

Revised Master Plan for Bengaluru - 2031 (Provisional)



“A liveable and well governed Bengaluru premised on efficient mobility and vibrant ecology.”



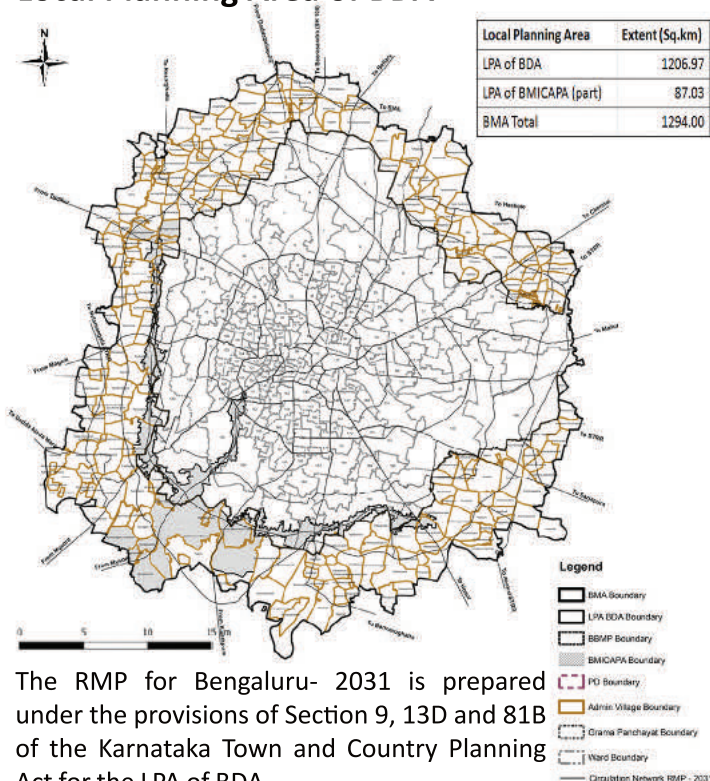
Bangalore Development Authority

Bengaluru, a Megapolis

Bengaluru, a multi-functional metropolitan and the capital city of Karnataka, is one of the fastest growing cities in India and is branded as the 'