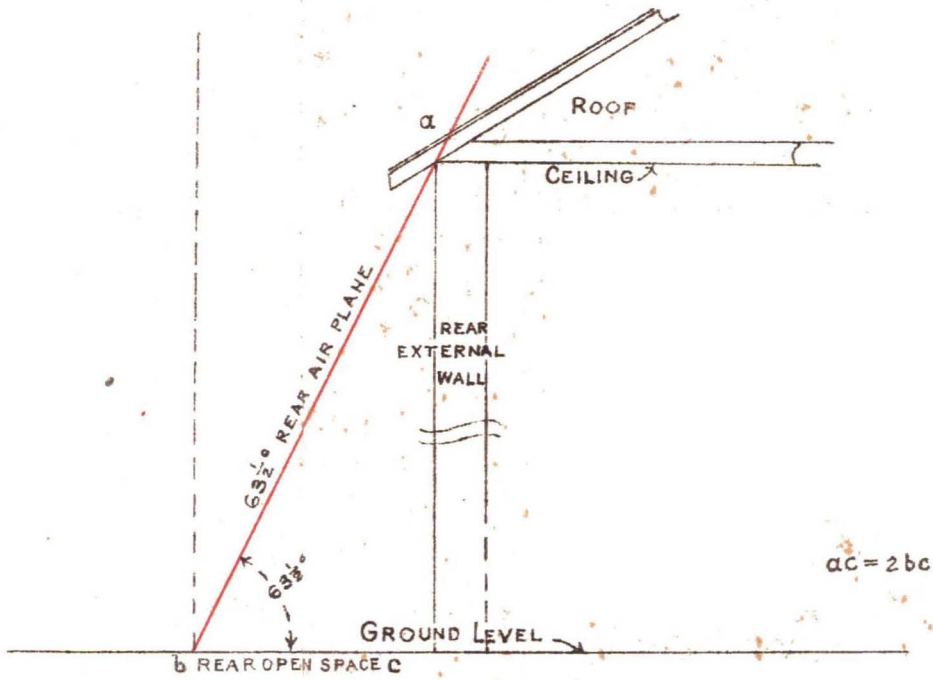


DIAGRAM N^o I

SHEWING THE 63½° REAR AIR PLANE



NOTE:- THE AIR PLANE RULE REQUIRES THAT THERE SHALL BE NO ERECTION ENCRONCHING ON THE AIR SPACE ABOVE THE AIR PLANE TO THE RIGHT OF THE VERTICAL DOTTED LINE.

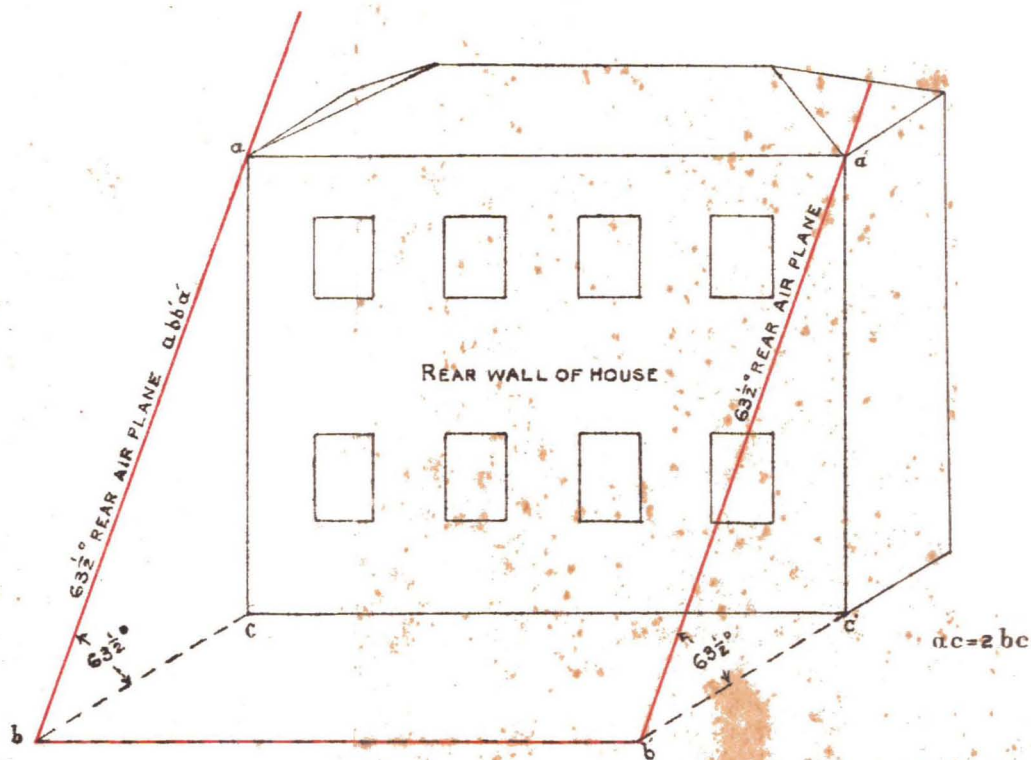
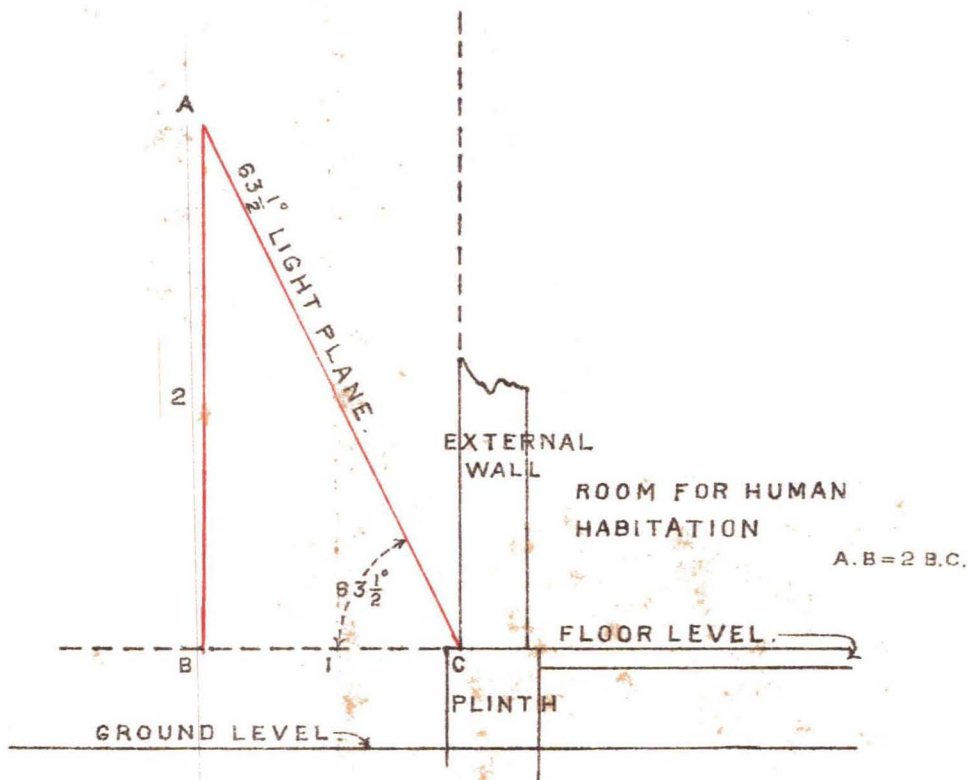
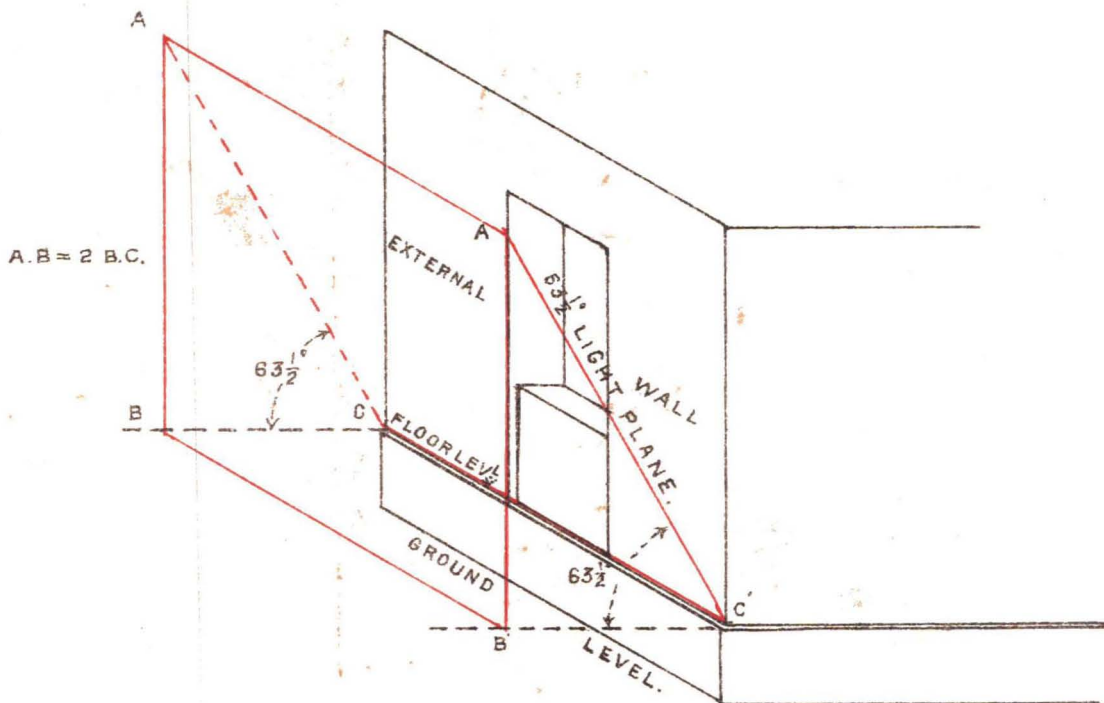


DIAGRAM N^o. II

SHEWING THE $63\frac{1}{2}^{\circ}$ REAR LIGHT PLANE



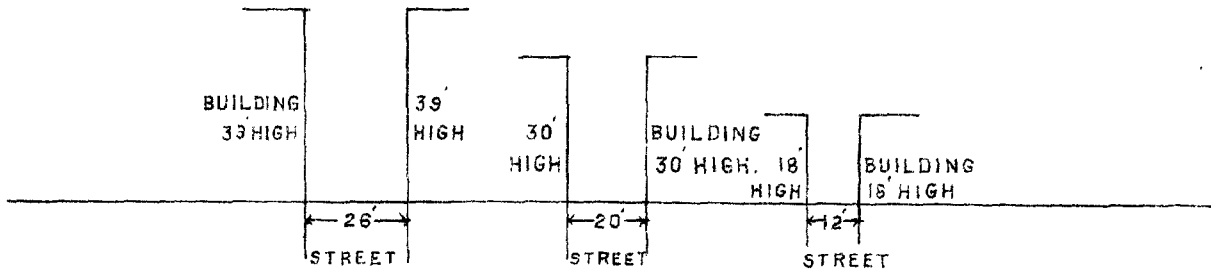
NOTE :- THE LIGHT PLANE RULE REQUIRES THAT THERE SHALL BE NO ERECTION ENCRDACHING ON THE AIR SPACE VERTICALLY ABOVE THE LIGHT PLANE TO THE LEFT OF THE VERTICAL DOTTED LINE.



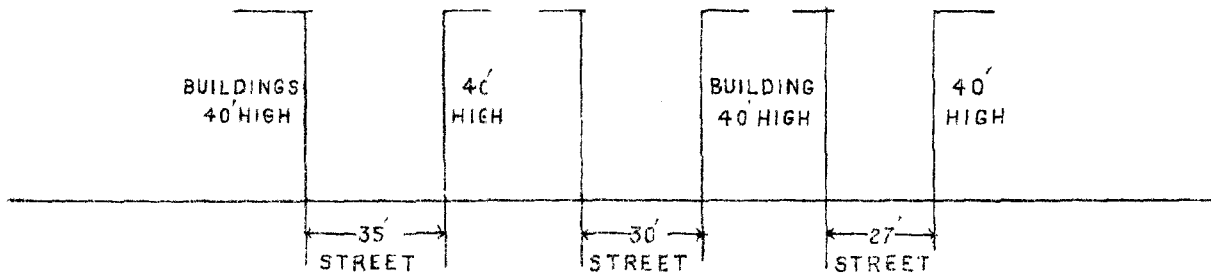
THE LIGHT PLANE EXTENDS AD INFINITUM FROM C C' UPWARDS BETWEEN CA & C'A'

DIAGRAM N^o III

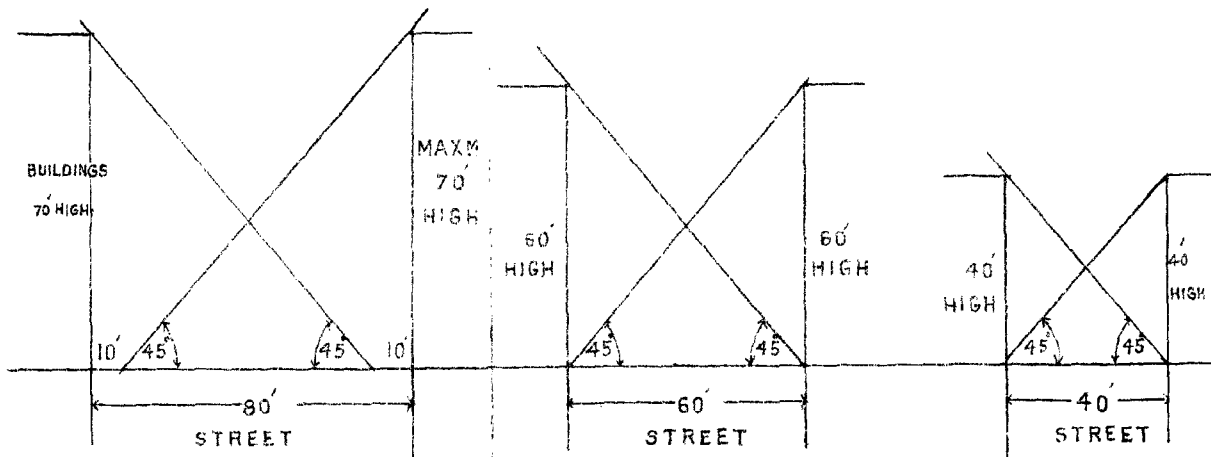
SHewing MAXM HEIGHTS OF BUILDINGS
ON STREETS OF VARIOUS WIDTHS UNDER
B.C.M. ACT SECTION 349 (VIDE PARA 9)



(i) STREETS 26' OR LESS IN WIDTH. MAXM FRONT HEIGHT OF HOUSE
= $\frac{1}{2}$ TIMES WIDTH OF ROAD.



(ii) STREETS UNDER 40' BUT OVER 26' WIDE. MAXM FRONT HEIGHT OF
HOUSES = 40 FEET.



(iii) STREETS 40' OR MORE IN WIDTH. MAXM FRONT HEIGHT OF HOUSES
= WIDTH OF STREET SUBJECT TO
A MAXIMUM OF 70'.

DIAGRAM Nº IV

SHewing THE EFFECT OF PROVISo TO B.C.M.ACT SECTION 349(B)

IN ALLOWING INCREASE IN HEIGHT OF BUILDINGS UP TO

70' BY SUCCESSIVE SET BACKS TOWARDS THE REAR.

VIDE §. 13

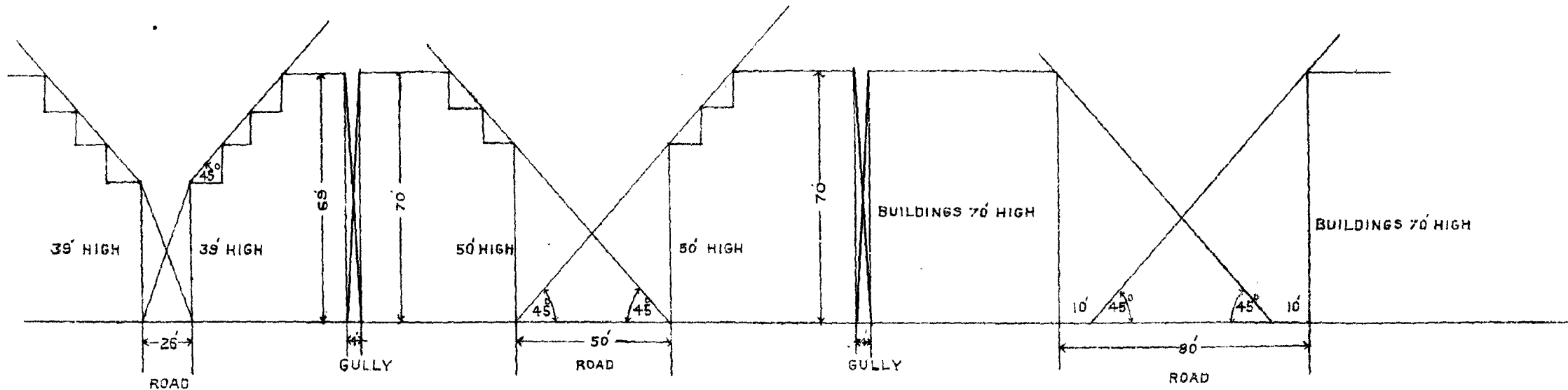


DIAGRAM N^o V

SHEWING EFFECT OF $63\frac{1}{2}^{\circ}$ RULE IN REGULATING EXTENT OF REAR OPEN SPACE BETWEEN HOUSES OF VARIOUS HEIGHTS

N.B. RED LINES INDICATE REAR AIR PLANES (V. § 15/-)

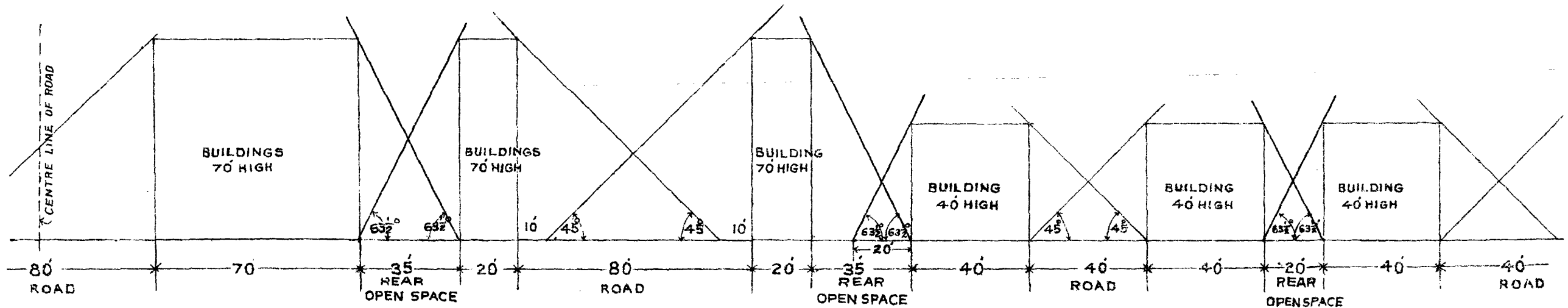


DIAGRAM N^o VI
SHEWING MIN^m REAR OPEN SPACE BETWEEN
BUILDINGS 35' HIGH PRESCRIBED UNDER
DIFFERENT RULES (VIDE S. 16)

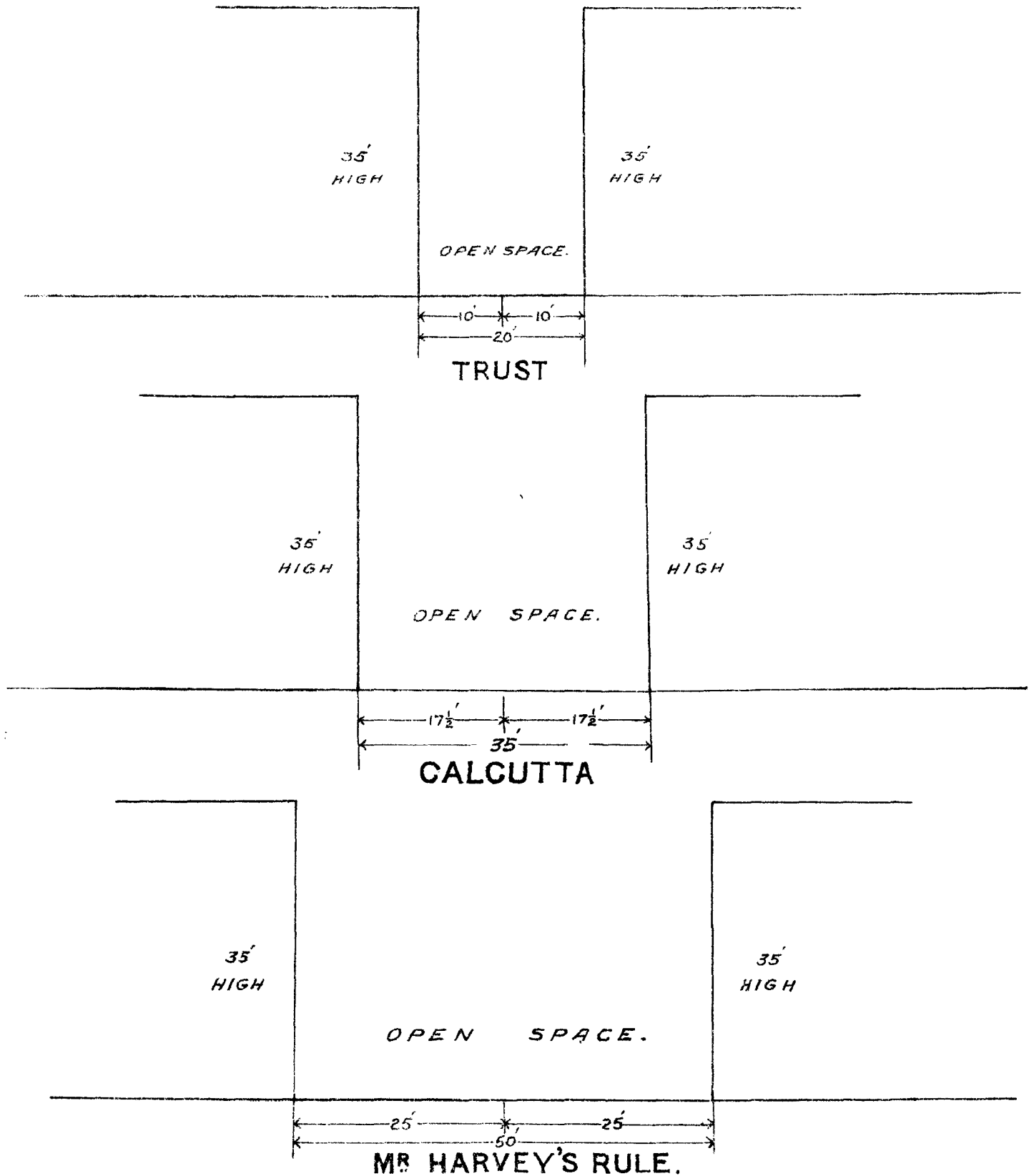
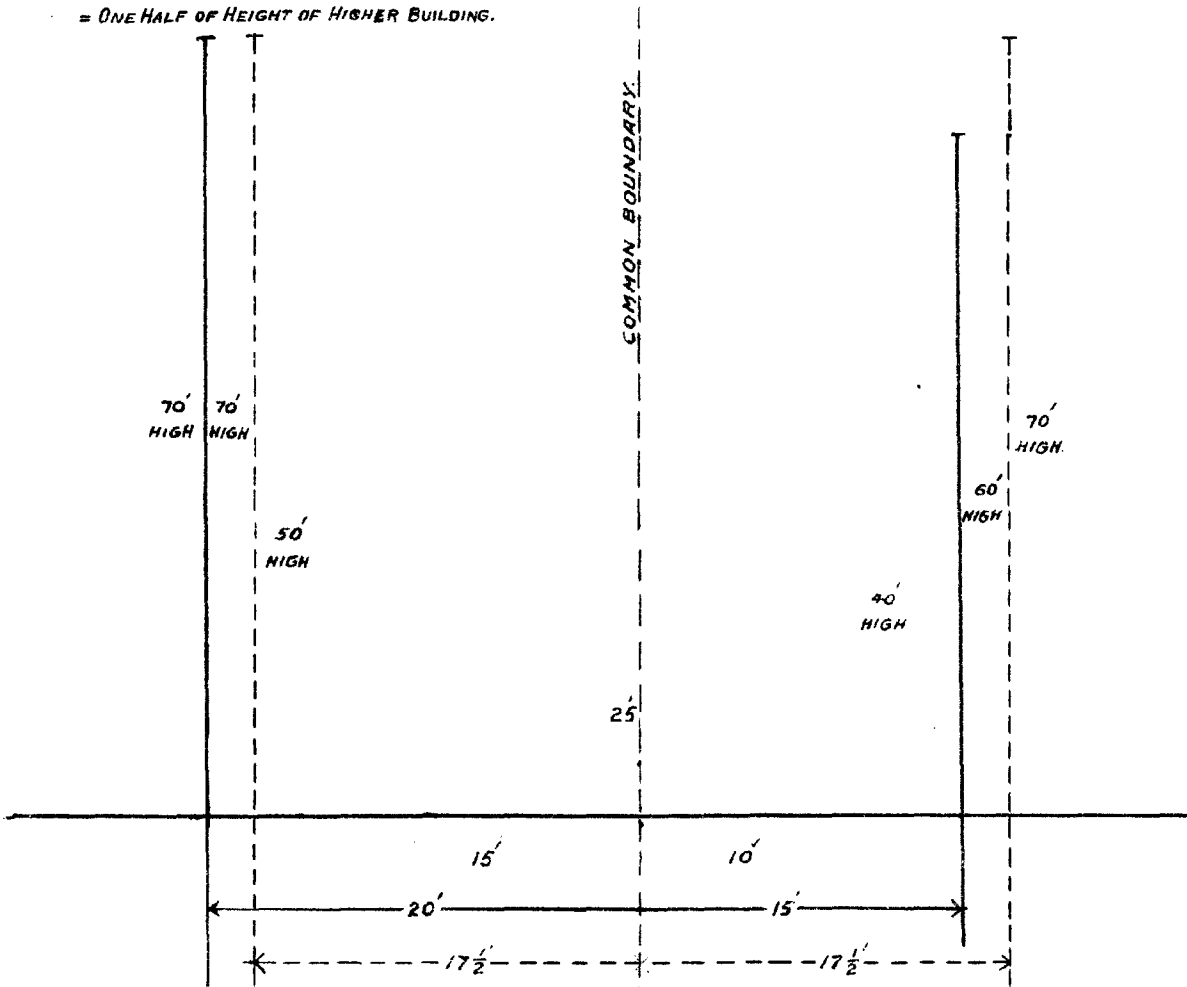


DIAGRAM N^o VII

TO ILLUSTRATE THE RULE THAT "BUILDINGS ON EITHER SIDE OF A COMMON REAR BOUNDARY SHALL ON RECONSTRUCTION BE SET BACK SO THAT THE OPEN SPACE BETWEEN THE LOWER BUILDING AND THE COMMON BOUNDARY SHALL BE $\frac{1}{4}$ AS BROAD AS THE LOWER BUILDING IS HIGH AND THE OPEN SPACE BETWEEN THE TWO BUILDINGS SHALL BE HALF AS BROAD AS THE HIGHER BUILDING IS HIGH. (VIDE PARA 18)

HIGHER BUILDING AT DISTANCE
FROM LOWER BUILDING
(ULTIMATE POSITION)
= ONE HALF OF HEIGHT OF HIGHER BUILDING.

LOWER BUILDING AT DISTANCE.
FROM COMMON BOUNDARY.
= ONE FOURTH OF ITS HEIGHT.



NOTE. WHEN THE TWO BUILDINGS ARE OF EQUAL HEIGHT EACH WILL BE SET BACK FROM COMMON BOUNDARY TO A DISTANCE = $\frac{1}{2}$ THAT HEIGHT E. G., TWO 10' HOUSES WILL EACH BE SET BACK $17\frac{1}{2}$ ' FROM COMMON BOUNDARY.

3 CASES SHOWN - 1: WHATEVER POSITION THE YELLOW PAIR ORIGINALLY WERE, THEIR FINAL POSITION IS SHOWN IN DIAGRAM: SIMILARLY WITH RED & BLACK PAIRS.

DIAGRAM No. VIII

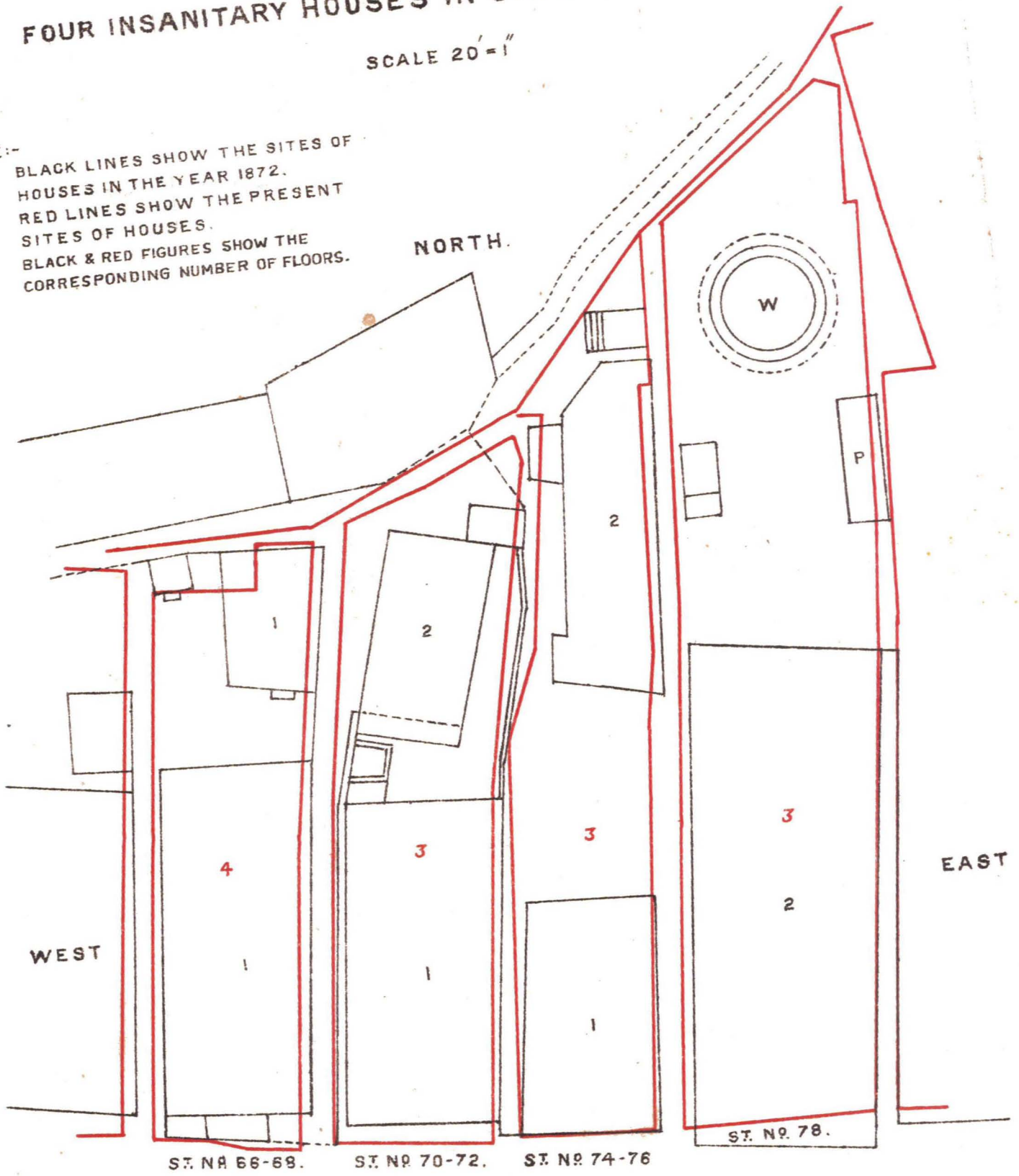
FOUR INSANITARY HOUSES IN UMARKHADI DISTRICT

SCALE 20' = 1"

NOTE:-

BLACK LINES SHOW THE SITES OF HOUSES IN THE YEAR 1872.
RED LINES SHOW THE PRESENT SITES OF HOUSES.
BLACK & RED FIGURES SHOW THE CORRESPONDING NUMBER OF FLOORS.

NORTH.



EAST

WEST

ST. No. 66-68.

ST. No. 70-72.

ST. No. 74-76

ST. No. 78.

U M A R K H A D I R O A D

FOR DETAILED FLOOR PLANS OF EXISTING BUILDINGS.
VIDE DIAGRAM No. 9.

SOUTH.

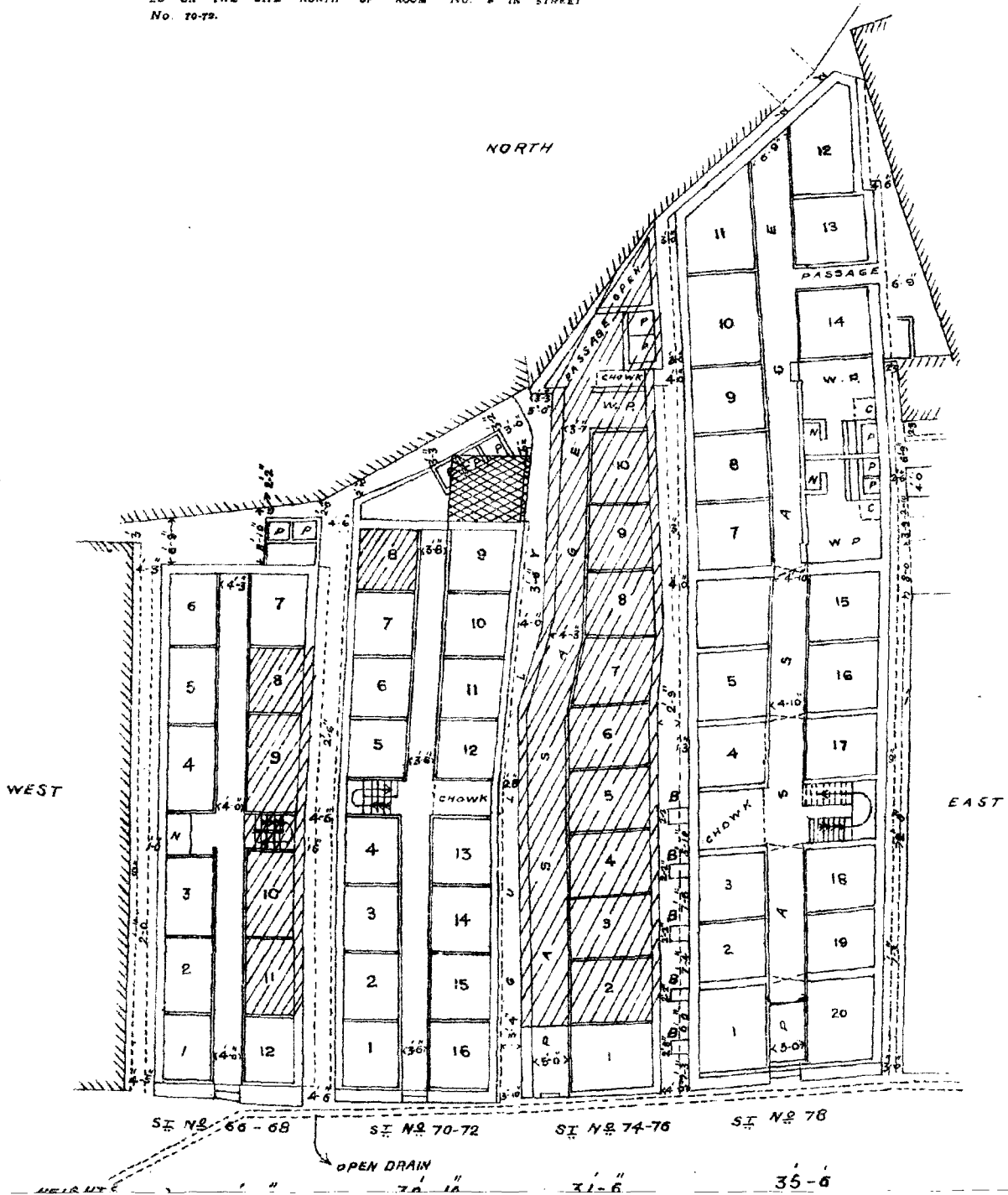
UMARKHADI SCHEME.

PLAN OF FLOORS.

SCALE 20 FEET TO AN INCH.

NOTE :-

HATCHED AREAS INDICATE PROPERTIES WHICH MUST BE ACQUIRED AND CLEARED OF BUILDINGS.
 CROSSHATCHED AREA INDICATES SITE AVAILABLE FOR EXTENSION OF EXISTING BUILDING.
 DOTTED LINES INDICATE PROJECTIONS OF EAVES.
 B INDICATE GROUND FLOOR BUTTRESS.
 AFTER HOUSE No. 74-76 IS REMOVED 17 EXTRA ROOMS CAN BE ADDED ON A NEW FLOOR ABOVE THE ADJACENT ROOM NOS. 2-11 IN STREET No. 76 AND 9 TO 15 IN STREET No. 70-72. FOUR ADDITIONAL ROOMS CAN BE CONSTRUCTED ON THE SITE NORTH OF ROOM No. 9 IN STREET No. 70-72.



Bombay Improvement Trust

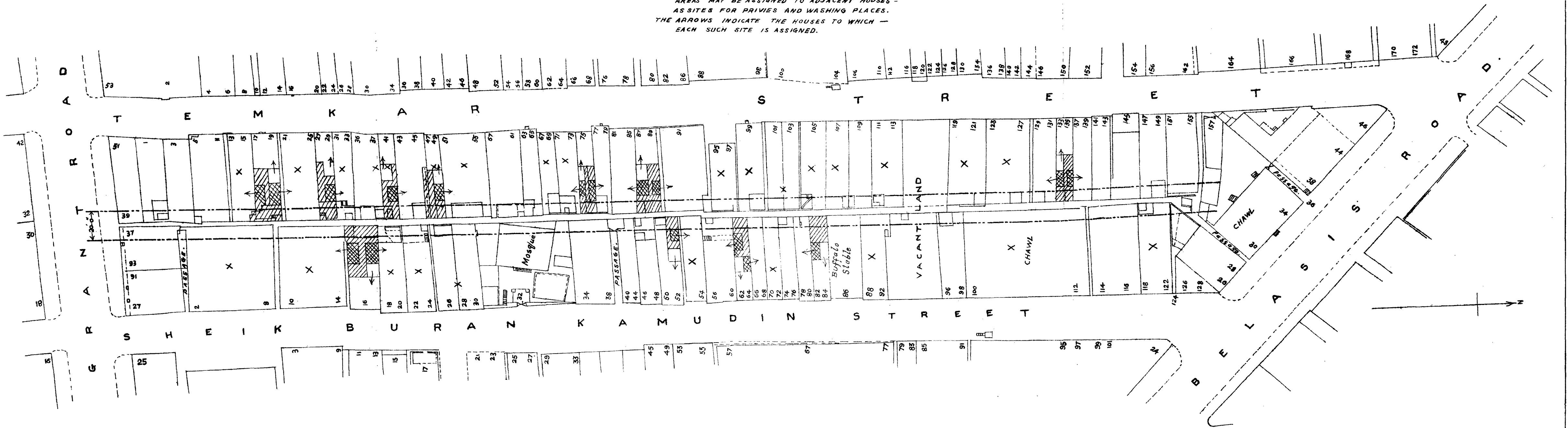
PORTION OF SECOND NAGPADA IMPROVEMENT SCHEME.

PLAN B REFERRED TO IN APPENDIX A § 16

SCALE 40 FEET TO AN INCH.

NOTE:-

CROSSES DENOTE SUBSTANTIAL HOUSES.
 CHAIN LINES INDICATE THE STRIP 20' BROAD TO BE
 CLEARED OF BUILDINGS.
 HATCHED AREAS ARE THOSE TO BE ACQUIRED AND
 CLEARED IN ORDER THAT THE CROSS HATCHED
 AREAS MAY BE ASSIGNED TO ADJACENT HOUSES -
 AS SITES FOR PRIVIES AND WASHING PLACES.
 THE ARROWS INDICATE THE HOUSES TO WHICH -
 EACH SUCH SITE IS ASSIGNED.



Notes on Street No. 251 of Samuel Street.

1. The house bearing Municipal Street No. 251 of Samuel Street is one of many houses occupying the whole depth (68' to 75') between Dongri Street and Samuel Street. Its history is set out here to illustrate how the evils resulting from the erection long ago of houses with very narrow gullies between them, have since been greatly intensified owing to the fact that the Municipality allow owners to build on their old plinths and add new storeys and do not require them to leave adequate side open spaces.

2. The diagram shows in section and first floor plan the house in question and its next door neighbours. The ground floors of all three are taken up by dark godowns, excellent breeding places for rats. The three houses will for short be termed No. 1, No. 2 and No. 3 here, No. 2 being street No. 251.

3. There was originally a 2' 2" gully between Nos. 1 and 2 and a 1' gully between Nos. 2 and 3 and conditions were bad enough, but not so bad as now, because the 3 houses were originally only 36' 3", 33' 7" and 12' 6" in height respectively, whereas now they are respectively 46' 9", 57' 7" and 43' high. Meanwhile the only change made in the gullies has been the increase of the width of the 1' gully to 2' at one end, 3' at the other and 5' in the middle.

4. No. 3 was a ground floor building until 1894, when it was reconstructed on the same plinth with ground and three upper floors reaching a height of 43' at the eaves, although the road in front of it was only 32' broad.

5. The next house to be altered was No. 1 which was demolished in 1905 and reconstructed on the same plinth with ground and three upper floors reaching to a height of 46' 9" at the eaves, although the street in front of it was only 30' broad.

6. No. 2 was at this time the lowest of the three houses; but in 1911 it was made the highest, being reconstructed from the plinth with ground and four upper storeys reaching a height of 57' 7" at the eaves in the middle section shown in diagram.

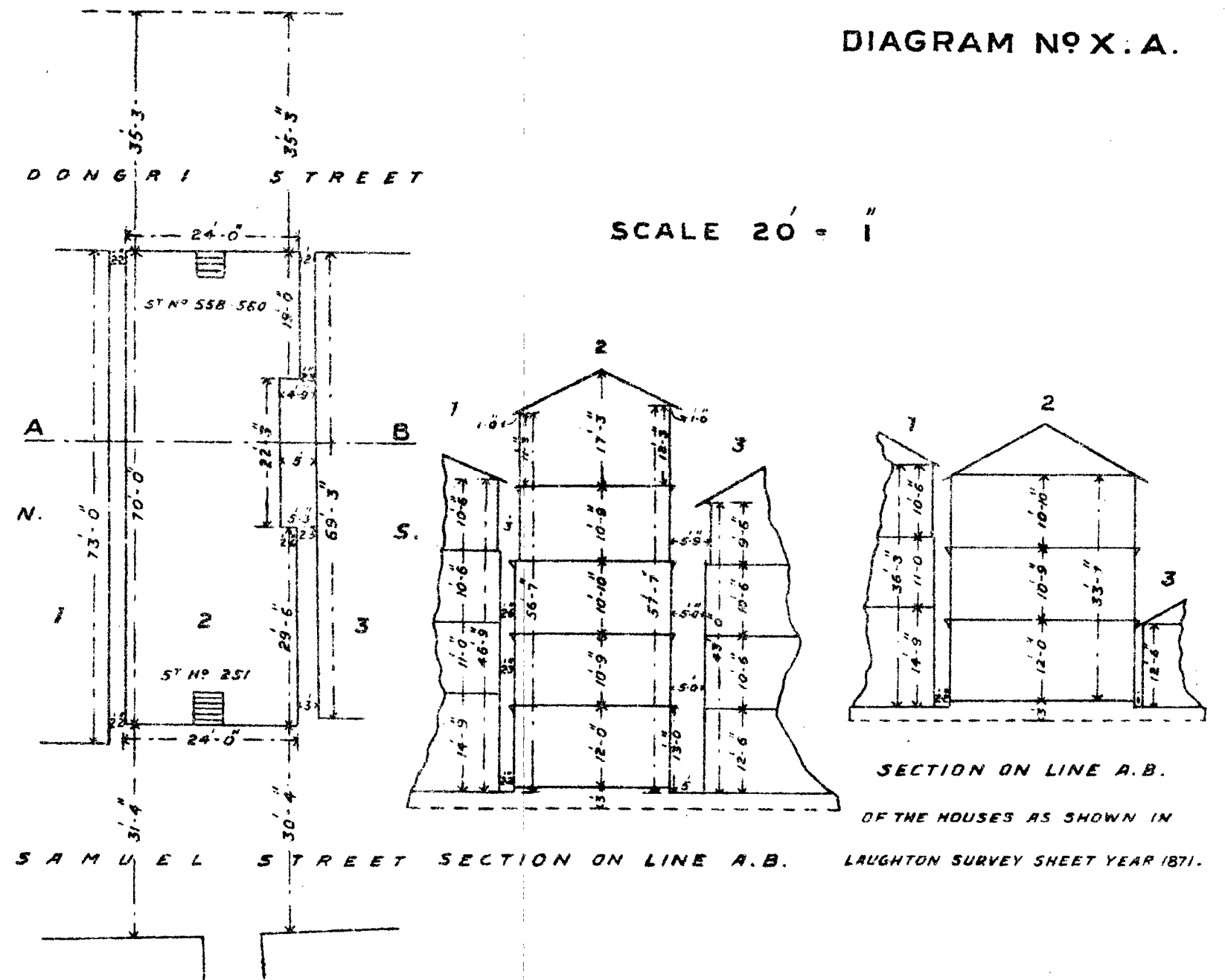
7. By this time the by-laws of 1910 were in force and as there were three interior rooms on each floor dependent for light and air on the side gully to the south, the owner was required to broaden the gully to 6' opposite those 3 rooms; he, however, represented that room No. 4 was a dressing-room not to be used for human habitation at night; he was therefore permitted to limit the broadening of the gully to the length in front of rooms Nos. 2 and 3, and he has actually constructed the gully with a breadth of 5' at ground level and 5' 9" at the highest point between houses. The gully is for most of its length under 3' in breadth; rubbish is thrown into it from the side windows, and it can never be properly kept clean. On the first and second floors, rooms Nos. 2, 3 and 4 are inadequately lighted and ventilated and, as a matter of fact, room No. 4 is used for human habitation at night.

8. House No. 3 has no rooms depending on the gully between Nos. 2 and 3 for light and air, so the owner will never be required to set back his side wall. Similarly the owner of No. 2 will not be required to set back his north wall; and consequently rooms Nos. 2, 3, 4 and 5 in house No. 1, all of which are let as one room tenements, must always be extremely ill-lighted and ventilated on at any rate the two middle floors.

9. If in future the owner of house No. 1 reconstructs his house, he can by slightly reducing its height to 44' avoid setting back his south wall by more than 2' in the middle. The Municipality will require the gully adjacent to rooms Nos. 2 to 5 to be broadened to 4'; this breadth is proportionate to the height of No. 1, not to that of the much higher house No. 2, which obstructs the lighting and ventilation of the rooms in No. 1.

10. There are hundreds of similar cases all over the congested area of Bombay, and it is therefore not surprising to find that in several sections of that area the density of population exceeds 400 per acre and reaches as much as 638 per acre in spite of the demolition of many houses in Improvement Trust Schemes.

DIAGRAM NO X. A.



SCALE 20 FEET TO AN INCH.

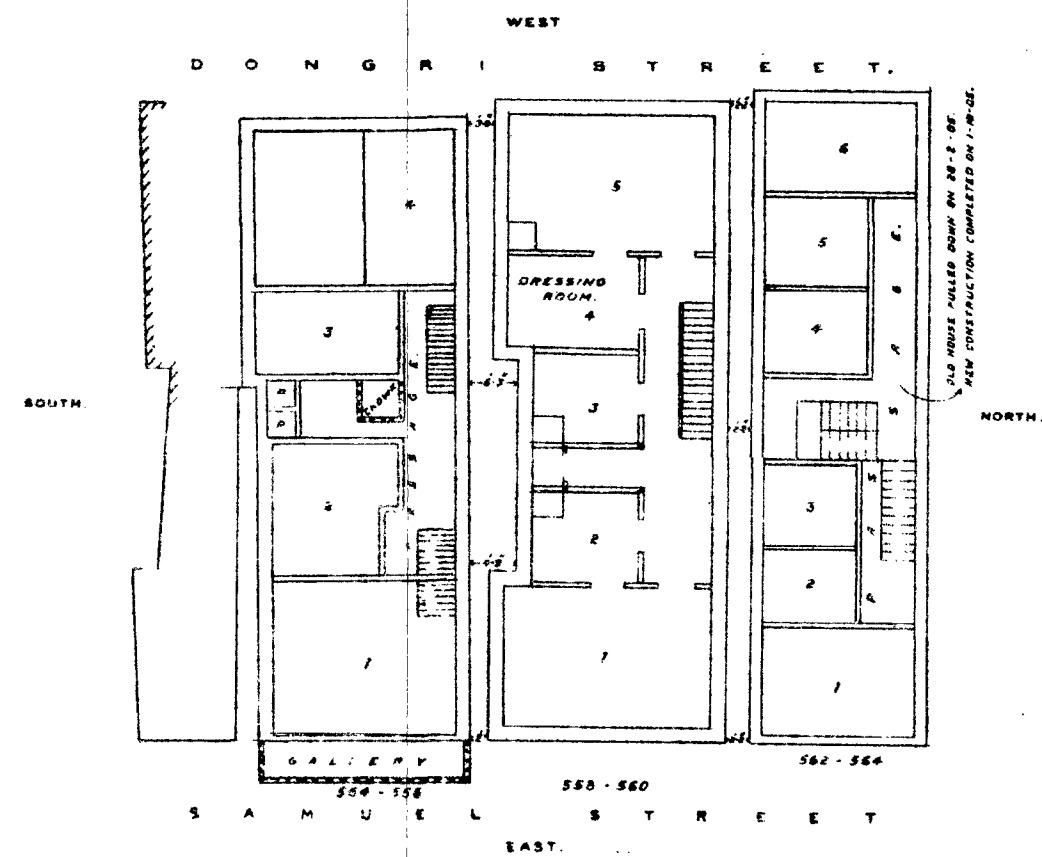


DIAGRAM N^o XI.

SHOWING MINIMUM SIDE OPEN SPACE BETWEEN AN OLD BUILDING 68 HIGH & A NEW BUILDING 68 HIGH UNDER VARIOUS RULES.

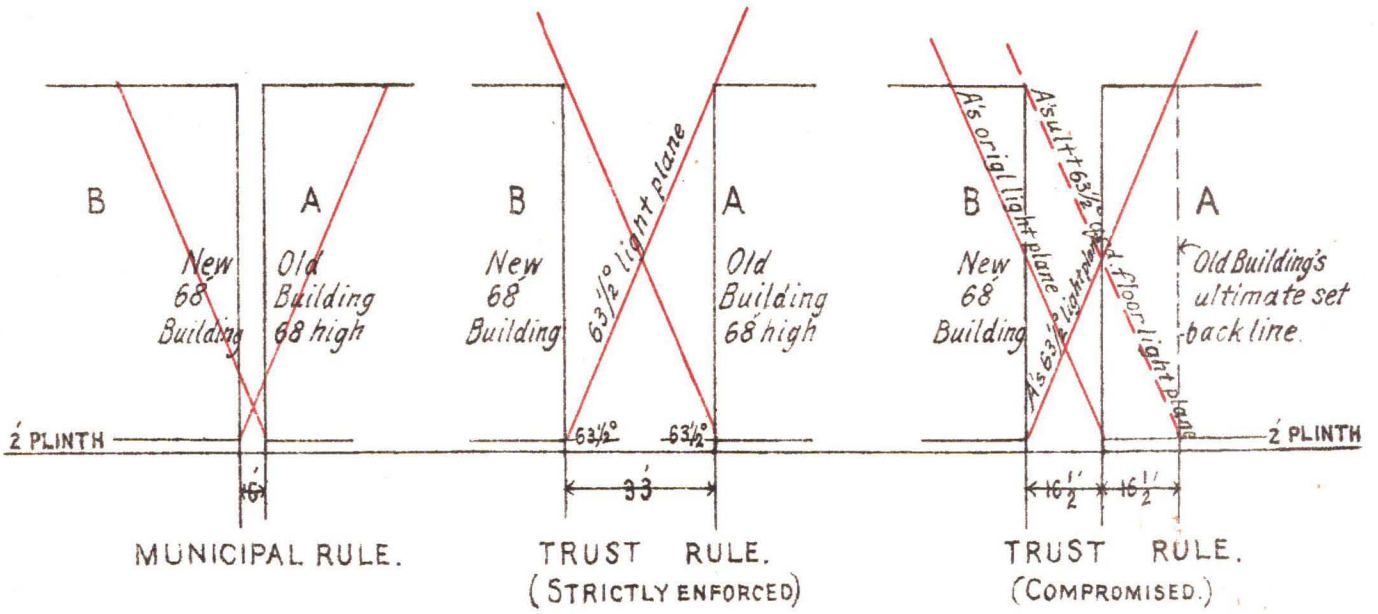
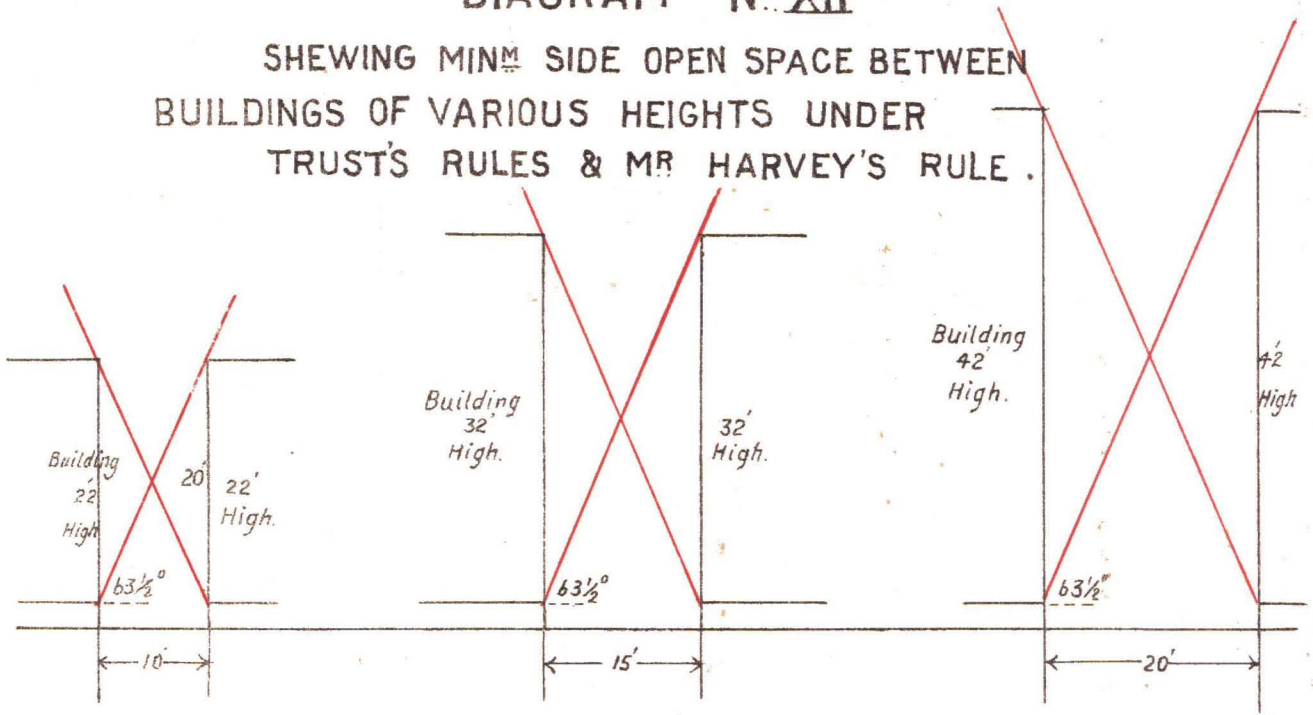
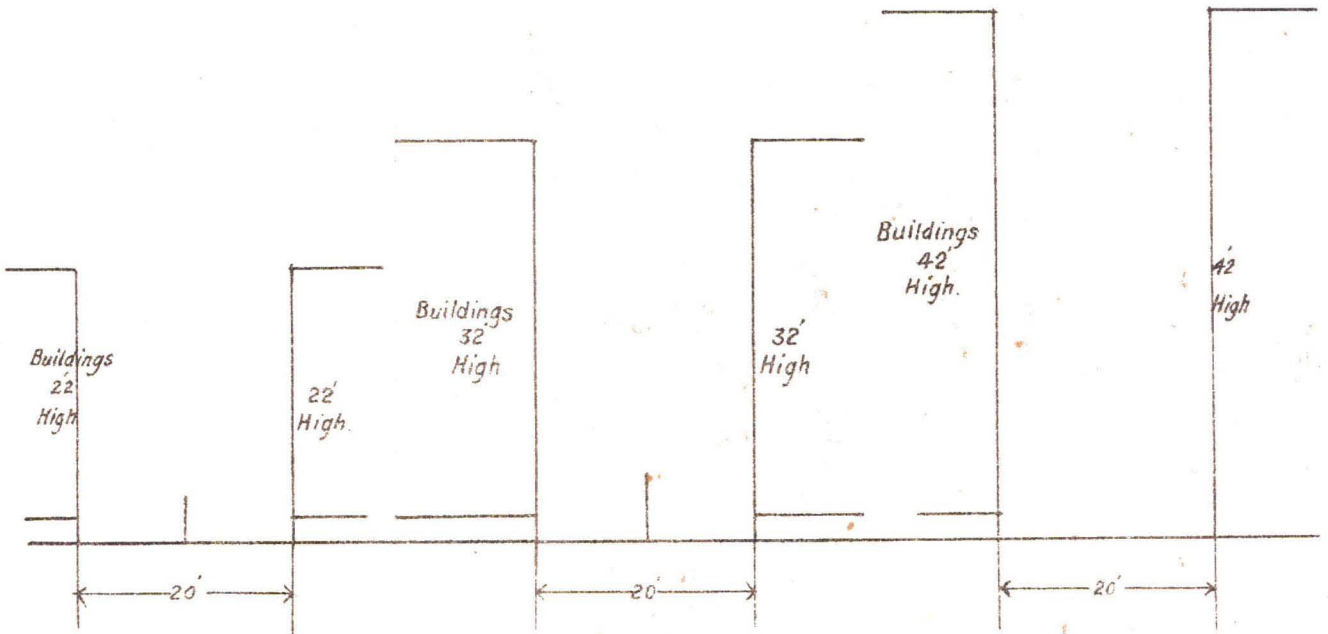


DIAGRAM N^o XII

SHEWING MIN^m SIDE OPEN SPACE BETWEEN BUILDINGS OF VARIOUS HEIGHTS UNDER TRUSTS' RULES & MR HARVEY'S RULE.



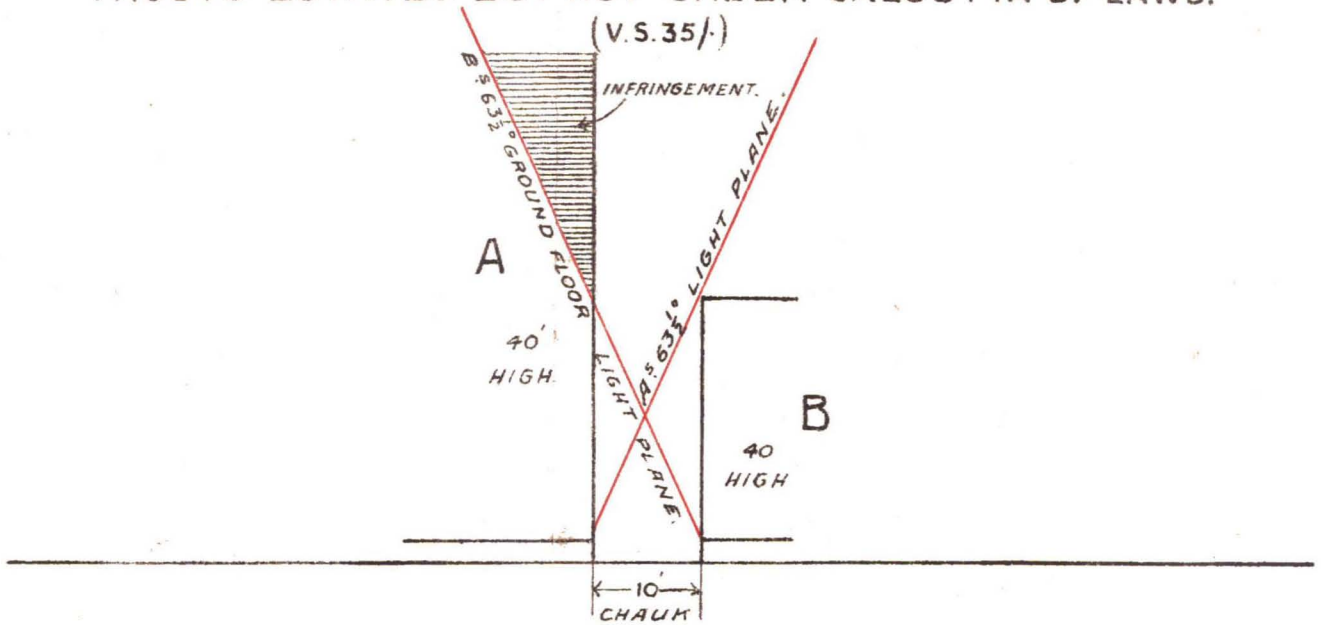
TRUSTS 63 1/2° RULE.



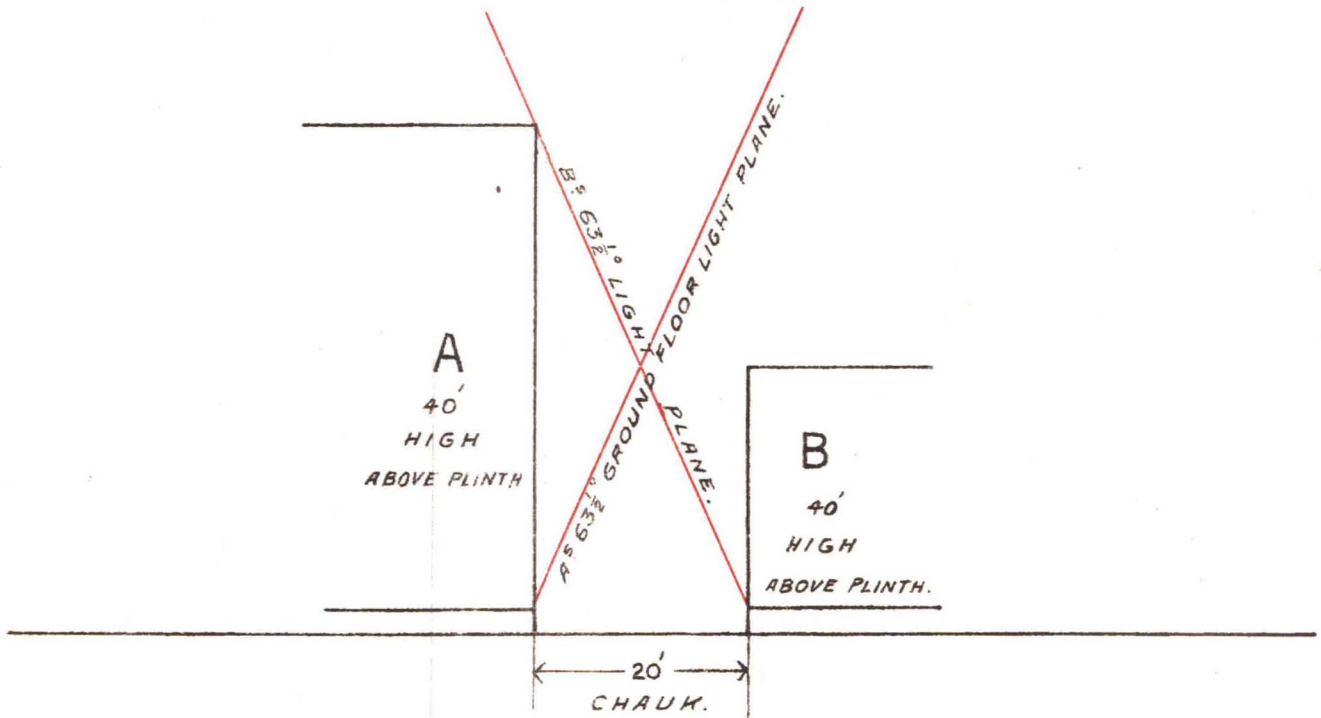
MR HARVEY'S RULE.

DIAGRAM N^o XIII

SHEWING HOW IN A CHAUK WITH 40' BUILDINGS ON ONE SIDE AND 20' BUILDINGS ON THE OTHER THE GROUND FLOOR ROOMS IN LOWER BUILDINGS SATISFY THE $63\frac{1}{2}^{\circ}$ RULE ON TRUST'S ESTATES BUT NOT UNDER CALCUTTA BY LAWS.



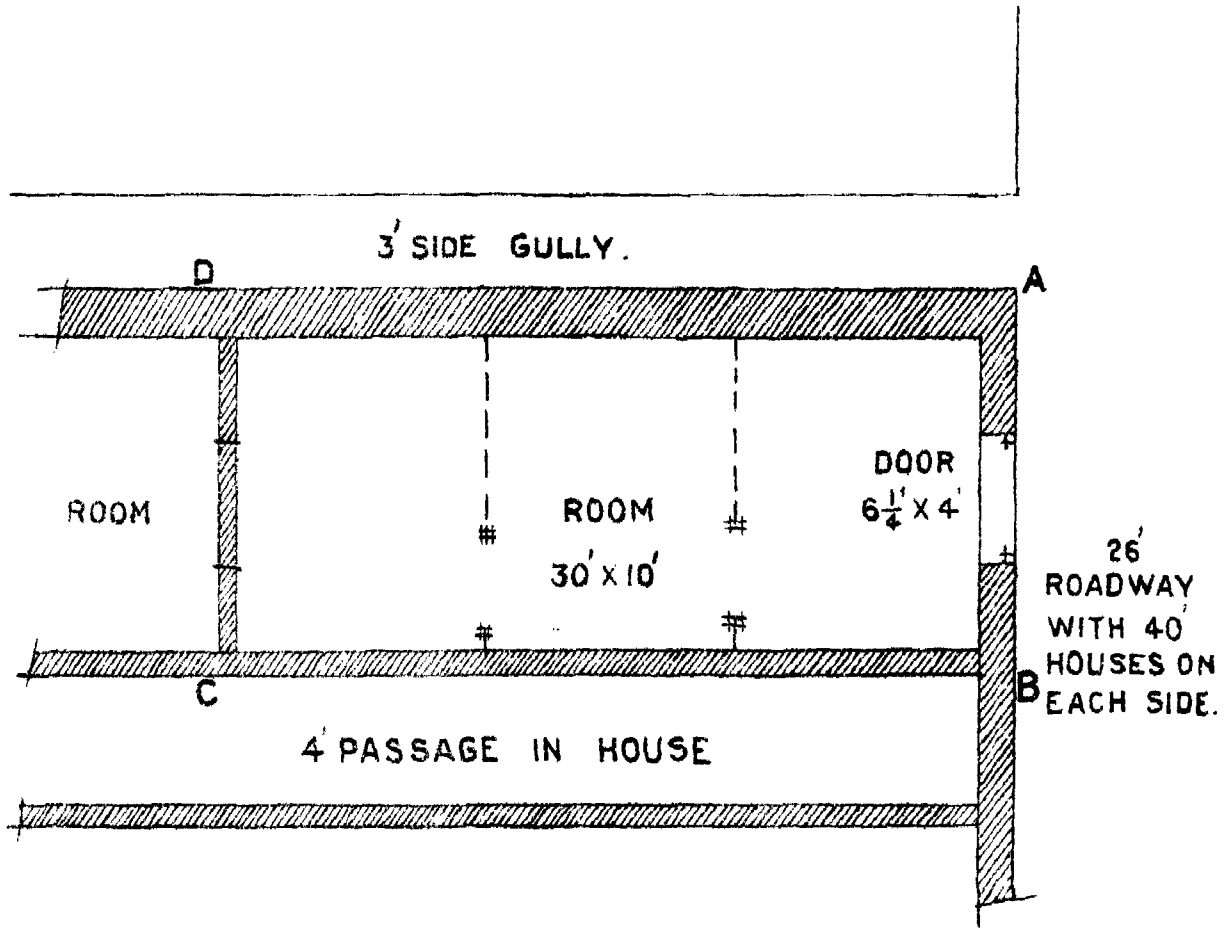
CALCUTTA.



TRUST.

DIAGRAM NO. XIV

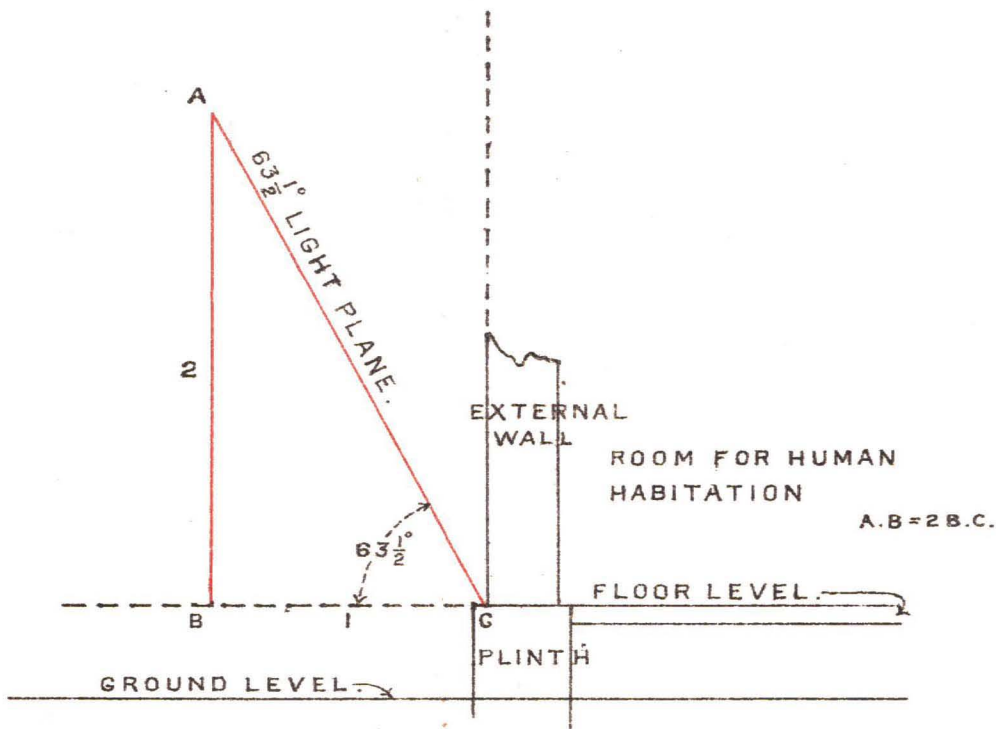
SHEWING A CASE OF INADEQUATE LIGHTING
OF A ROOM UNDER MUNICIPAL BYLAWS (VIDE S 39/)



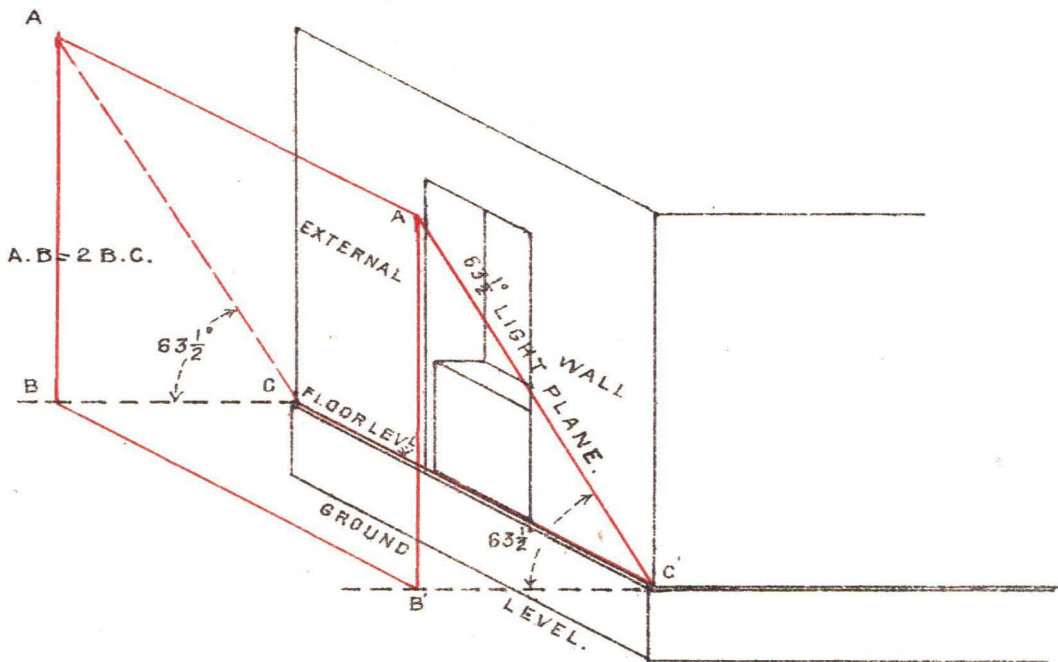
THE DOTTED CHAIN LINES INDICATE PARTITIONS
BY WHICH ROOMS ARE COMMONLY DIVIDED INTO
SEPARATE TENEMENTS.

DIAGRAM N^o. II

SHEWING THE $63\frac{1}{2}^{\circ}$ REAR LIGHT PLANE



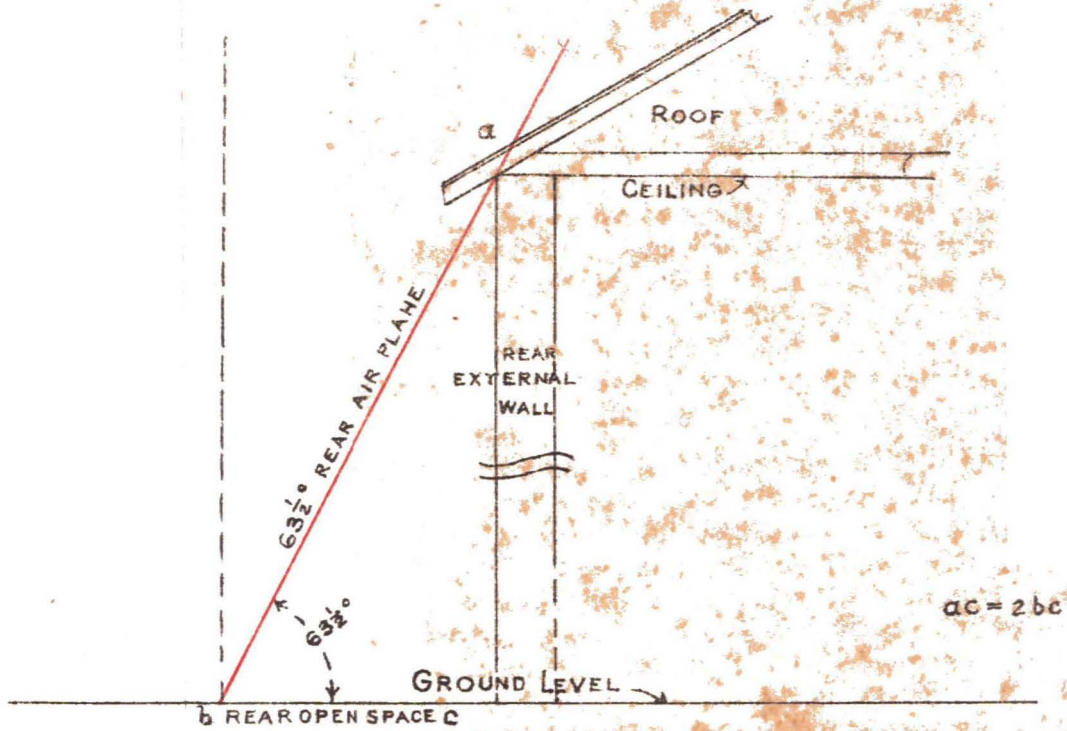
NOTE :- THE LIGHT PLANE RULE REQUIRES THAT THERE SHALL BE NO ERECTION ENCRANCHING ON THE AIR SPACE VERTICALLY ABOVE THE LIGHT PLANE TO THE LEFT OF THE VERTICAL DOTTED LINE.



THE LIGHT PLANE EXTENDS AD INFINITUM FROM CC' UPWARDS BETWEEN CA & CA'

DIAGRAM NO I

SHEWING THE $63\frac{1}{2}^{\circ}$ REAR AIR PLANE



NOTE:- THE AIR PLANE RULE REQUIRES THAT THERE SHALL BE NO ERECTION ENCRUCHING ON THE AIR SPACE ABOVE THE AIR PLANE TO THE RIGHT OF THE VERTICAL DOTTED LINE.

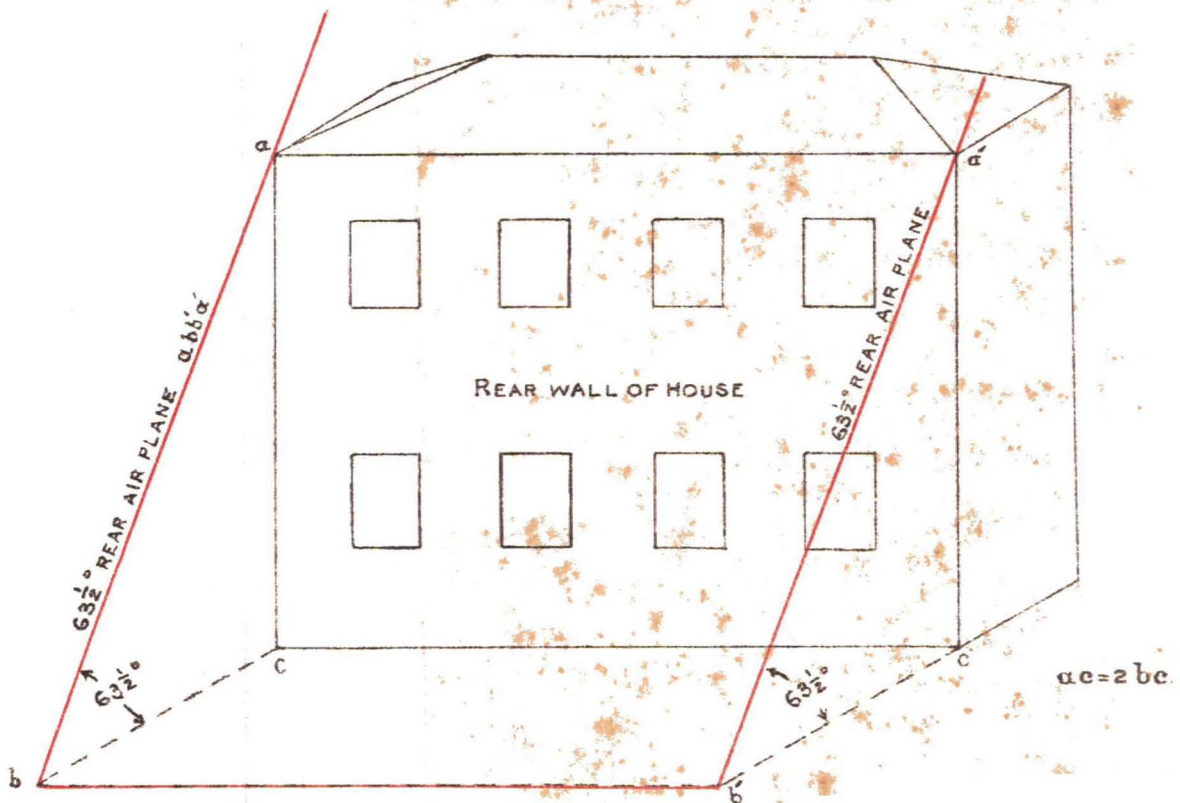
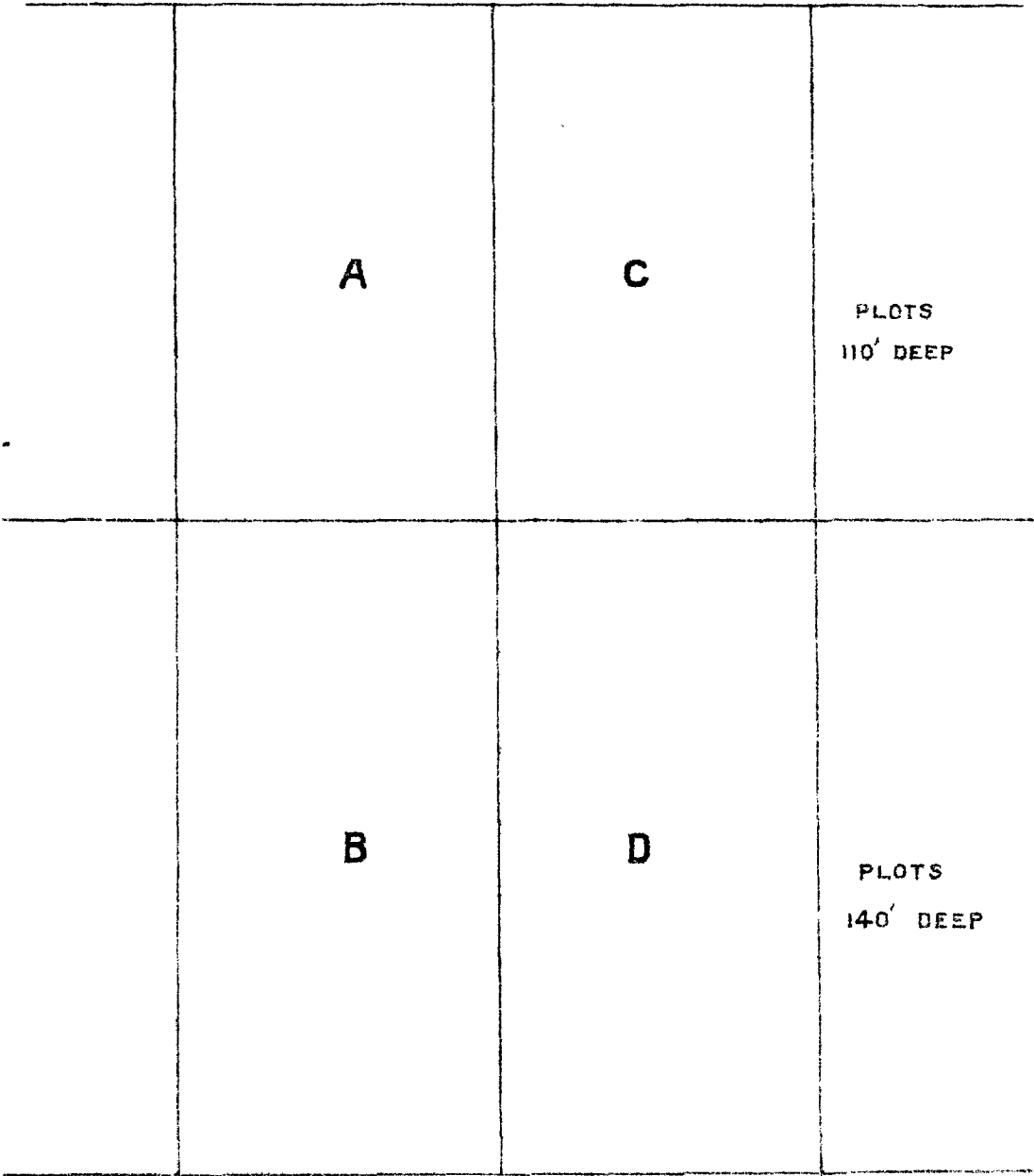


DIAGRAM Nº 3 VIDE PARA: 2

GROUND PLAN OF PLOTS

REFERRED TO IN THE FOLLOWING DIAGRAMS

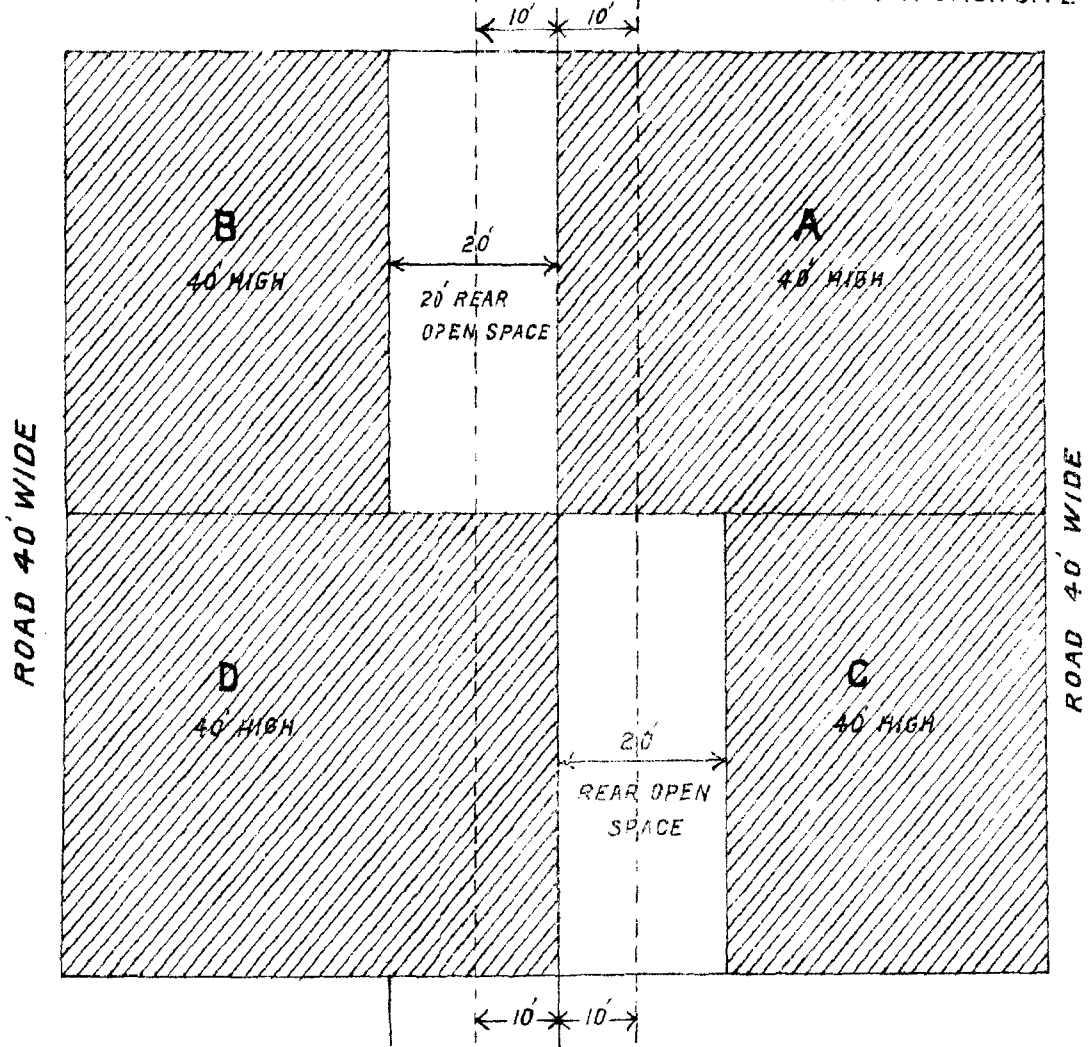
ROAD 50' WIDE



ROAD 80' WIDE

DIAGRAM Nº 4 VIDE PARA 3.

SHEWING HOW PERFLATION OF AIR AT THE REAR OF HOUSES MIGHT BE OBSTRUCTED IF THE $63\frac{1}{2}^{\circ}$ REAR AIR PLANE RULE ALONE APPLIED WITHOUT RESERVATION OF THE MIN.^M REAR OPEN SPACE IN EACH SITE



The dotted lines indicate the boundaries of the Min.^M rear open space prescribed by the Trust.

DIAGRAM Nº 5 VIDE PARA 3.

SHEWING BUILDINGS ENTIRELY
INDEPENDENT OF ONE ANOTHER.

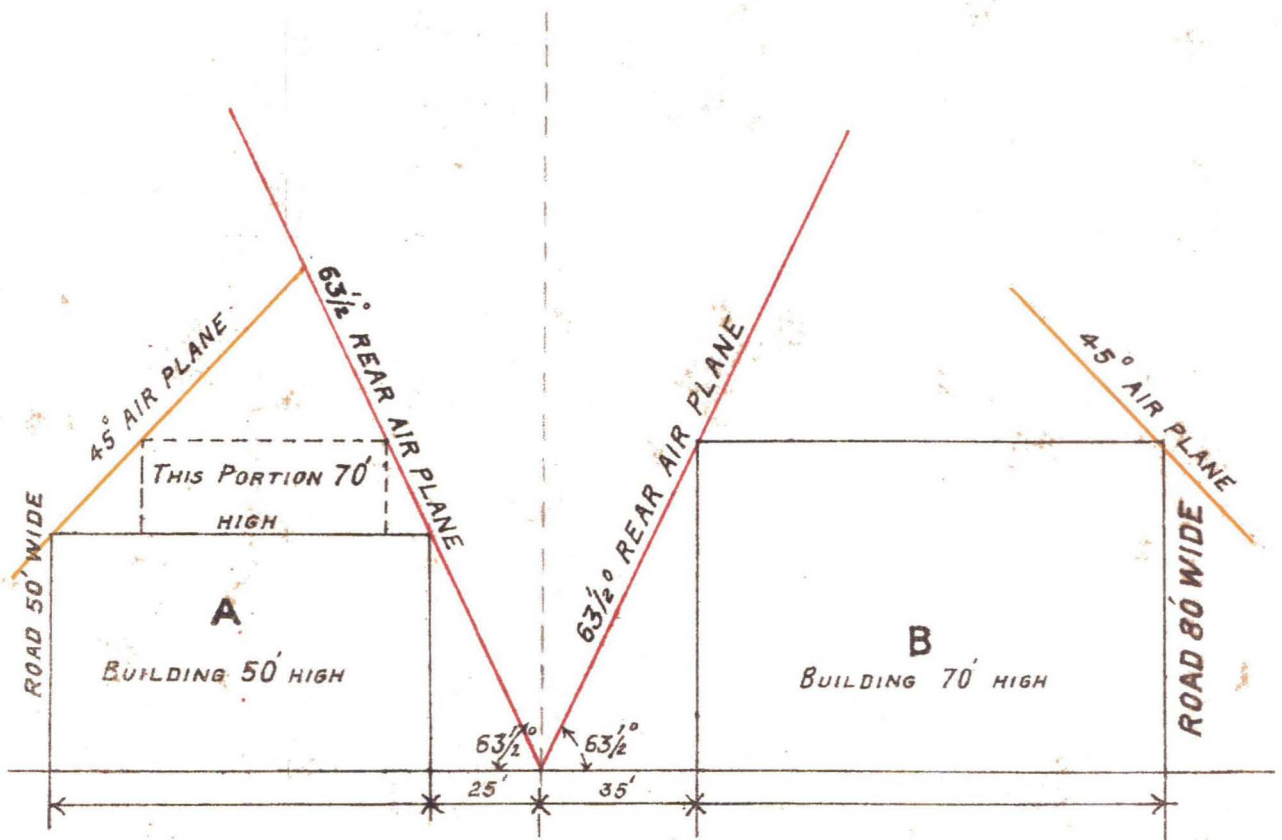


DIAGRAM Nº 6 VIDE PARA 3.
SHEWING A COMMON REAR OPEN SPACE
SHARED EQUALLY BY BOTH PROPERTIES.

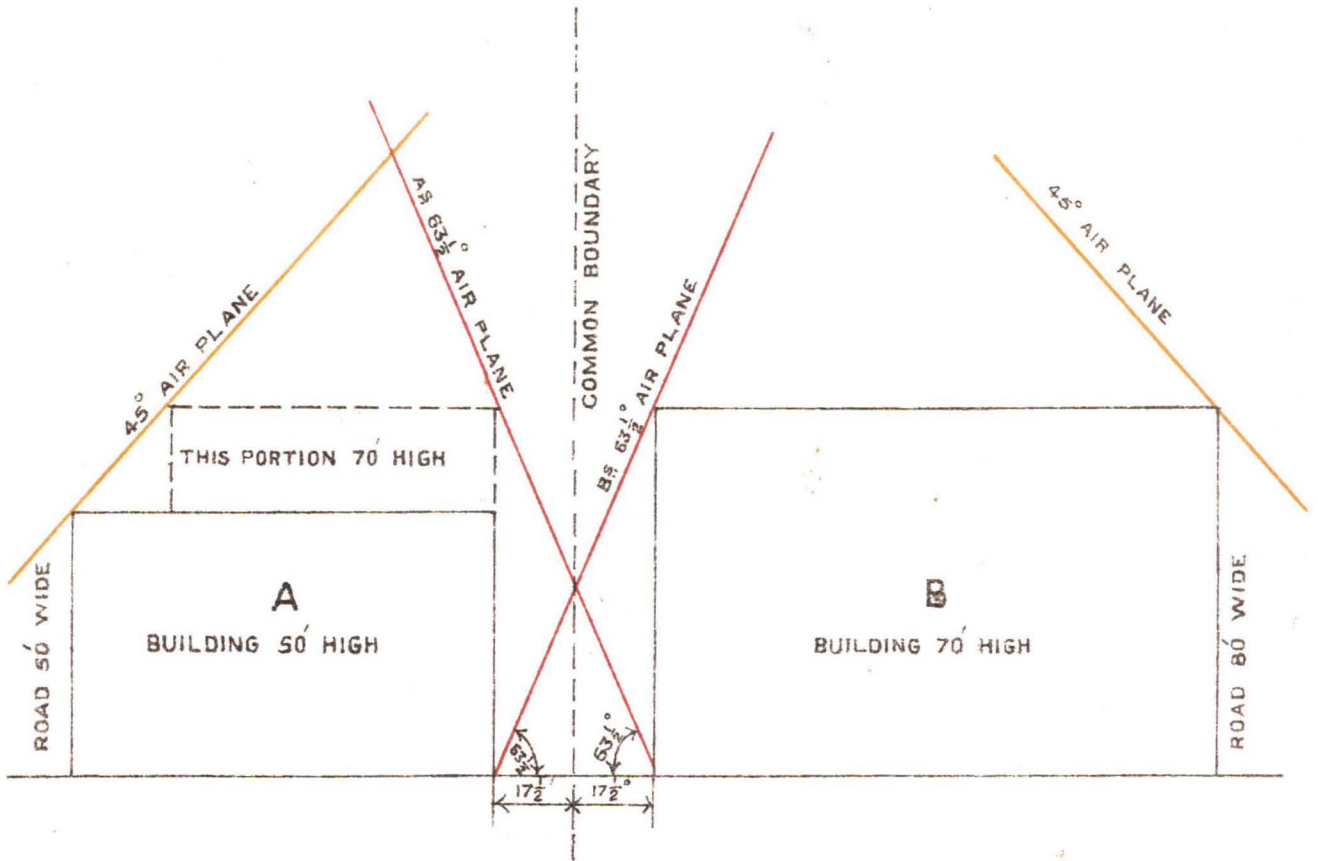


DIAGRAM N^o. 7 VIDE PARA 3.
 SHEWING A^s MAX^m DEPTH FOR A 50 BUILDING
 WITH A 10 REAR OPEN SPACE IN EACH SITE.

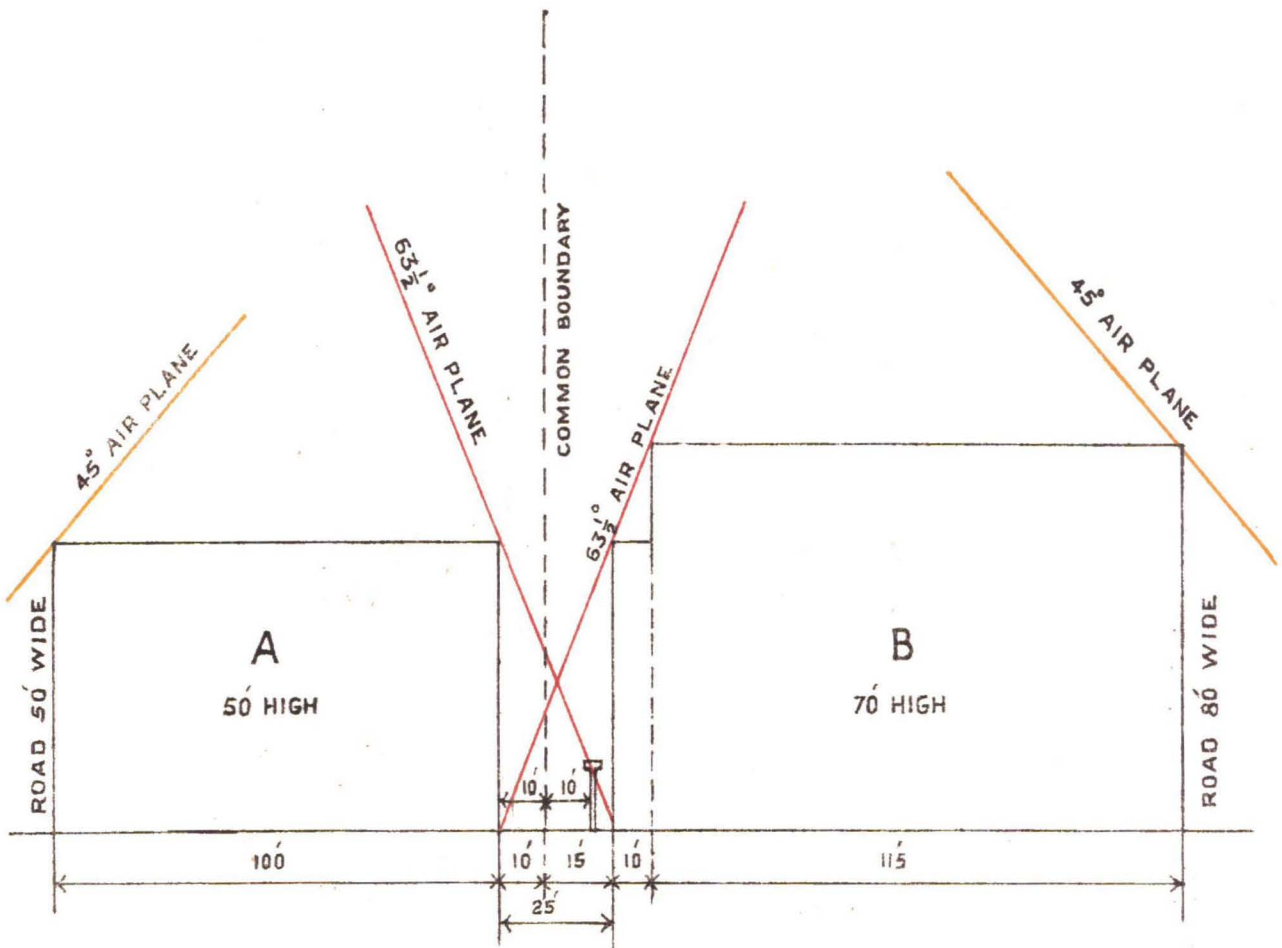


DIAGRAM N^o 8 VIDE PARA 3.

SHEWING B'S MAX^M DEPTH FOR A 70 BUILDING WITH A 10 MIN^M REAR OPEN SPACE IN EACH SITE.

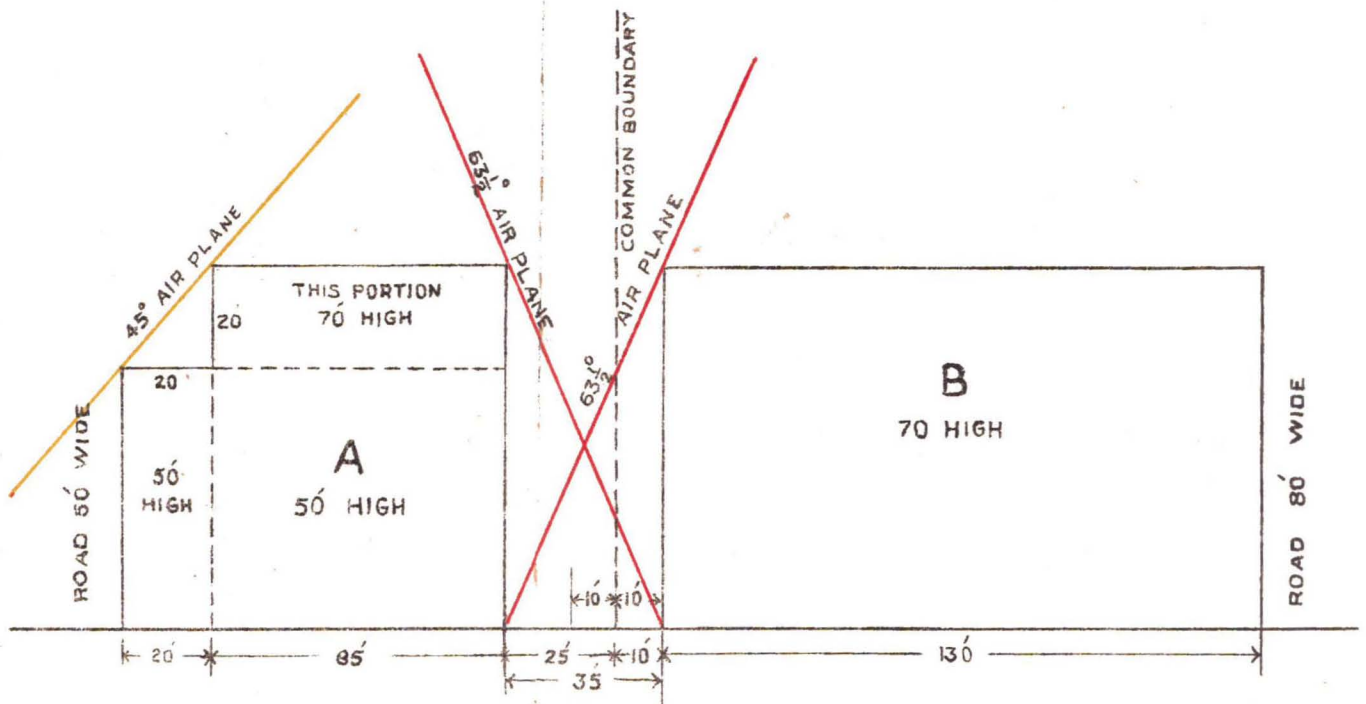


DIAGRAM N° 9 VIDE PARA 4.
 SHEWING RELATIVE POSITIONS
 OF $63\frac{1}{2}^{\circ}$ AIR PLANES & $63\frac{1}{2}^{\circ}$ LIGHT PLANES.

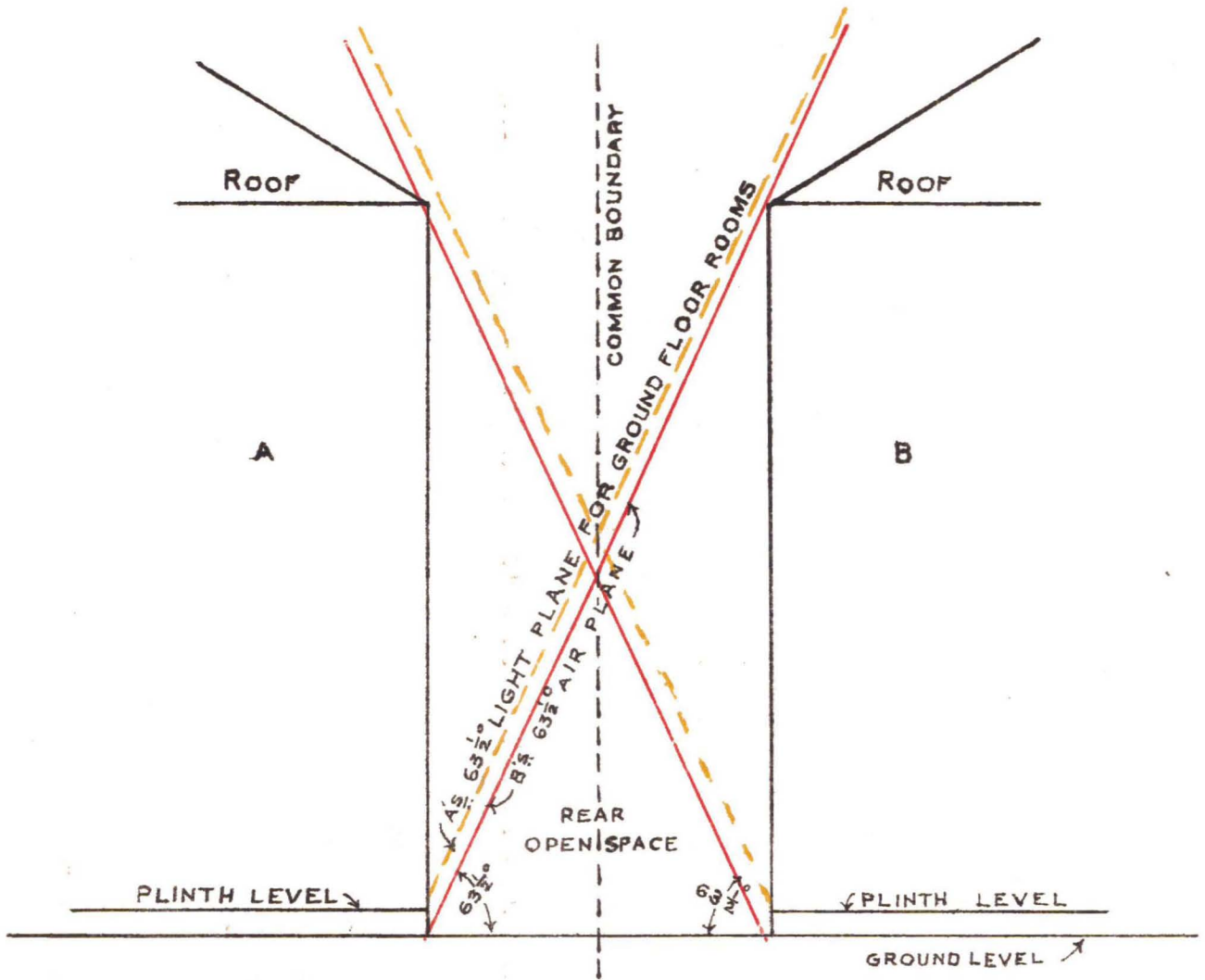


DIAGRAM N°10 VIDE PARA 4.

SHEWING RELATIVE POSITIONS
OF 45° AIR PLANES & $63\frac{1}{2}^\circ$ LIGHT PLANES.

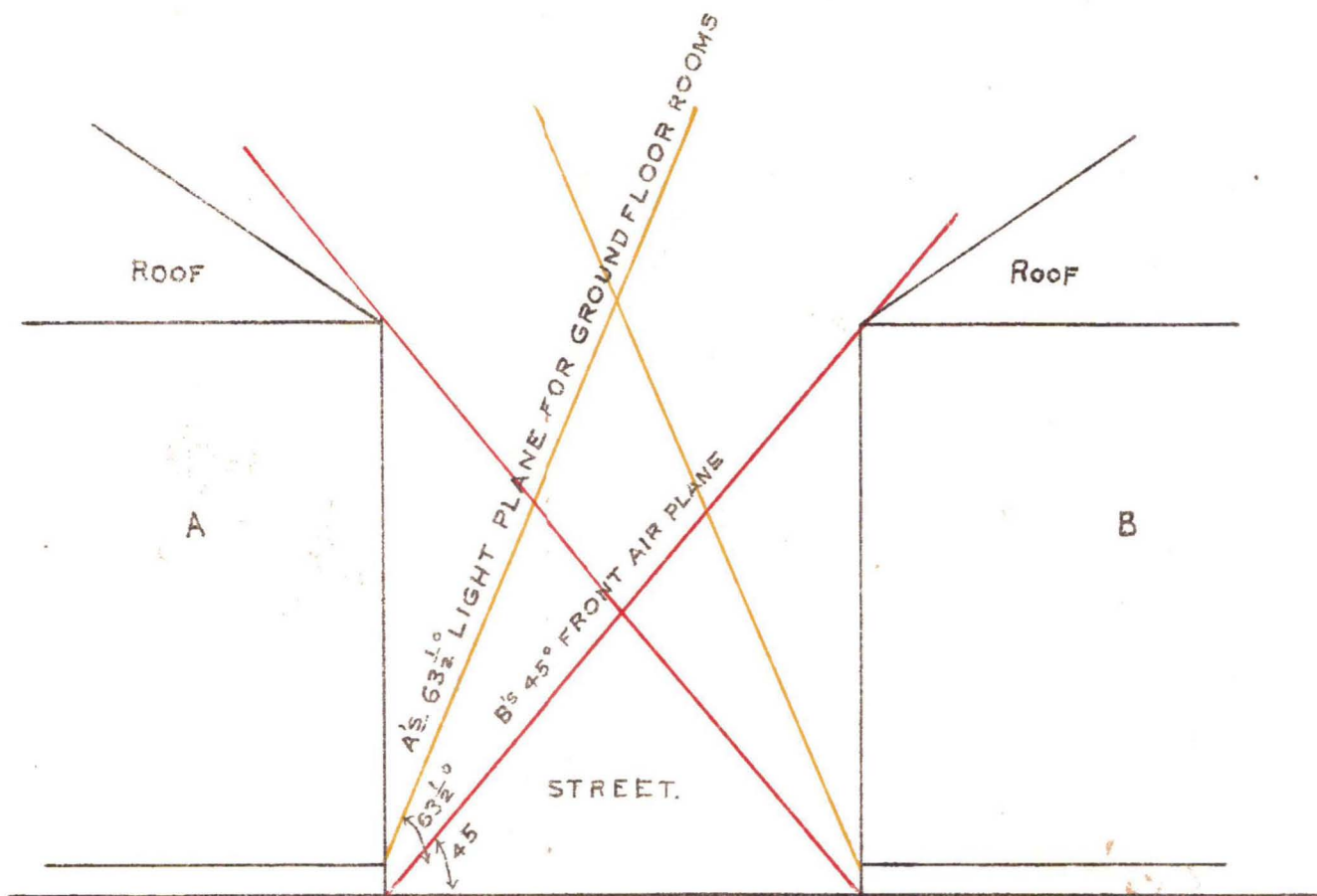
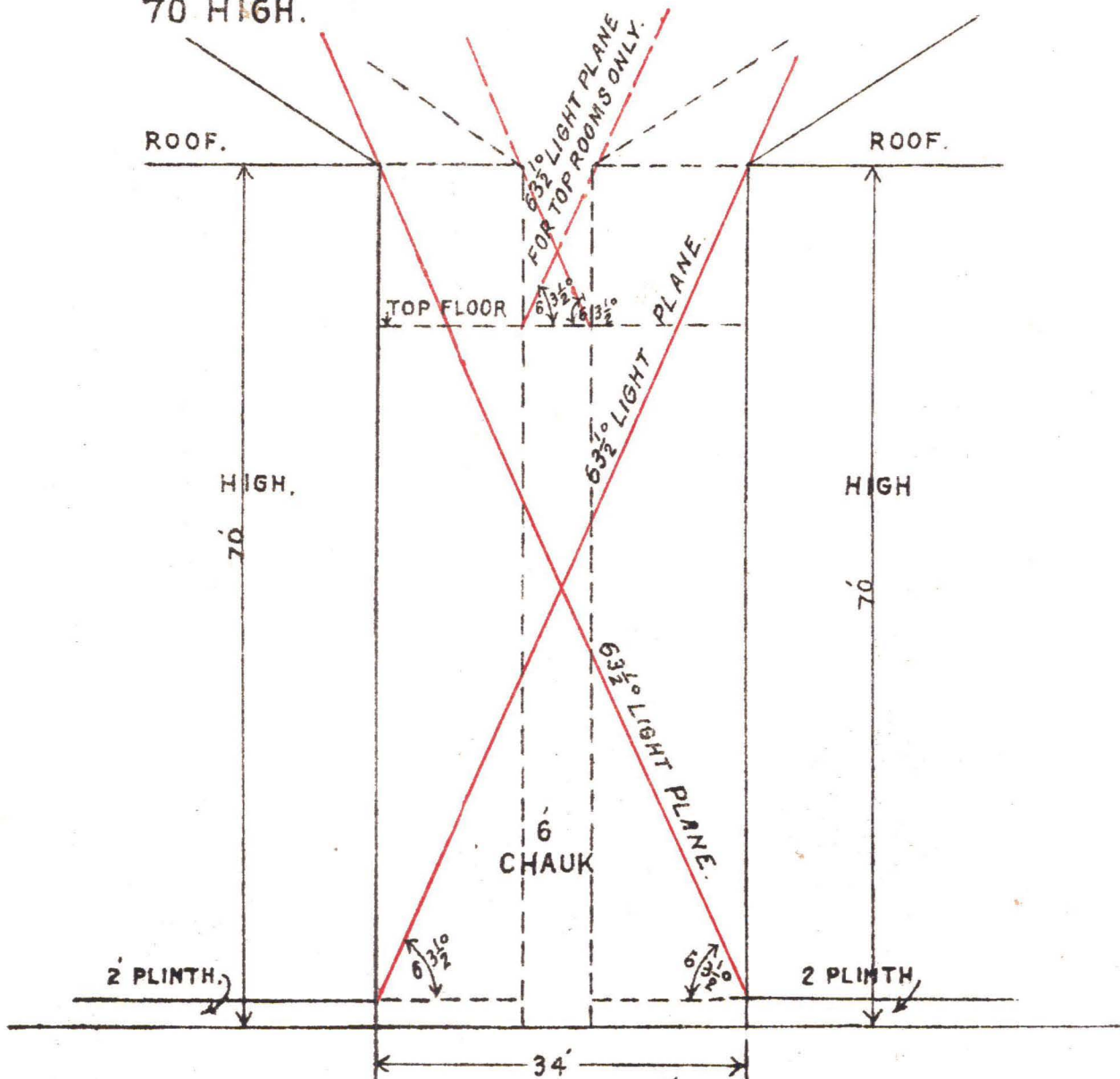


DIAGRAM Nº 11 VIDE PARA 4.
 LIGHT PLANE IN INTERIOR CHAUK
 70 HIGH.



DOTTED LINES INDICATE THE 6 CHAUK COMMONLY
 FOUND OUTSIDE TRUST ESTATES IN BOMBAY. ONLY THE TOPMOST ROOMS
 GET SUFFICIENT LIGHT ACCORDING TO $63\frac{1}{2}^{\circ}$ STANDARD.

DIAGRAM N^o 12 VIDE PARA 4.
LIGHT PLANE IN INTERIOR CHAUK
50' HIGH.

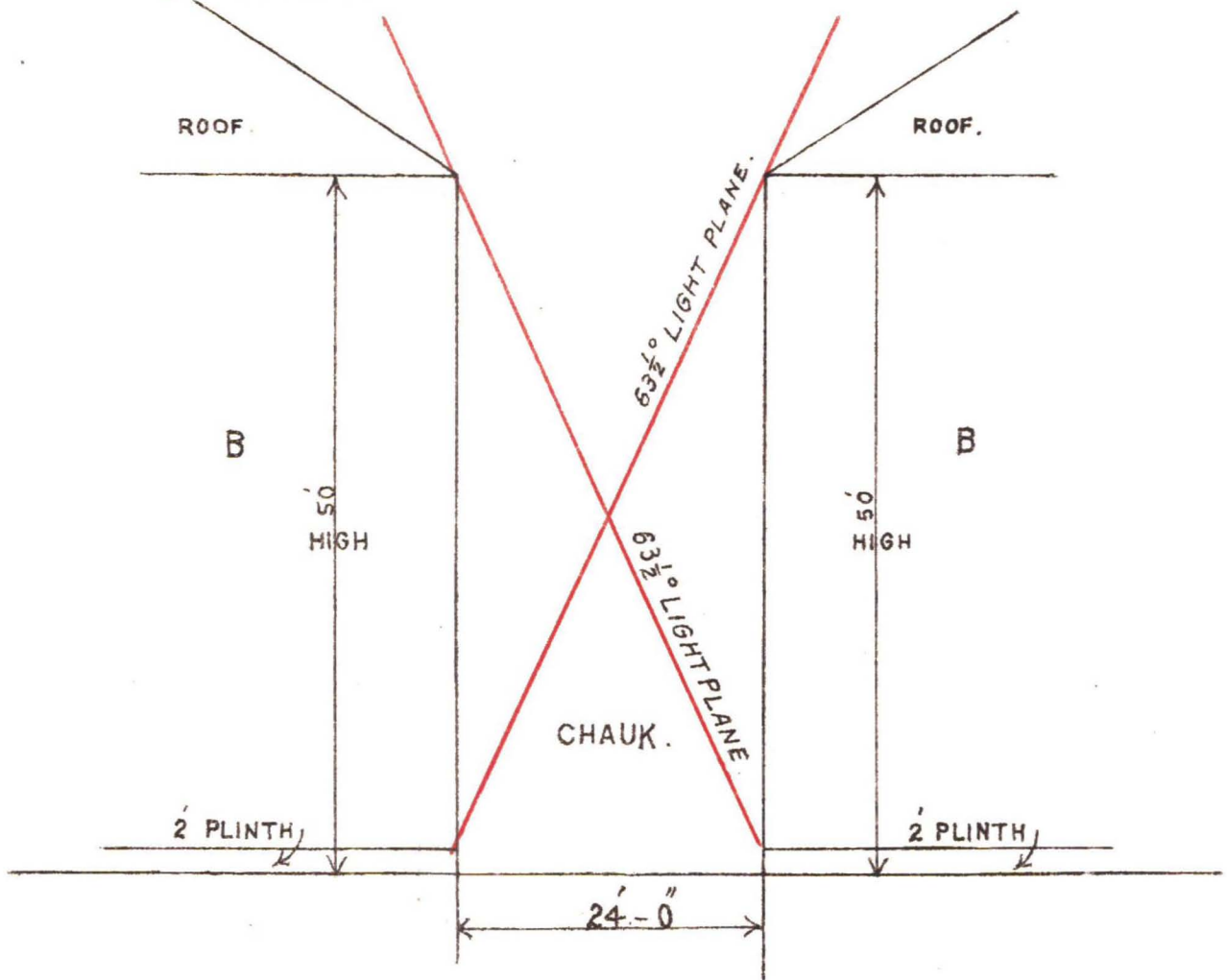


DIAGRAM N^o.13 VIDE PARA 4
LIGHT PLANE IN INTERIOR CHAUK 70' HIGH
WITH GODOWNS ON GROUND FLOOR.

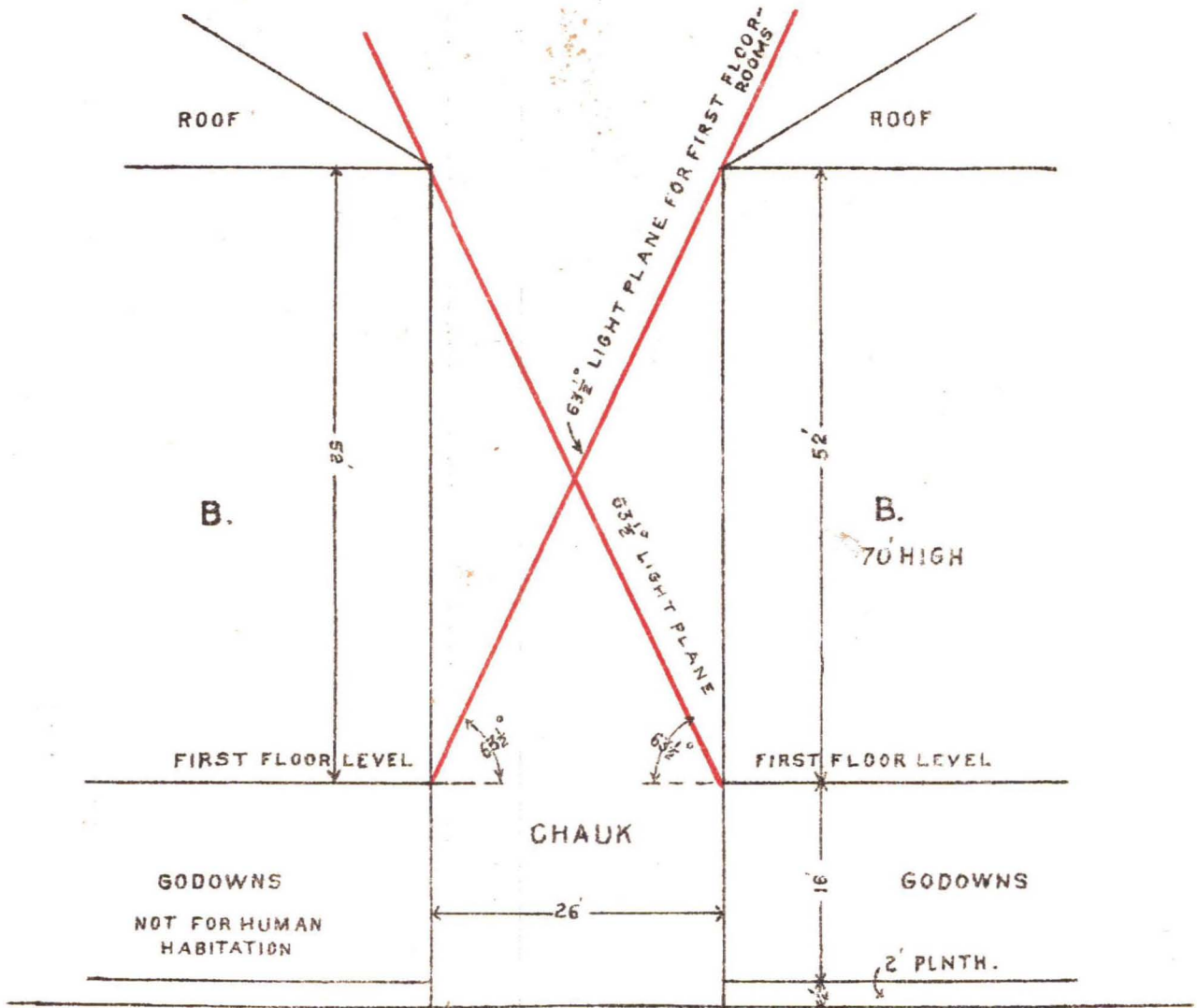


DIAGRAM N^o 14 VIDE PARA 4
 LIGHT PLANE IN INTERIOR CHAUK 50' HIGH
 WITH GODOWNS ON GROUND FLOOR.

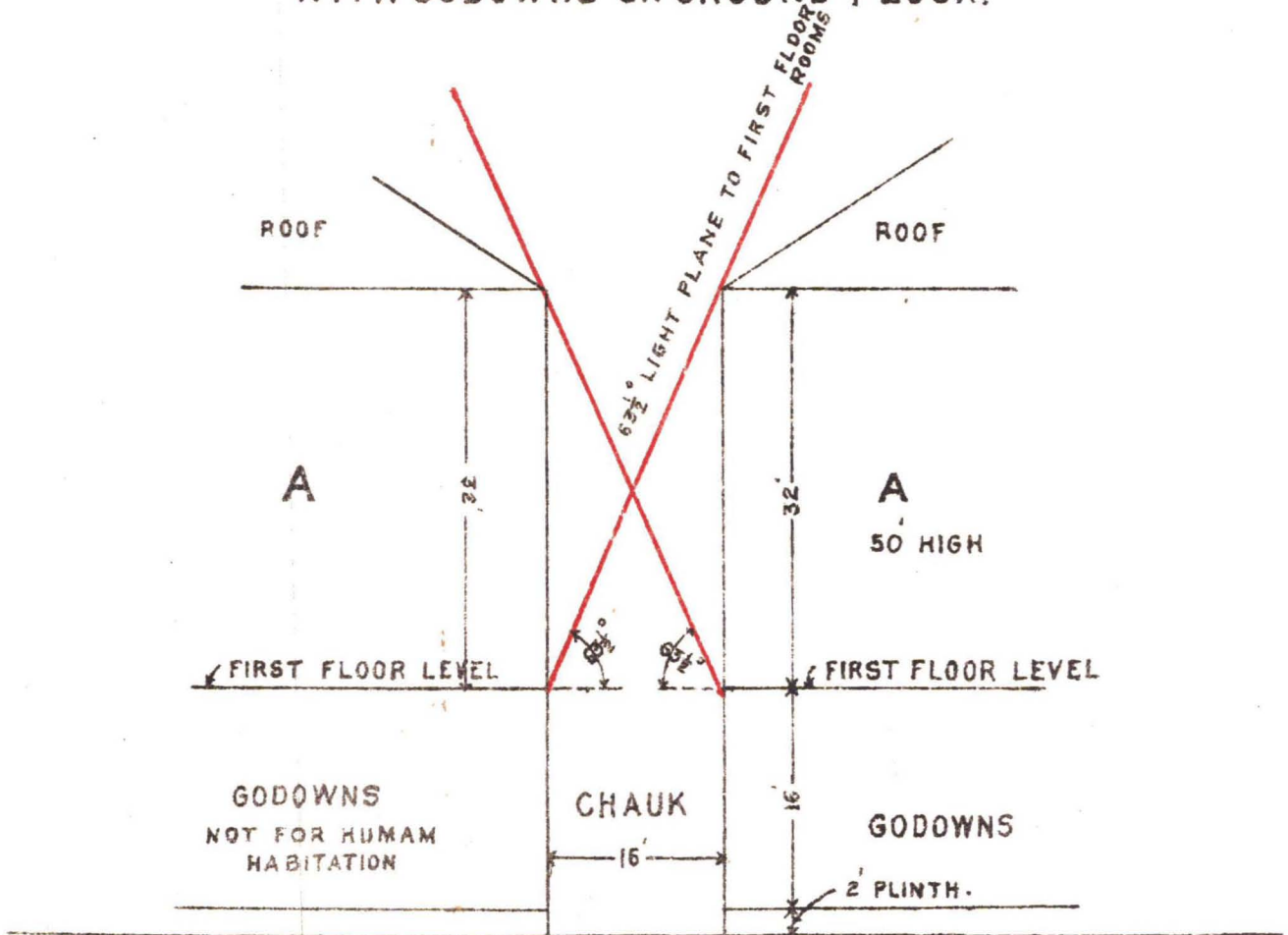


DIAGRAM N^o 15 VIDE PARA 4.
SHEWING REAR EXTENSION OF 70' BUILDINGS
REDUCED TO 50' TO SATISFY 63½° LIGHT
PLANE IN SIDE OPEN SPACES.

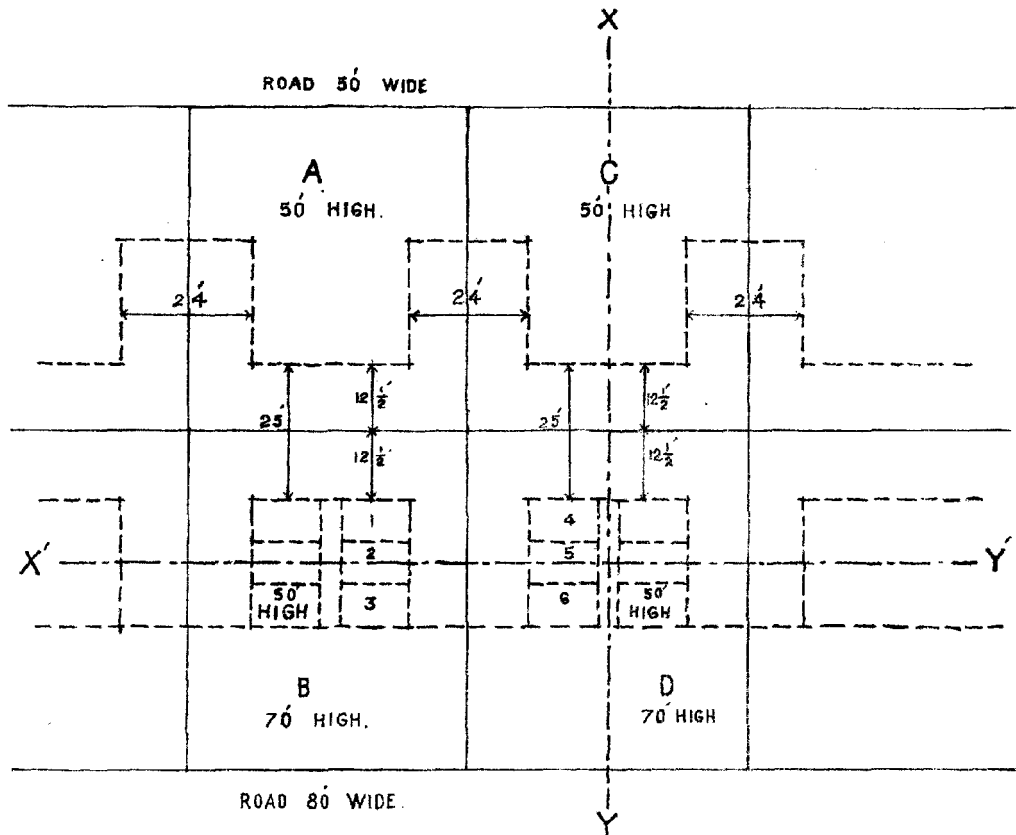


DIAGRAM N^o 16 VIDE PARA 4.

SHEWING HOW $63\frac{1}{2}^{\circ}$ REAR AIR PLANE RULE REQUIRES ONLY 10' AT REAR OF BUILDING TO BE CUT DOWN TO 50' HIGH (IN DIAGRAM N^o 15)

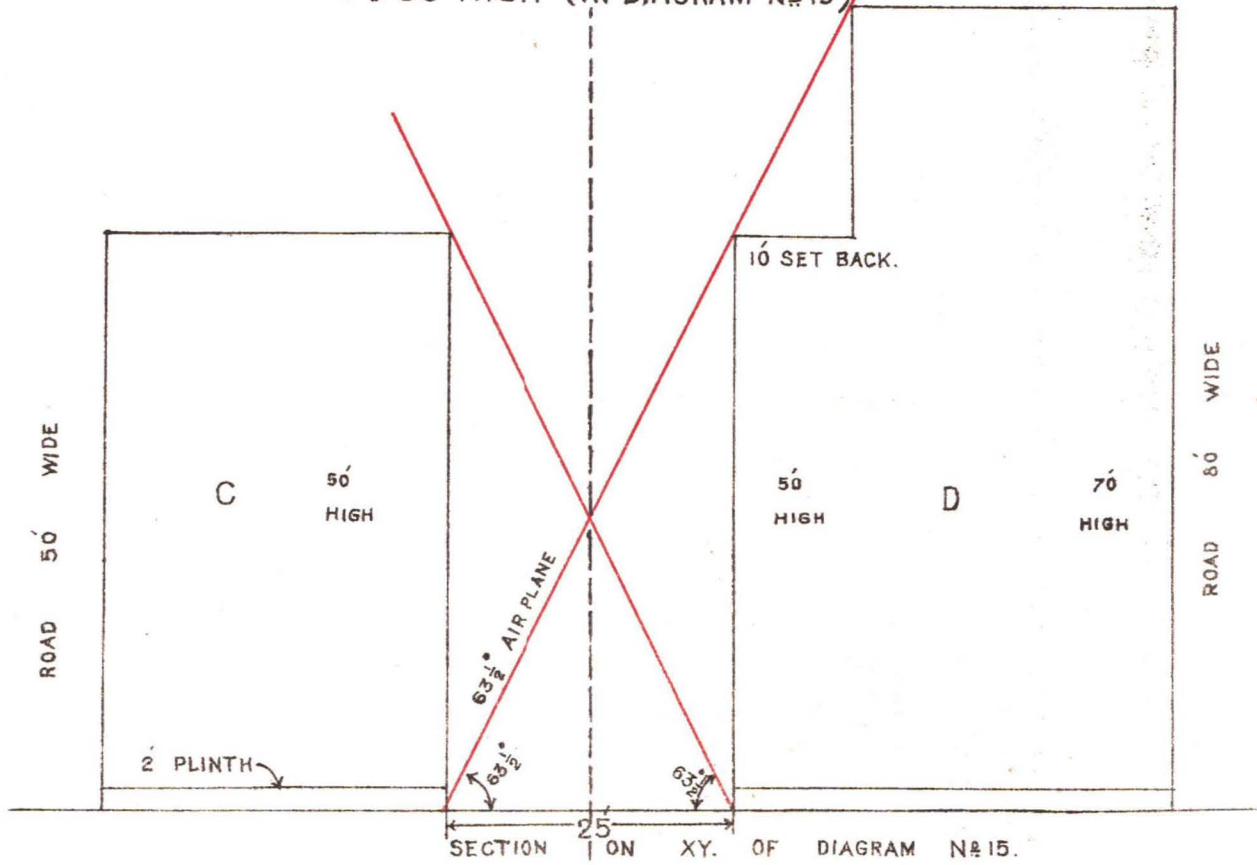
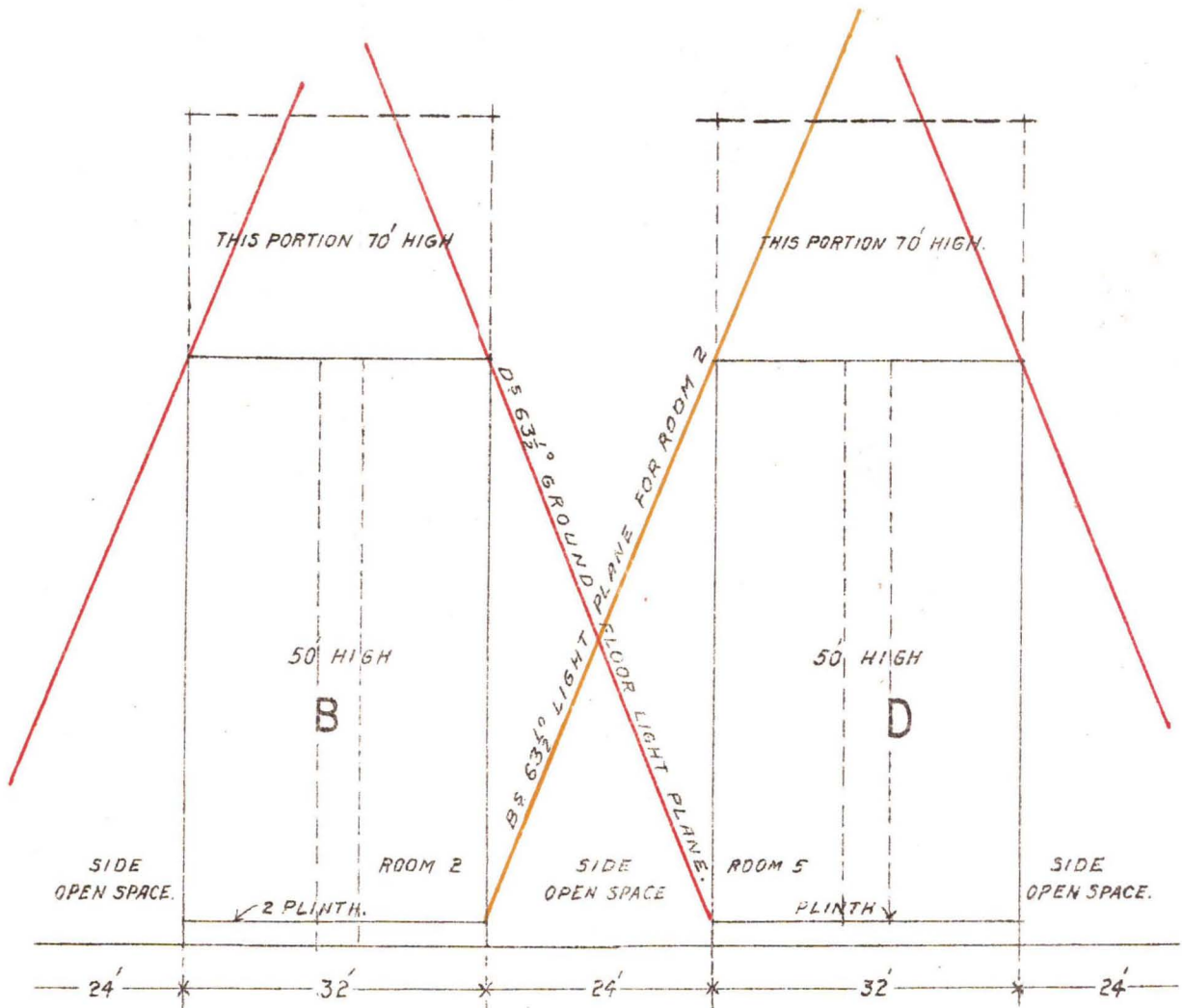


DIAGRAM Nº 17 VIDE PARA

SHEWING HOW REAR EXTENSIONS
OVER 50' HIGH WOULD ENCROACH ON
63½° LIGHT PLANE

AT SIDES OF BUILDINGS IN DIAGRAM Nº 15.



SECTION ON X.Y. OF DIAGRAM Nº 15.

DIAGRAM Nº 18 VIDE PARA
SHEWING COMMON SIDE OPEN SPACE
BETWEEN BUILDINGS OF UNEQUAL HEIGHT

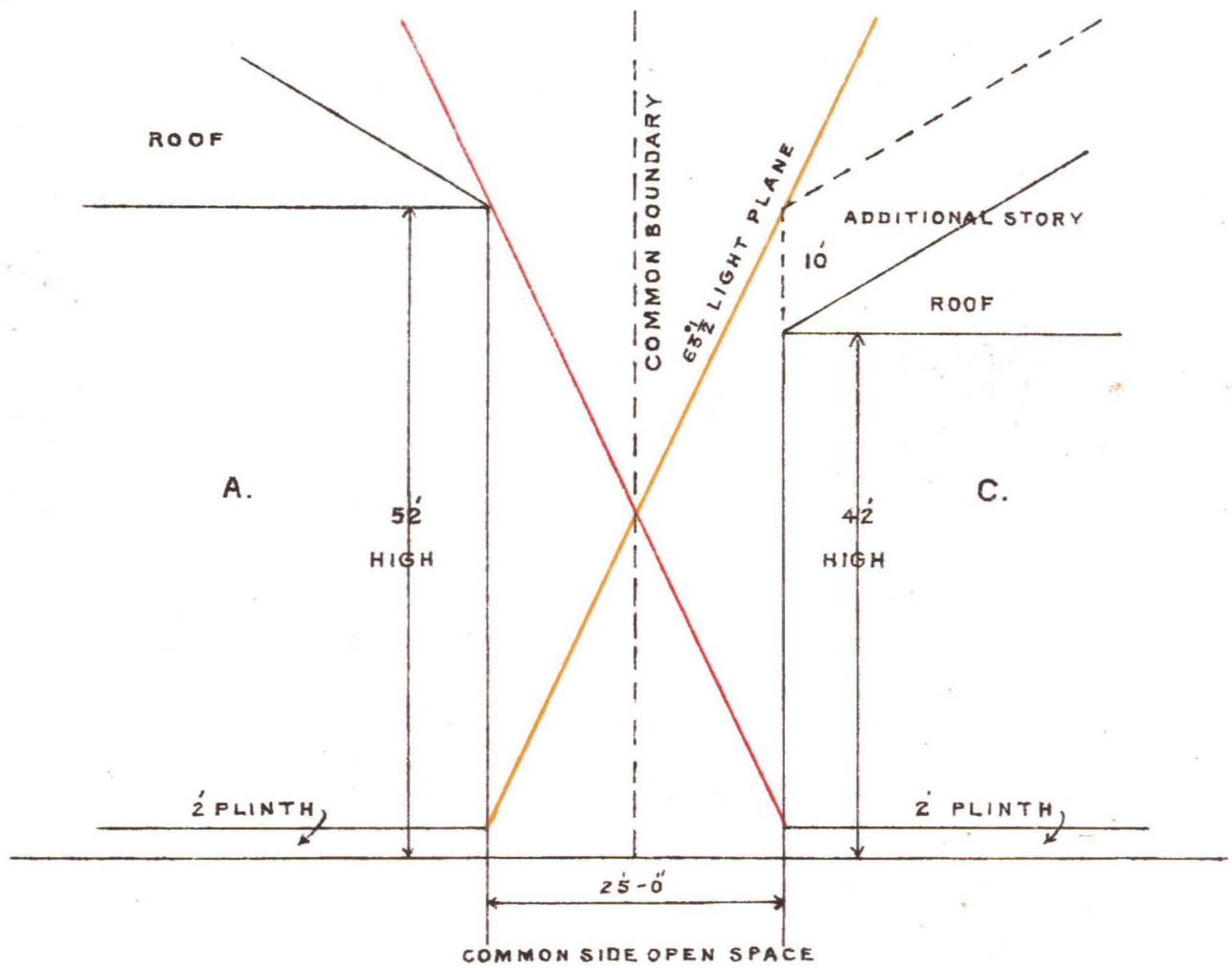


DIAGRAM Nº 19 VIDE PARA
SHEWING INADEQUATE SIDE OPEN SPACE.
BETWEEN BUILDINGS INVOLVING INFRINGEMENT
OF LIGHT PLANE RULE BY LOWER HOUSE.

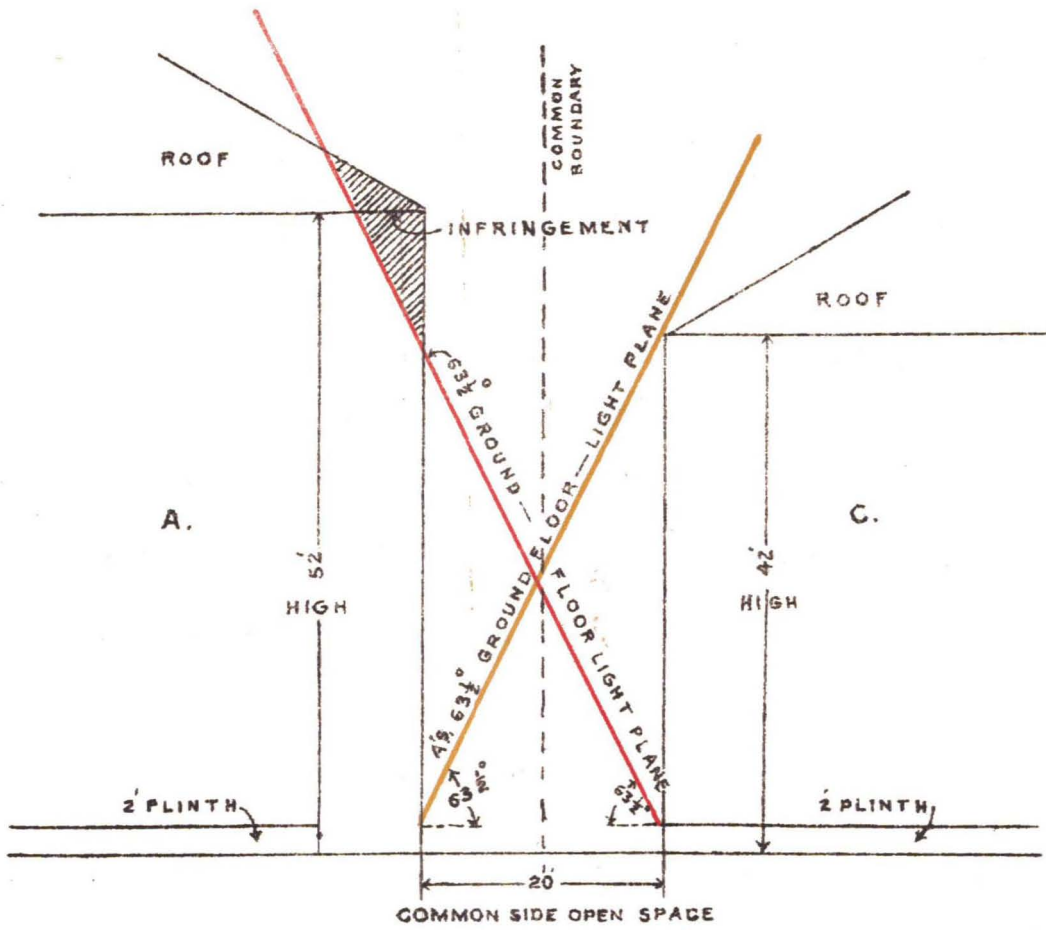


DIAGRAM Nº 20 VIDE PARA
SHEWING HOW 20' SIDE SPACE IS ALLOWABLE IN THE
CASE SHEWN IN DIAGM Nº 19 PROVIDED THERE IS A GODOWN
ON THE GROUND FLOOR OF THE LOWER BUILDING

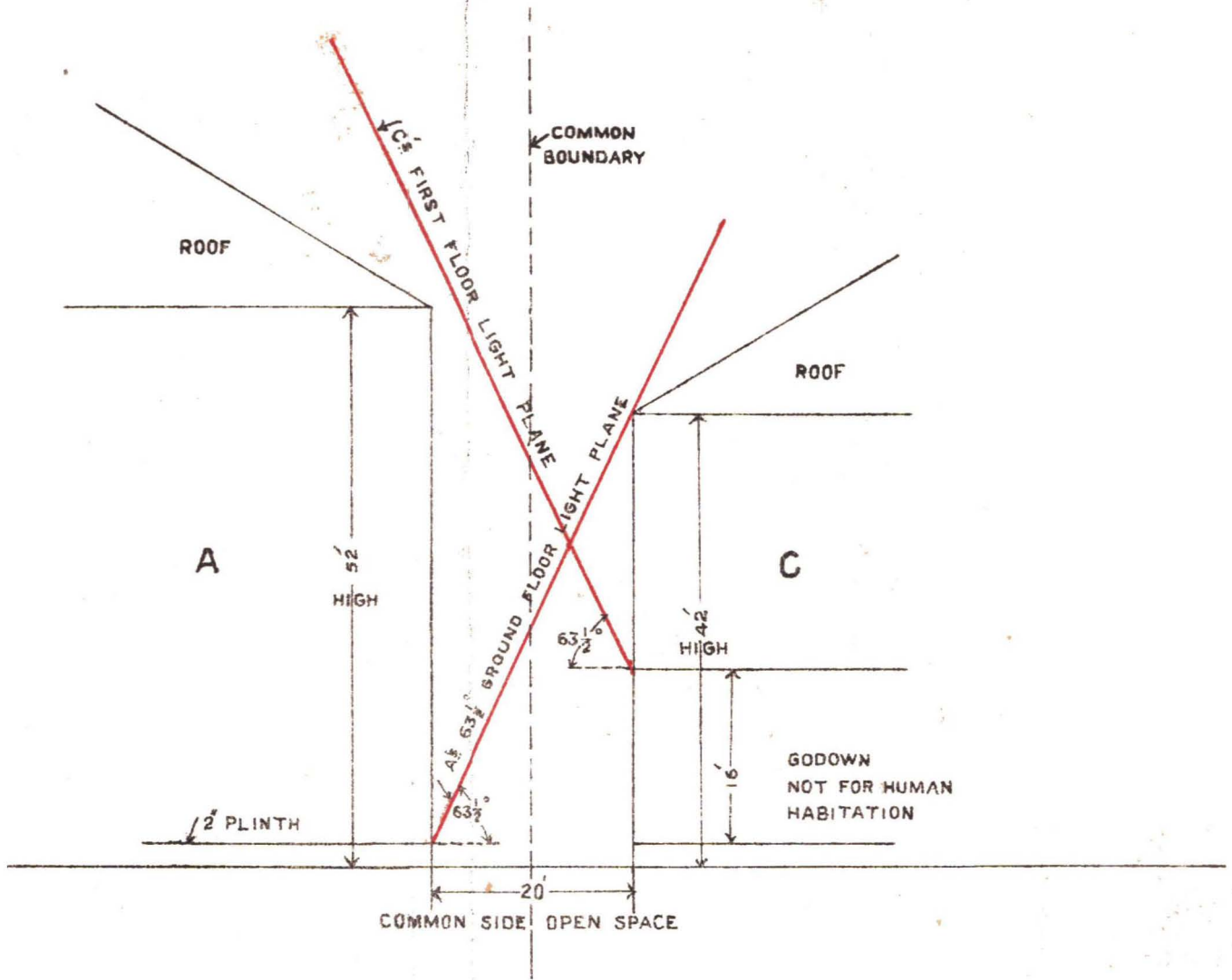


DIAGRAM N^o 21 VIDE PARA
 SHEWING COMMON SIDE OPEN SPACE
 BETWEEN BUILDINGS OF UNEQUAL HEIGHT
 WITH GODOWNS ON GROUND FLOOR

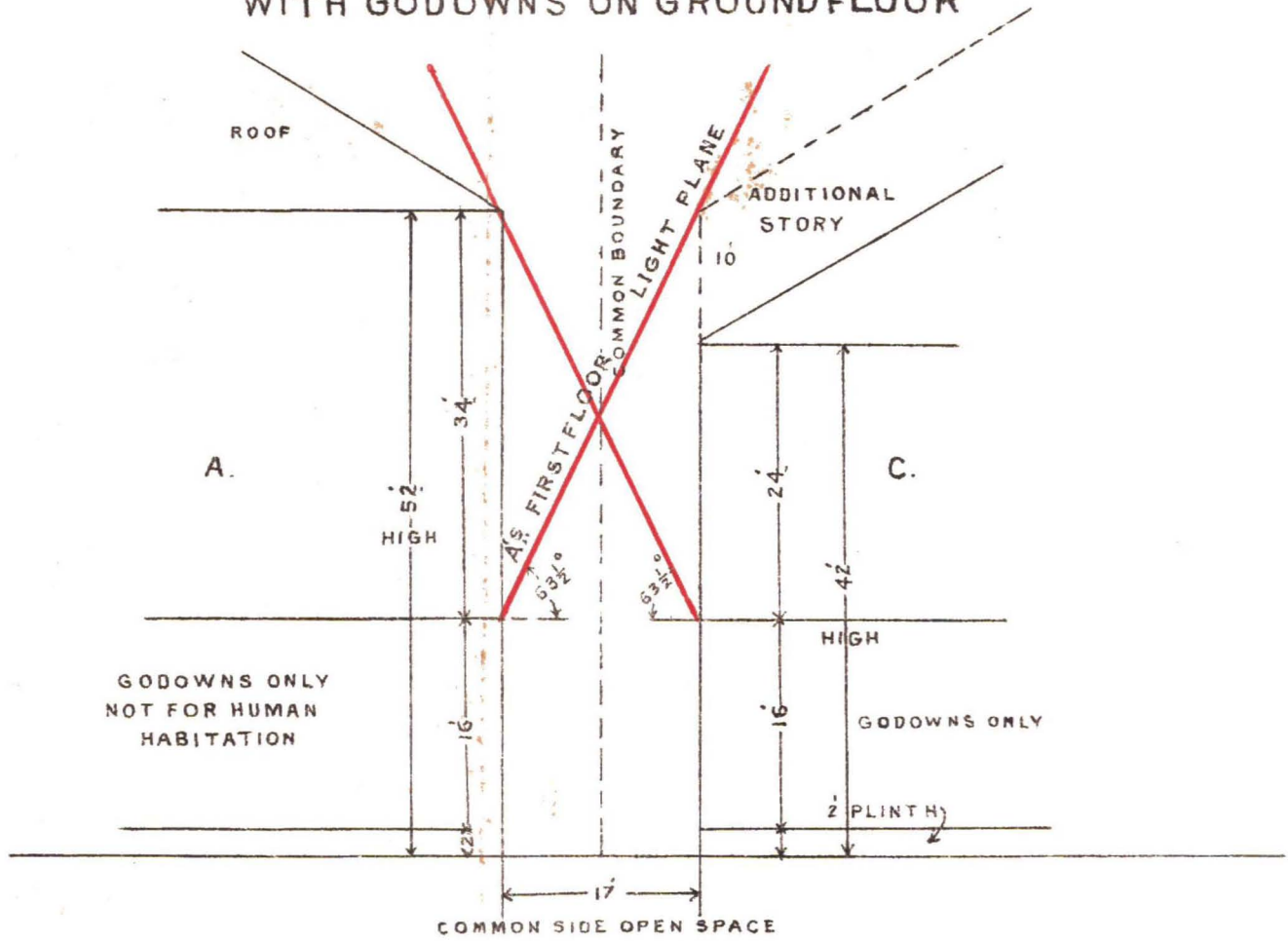
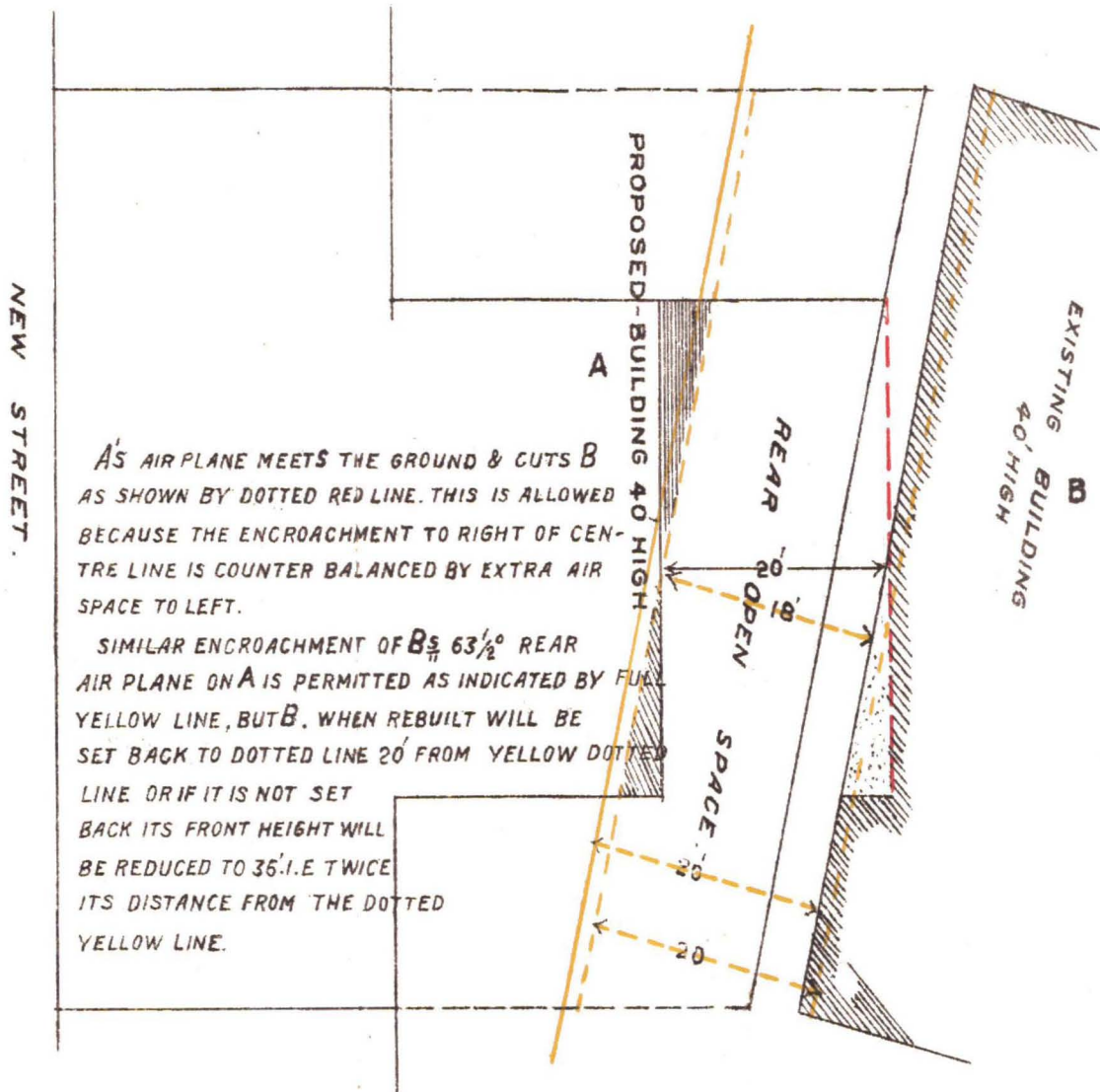


DIAGRAM N^o 22 VIDE PARA
SHEWING PERMISSIBLE DEVIATION FROM
STRICT REQUIREMENTS OF 63½° AIR PLANE
RULE IN IRREGULARLY DEVELOPED AREAS



A'S AIR PLANE MEETS THE GROUND & CUTS B AS SHOWN BY DOTTED RED LINE. THIS IS ALLOWED BECAUSE THE ENCROACHMENT TO RIGHT OF CENTRE LINE IS COUNTER BALANCED BY EXTRA AIR SPACE TO LEFT.

SIMILAR ENCROACHMENT OF B'S 63½° REAR AIR PLANE ON A IS PERMITTED AS INDICATED BY FULL YELLOW LINE, BUT B. WHEN REBUILT WILL BE SET BACK TO DOTTED LINE 20' FROM YELLOW DOTTED LINE OR IF IT IS NOT SET BACK ITS FRONT HEIGHT WILL BE REDUCED TO 36'. I.E TWICE ITS DISTANCE FROM THE DOTTED YELLOW LINE.

DIAGRAM N^o 23

SHEWING DEVIATION FROM LIGHT & AIR PLANE RULES TOLERATED TEMPORARILY PENDING SET-BACK OF OLD BUILDING.

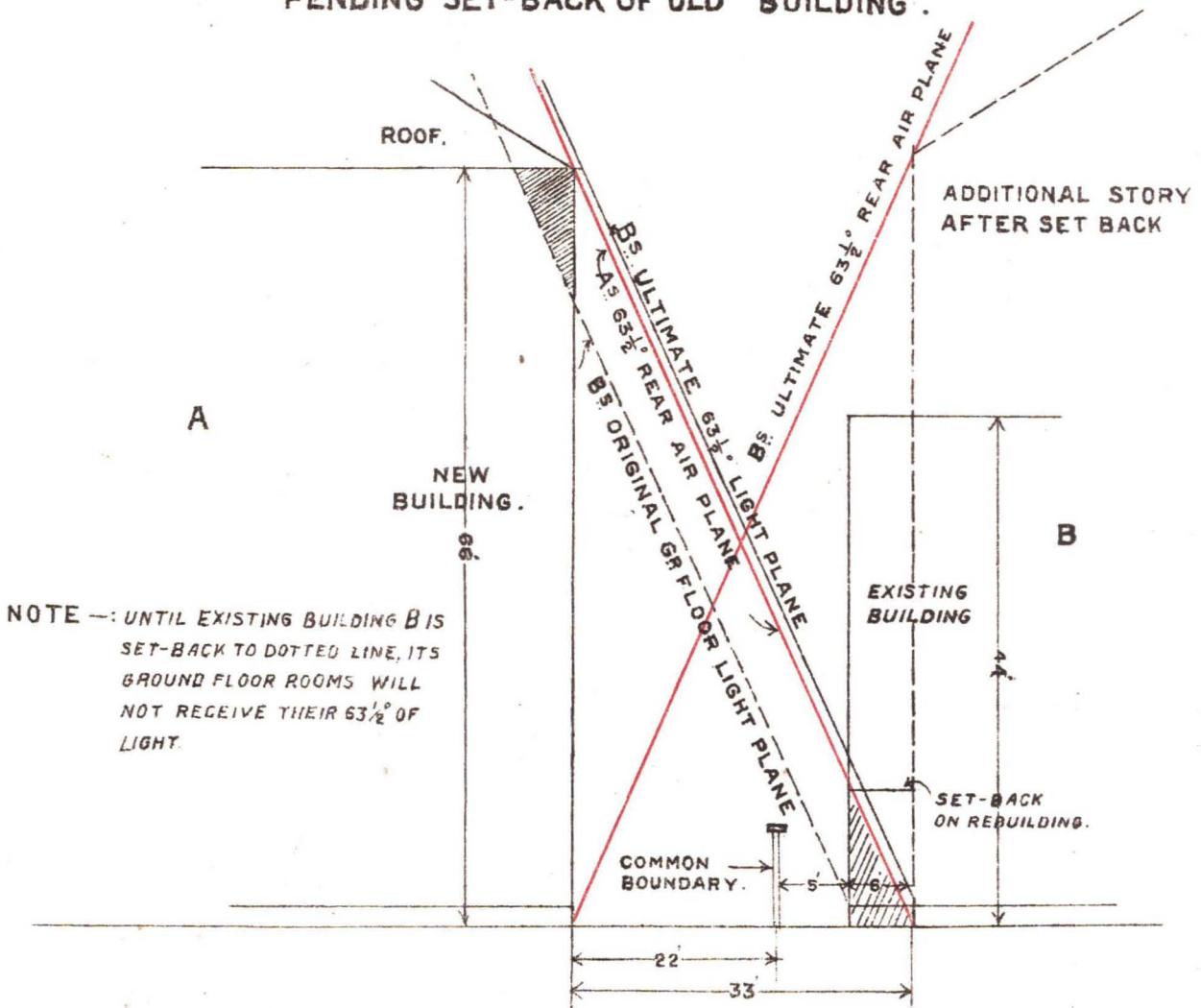


DIAGRAM N^o 24 VIDE PARA
SHewing DEVIATION FROM LIGHT & AIR PLANE RULES
TOLERATED TEMPORARILY PENDING
SET BACK OF OLD BUILDING

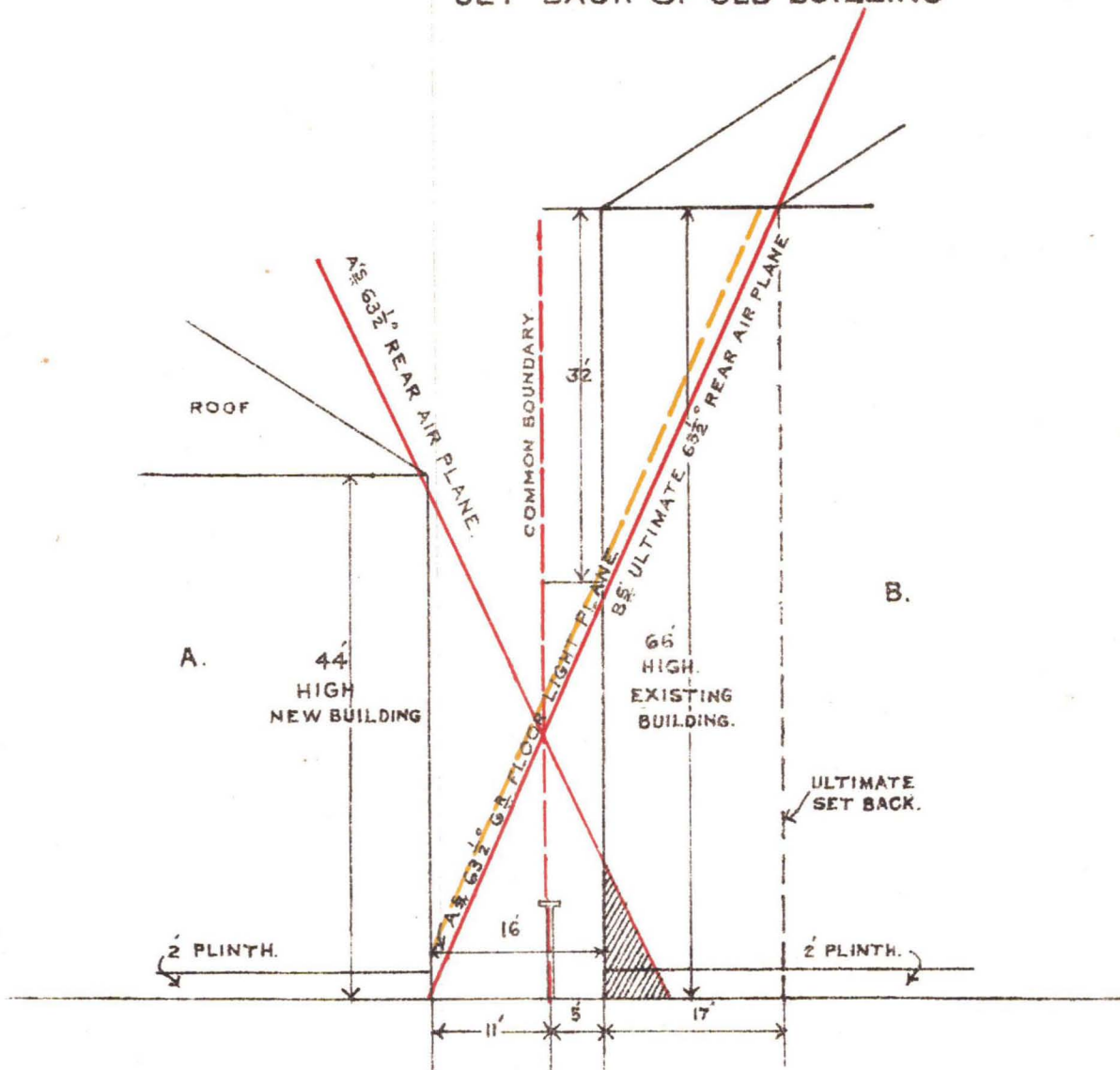


DIAGRAM N^o 25.

SHEWING CASE IN PAPER MILL LANE
REFERRED TO AT END OF PARA 7.

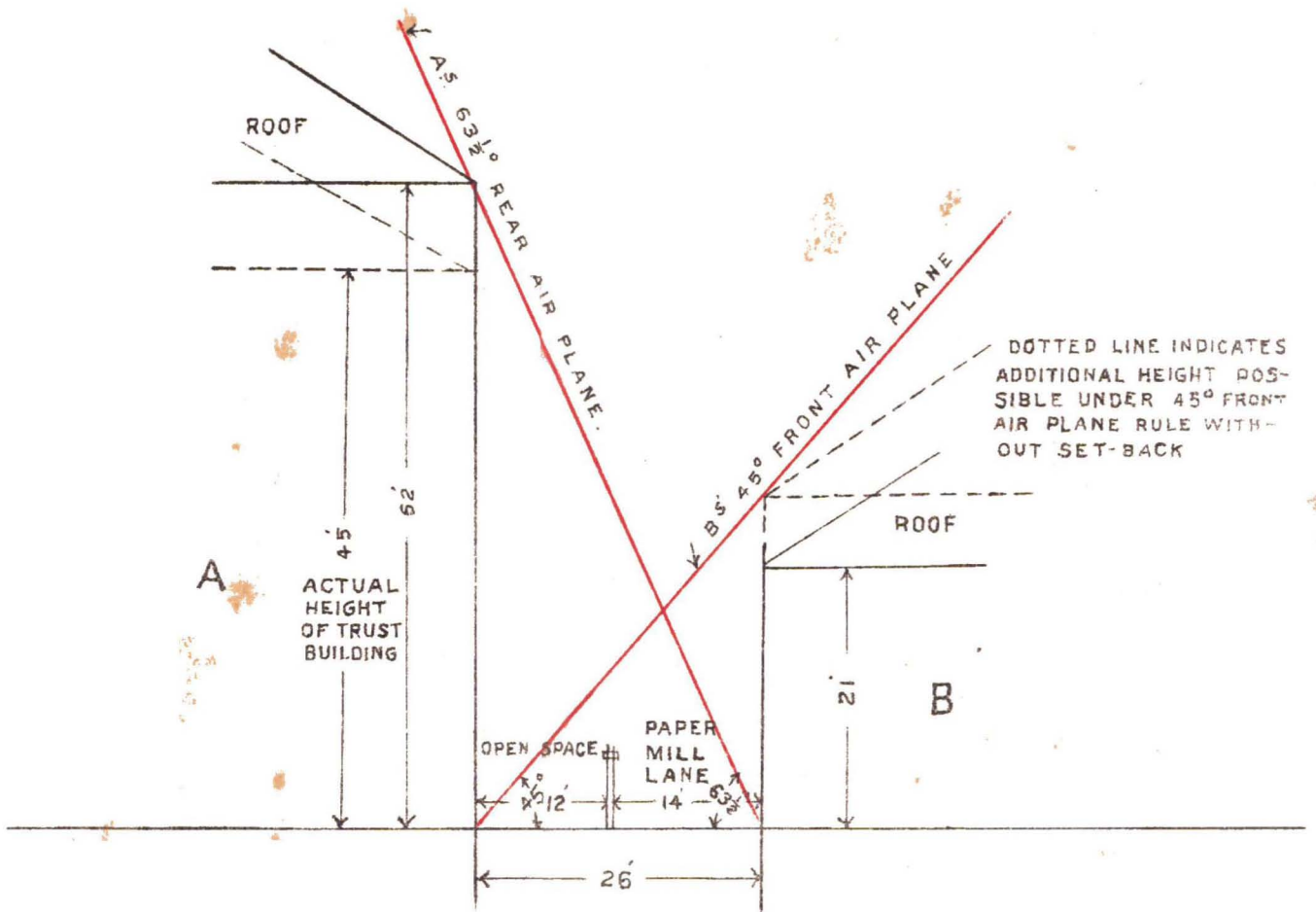


DIAGRAM N^o 26.

SHEWING EFFECT OF SETTING BACK B
IN SAME CASE TO ENABLE A TO BUILD
UP TO 68' HEIGHT.

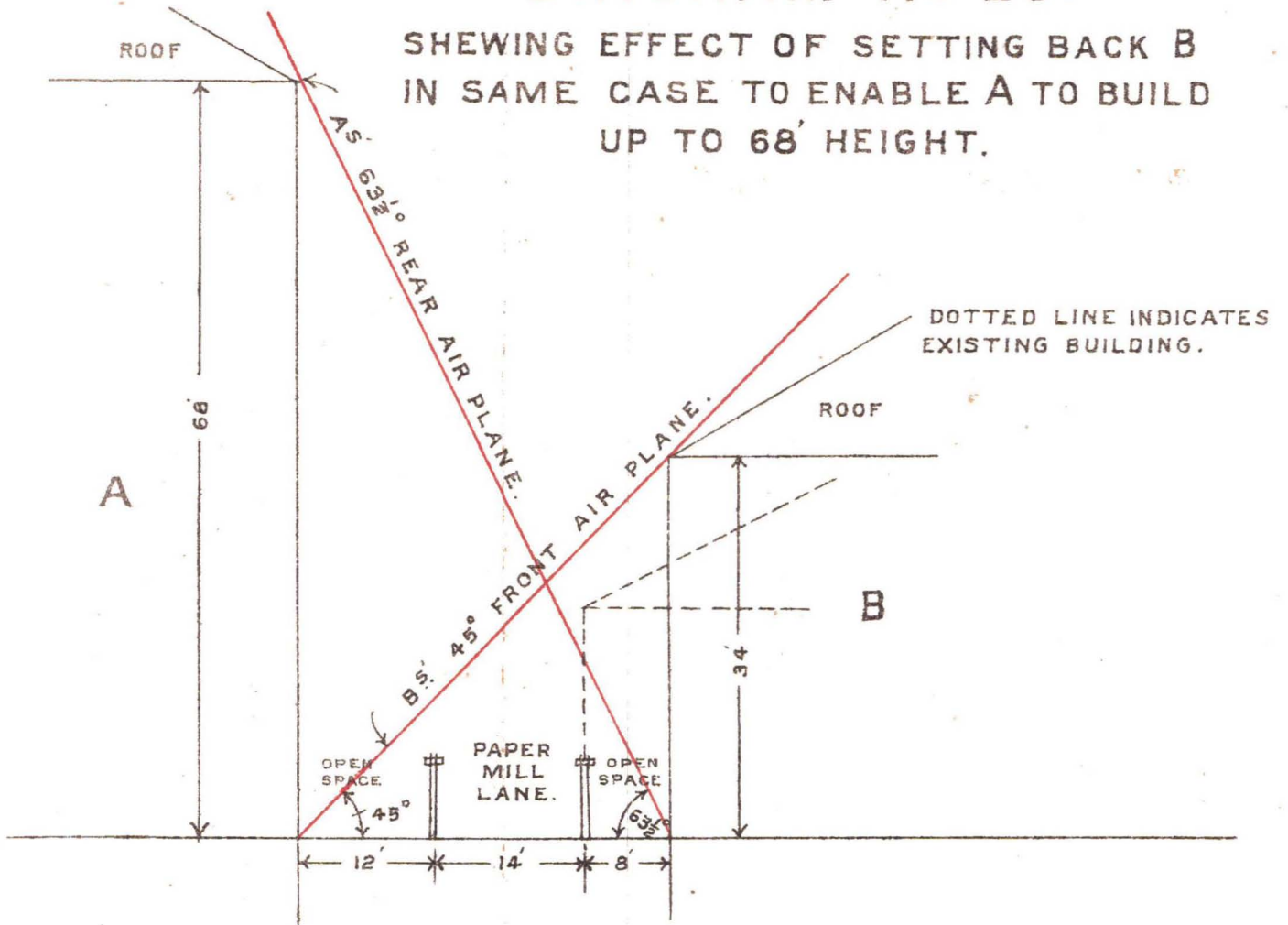
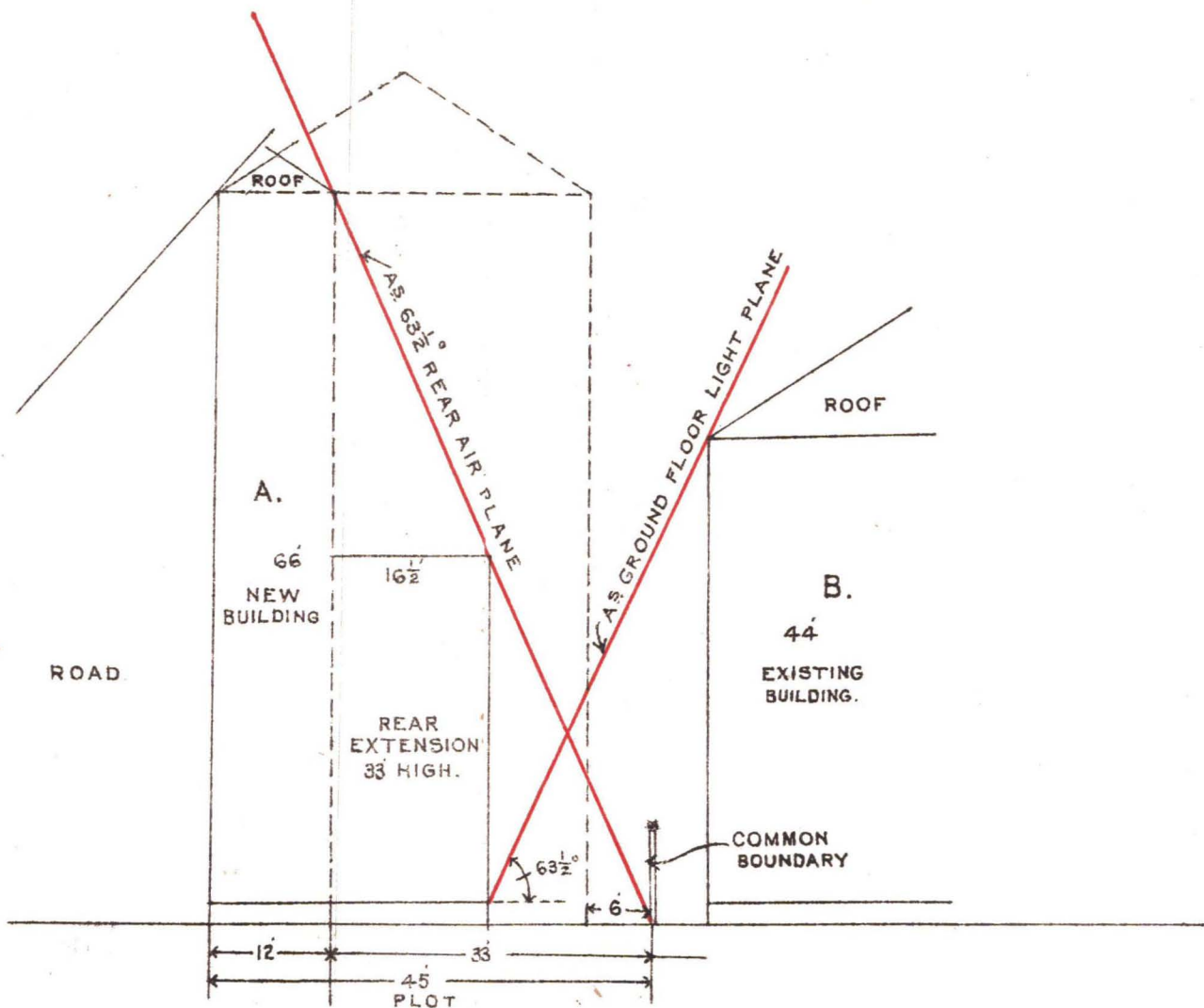


DIAGRAM N^o27 VIDE PARA

SHEWING HOW THE DEPTH OF THE 66 BUILDING IN DIAGRAM N^o23
MUST BE CURTAILED IF A IS NOT ALLOWED TO
RECKON ON ANY EXISTING OR FUTURE OPEN SPACE
IN B^s PLOT IN APPLYING THE REAR AIR PLANE RULE.



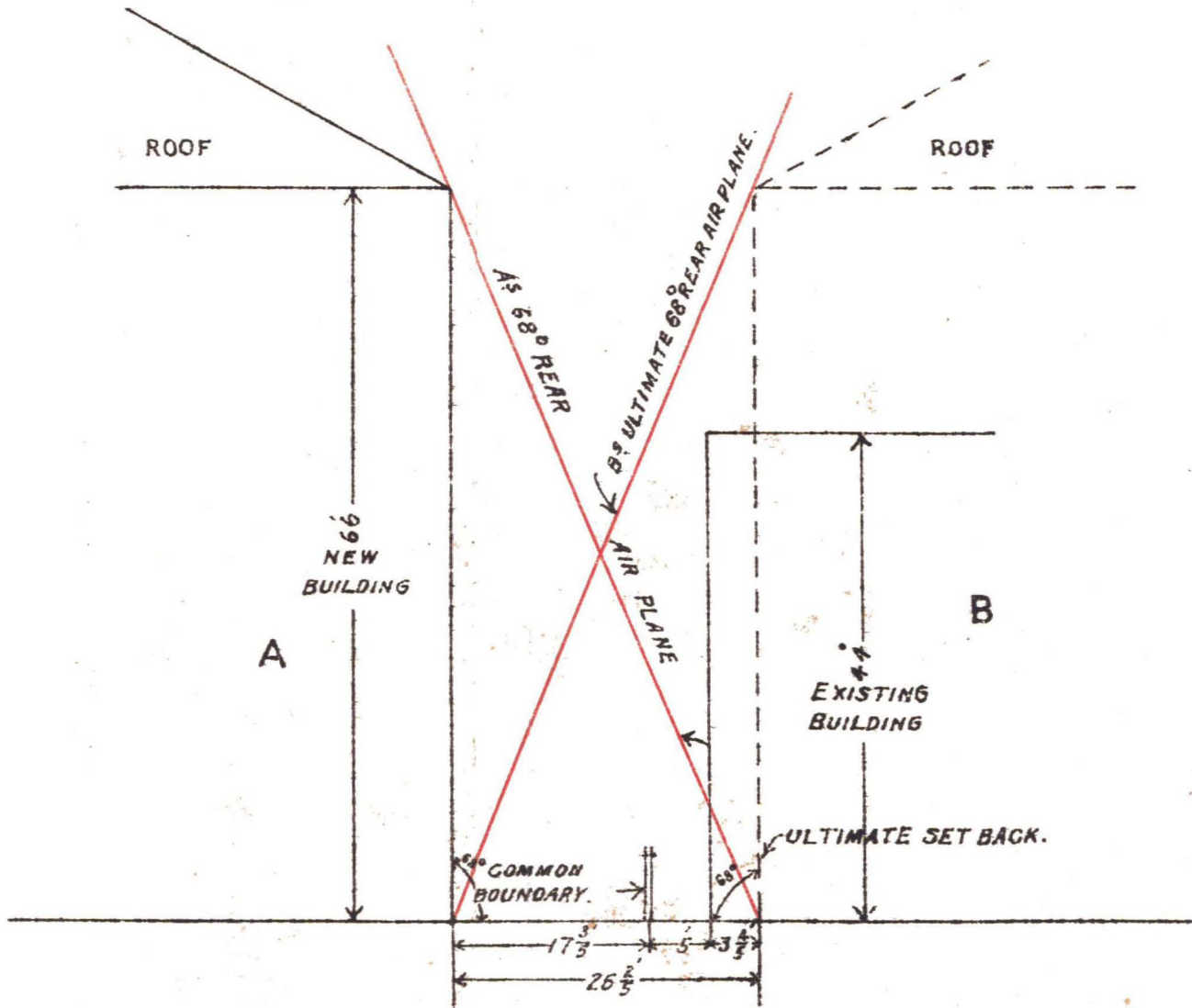
NOTE:-

IF A REDUCES THE HEIGHT OF HIS BUILDING IN REAR HE CAN BUILD UP TO THE POINT AT WHICH HIS 63 1/2° GROUND FLOOR LIGHT PLANE JUST CLEARS B^s BUILDING

THE DOTTED LINE INDICATES THE EXTENT OF BUILDING ALLOWED BY MUNICIPAL BY-LAWS.

DIAGRAM NO 28

SHEWING REDUCTION OF PRESENT AND ULTIMATE REAR OPEN SPACE BETWEEN BUILDINGS IN DIAGRAM NO 23 CONSEQUENT ON SUBSTITUTION OF 68° REAR AIR PLANE FOR $63\frac{1}{2}^\circ$ REAR AIR PLANE.

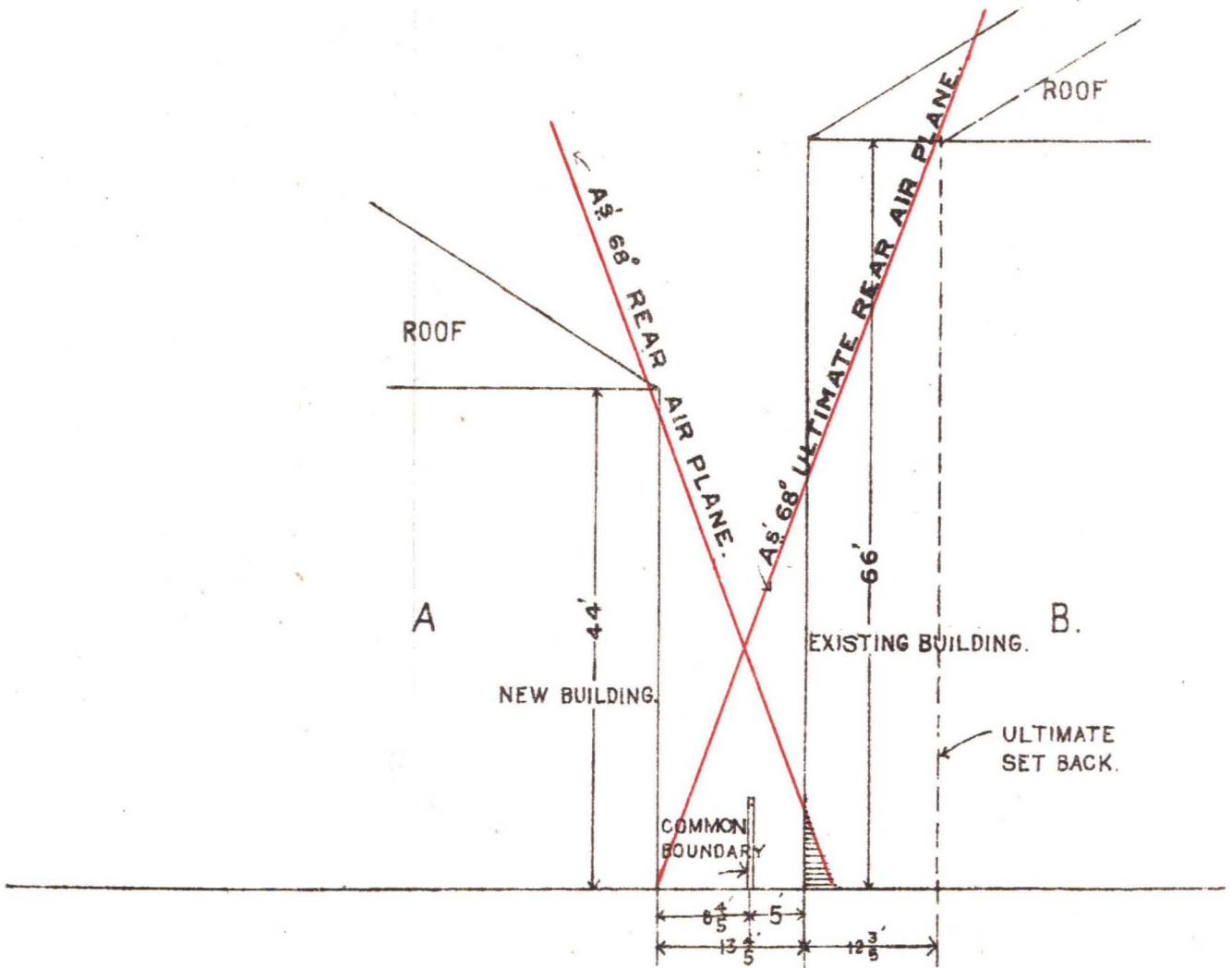


NOTE:-

UNDER	$63\frac{1}{2}^\circ$	RULE	A	CAN	BUILD	UP	TO	$\frac{1}{2} \cdot 66 - \frac{1}{4} \cdot 44 = 22'$	FROM	COMMON	BOUNDARY.
"	68°	"	"	"	"	"	"	$\frac{2}{5} \cdot 66 - \frac{1}{5} \cdot 44 = 17\frac{3}{5}''$	"	"	"
"	$63\frac{1}{2}^\circ$	"	B	MUST ULTIMATELY } 11 FROM COMMON BOUNDARY.							
"	68°	"	"	SET BACK TO } $8\frac{2}{5}''$ " " "							
"	$63\frac{1}{2}^\circ$	"	"	SPACE BETWEEN BUILDINGS							27
"	68°	"	"	AT FIRST WILL BE							$22\frac{3}{5}$
"	$63\frac{1}{2}^\circ$	"	"	SPACE BETWEEN BUILDINGS							33
"	68°	"	"	WILL ULTIMATELY BE							$26\frac{2}{5}$

DIAGRAM N^o 29.

SHEWING REDUCTION OF PRESENT & ULTIMATE REAR OPEN SPACE BETWEEN BUILDINGS IN DIAGRAM N^o 24 CONSEQUENT ON SUBSTITUTION OF 68° REAR AIR PLANE FOR 63½° REAR AIR PLANE.



NOTE. UNDER THE 68° RULE THE DISTANCE BETWEEN THE LOWER BUILDING & THE COMMON BOUNDARY MUST BE $\frac{1}{5}$ TH OF THE HEIGHT OF THE BUILDING, NOT $\frac{1}{4}$ TH AS UNDER THE 63½° RULE. [V RULE IN PARA. 7]: AND THE ULTIMATE DISTANCE BETWEEN THE TWO BUILDINGS MUST BE $\frac{2}{5}$ TH OF THE HEIGHT OF THE HIGHER BUILDING, NOT $\frac{1}{2}$ AS UNDER THE 63½° RULE: $\frac{1}{5}$ TH OF 44' = 8 $\frac{4}{5}$ '
 $\frac{2}{5}$ TH OF 66' = 26 $\frac{2}{5}$ '.

UNDER	63½°	RULE A CAN BUILD UP TO	FROM COMMON BOUNDARY.		
"	68°	"	"	8 $\frac{4}{5}$ '	"
"	63½°	"	{ B MUST ULTIMATELY	22'	"
"	68°	"	{ SET BACK TO	17 $\frac{3}{5}$ '	"
"	63½°	"	{ SPACE BETWEEN BUILDINGS	16'	"
"	68°	"	{ AT FIRST WILL BE	13 $\frac{4}{5}$ '	"
"	63½°	"	{ SPACE BETWEEN BUILDINGS	33'	"
"	68°	"	{ ULTIMATELY WILL BE	26 $\frac{2}{5}$ '	"

DIAGRAM Nº30 VIDE PARA

SHEWING REAR OPEN SPACE

REGULATED BY 45° REAR AIR PLANE RULE

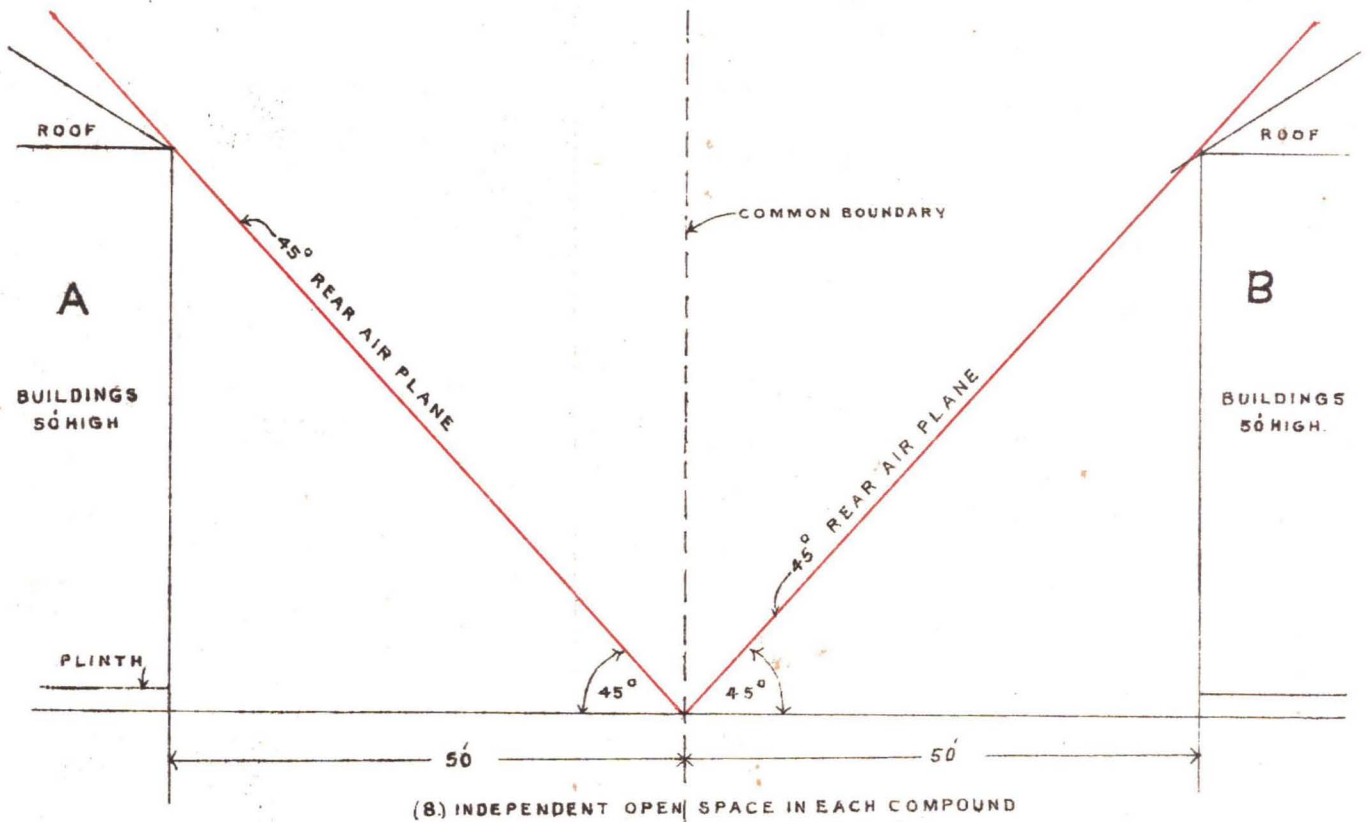
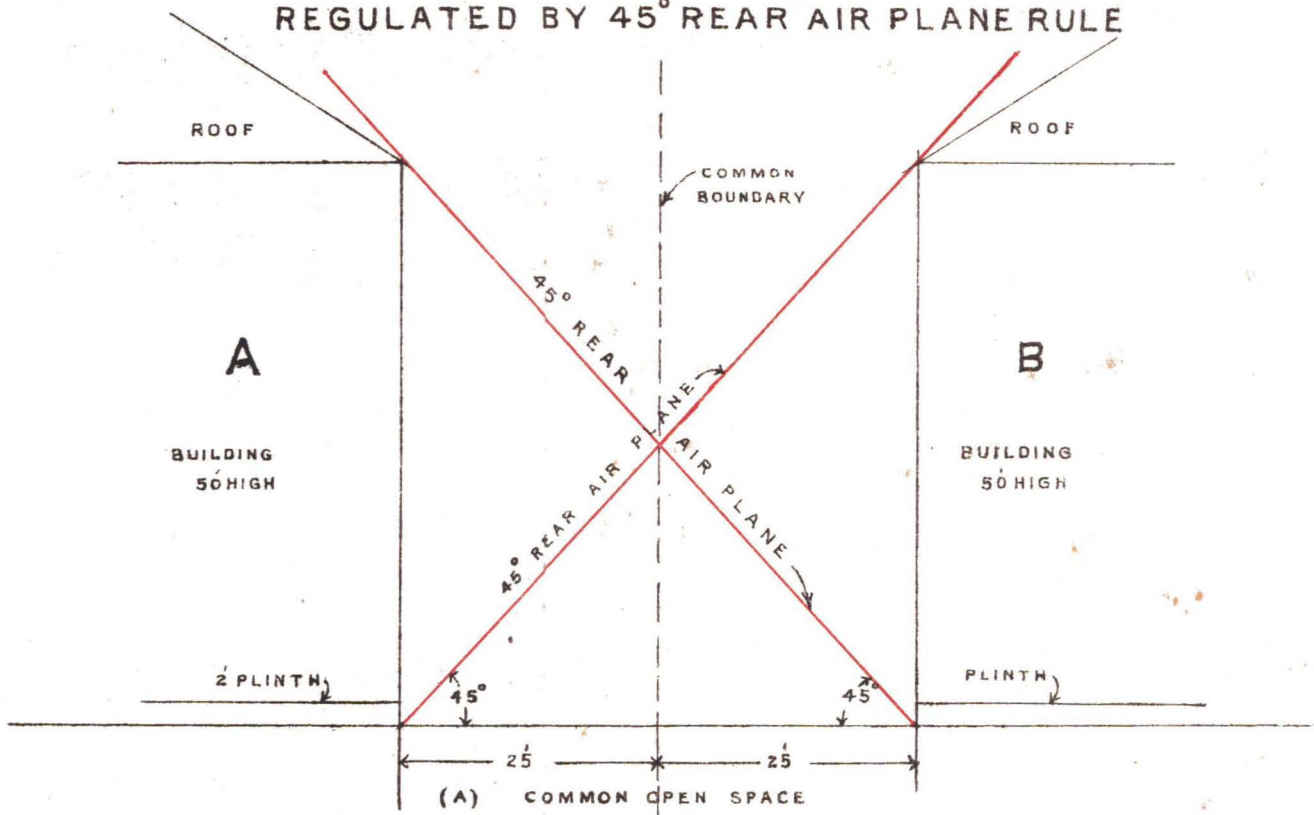
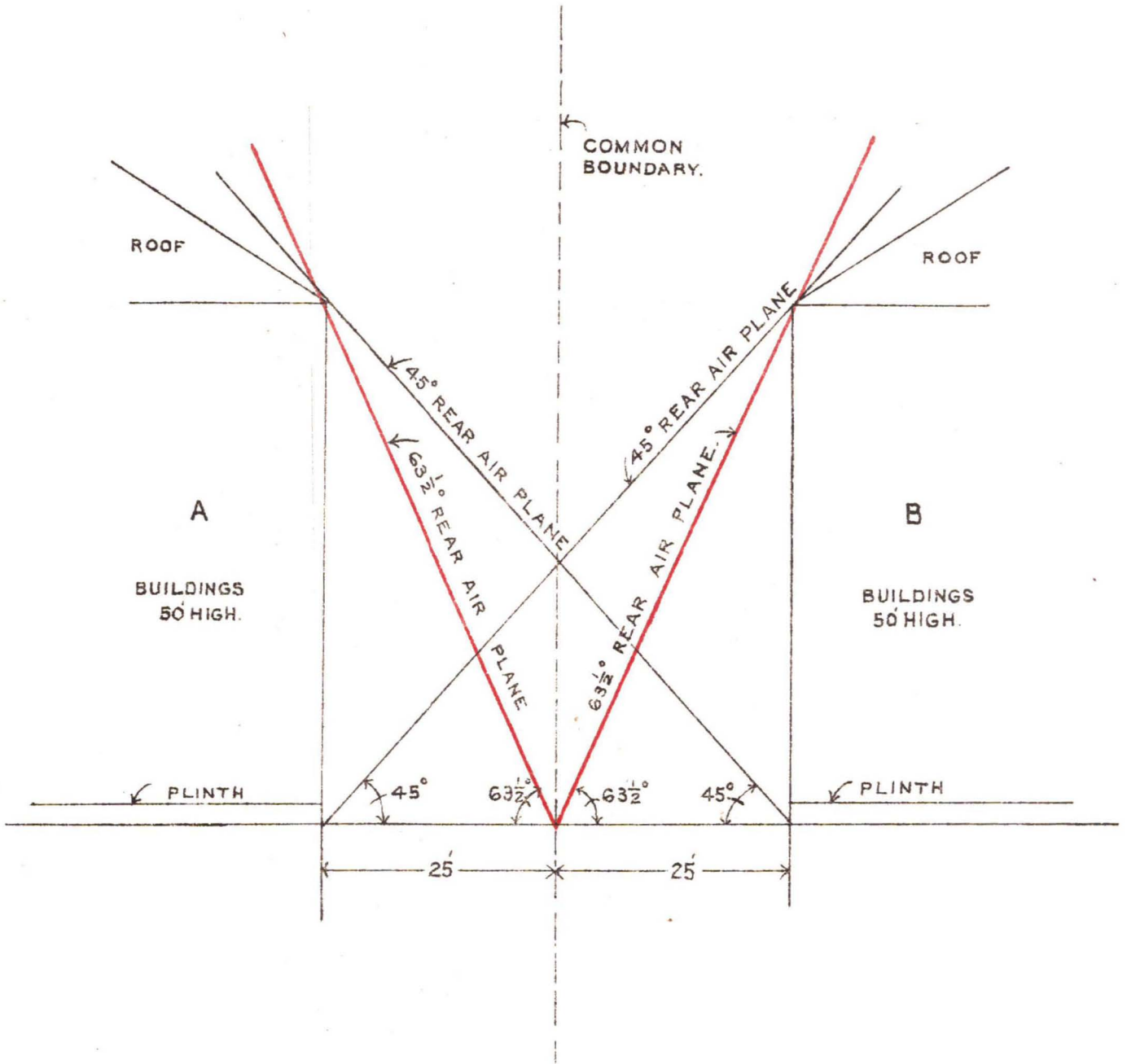
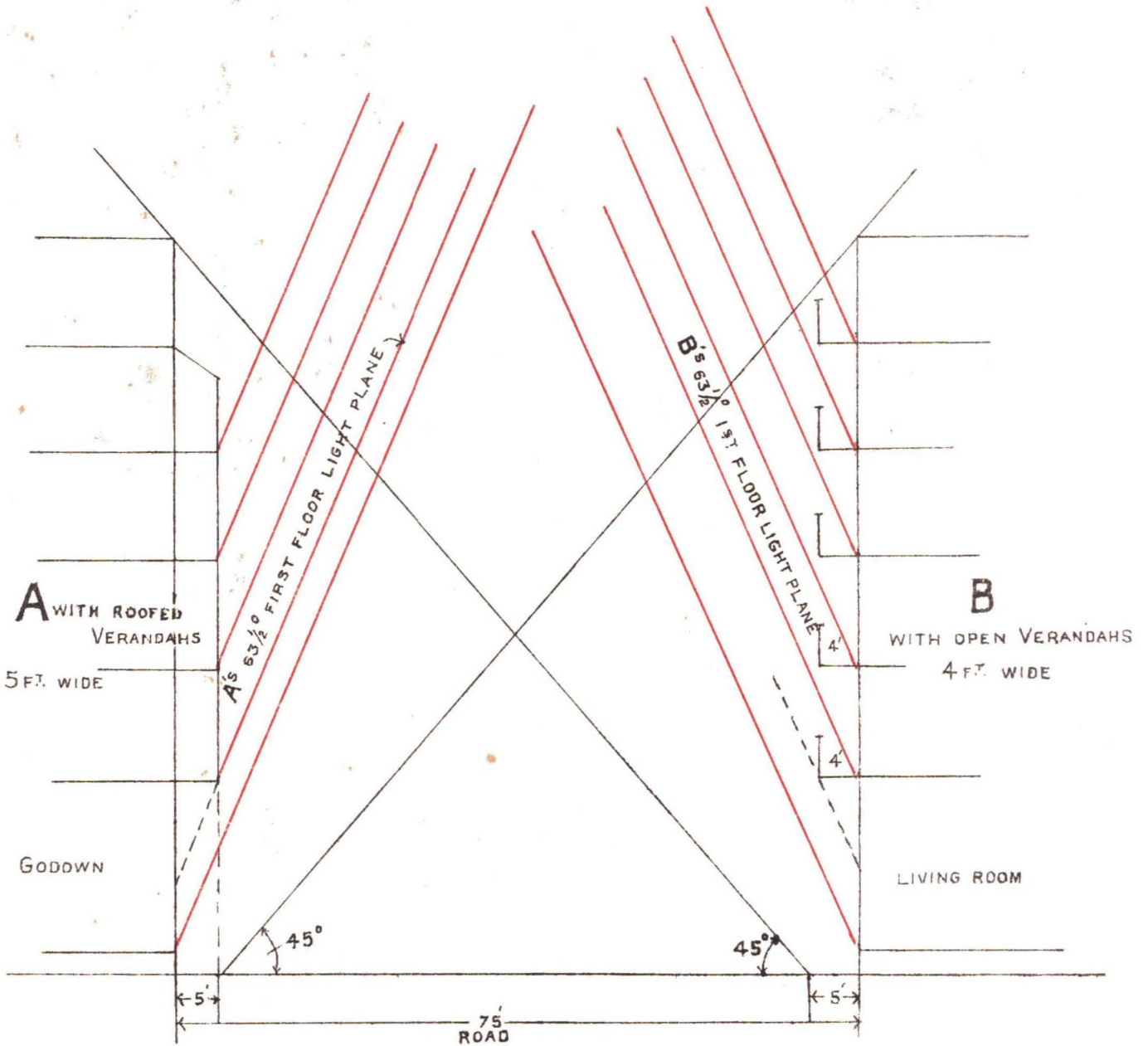


DIAGRAM N^o 31 VIDE PARA
SHEWING EFFECT OF $63\frac{1}{2}^{\circ}$ REAR PLANE RULE
WITH INDEPENDENT REAR OPEN SPACES.



NOTE:— WHEN A & B ARE OF EQUAL HEIGHT THE EFFECT IS THE SAME AS IF THERE WERE A COMMON REAR OPEN SPACE SATISFYING 45° AIR PLANE RULE.

DIAGRAM N^o. 32



A: 5 FT. VERANDAH ALLOWED BECAUSE IT DOES NOT PROJECT OVER AIR PLANE WHILE THE ROOM OVER THE LIGHT PLANE OF WHICH IT PROJECTS IS A GODDOWN NOT FOR HUMAN HABITATION.

B: 5 FT. VERANDAH NOT ALLOWED HERE (THOUGH IT WOULD NOT ENCROACH ON A'S AIR PLANE) BECAUSE IT IS ABOVE LIGHT PLANE OF B'S GROUND FLOOR ROOM WHICH IS USED FOR HUMAN HABITATION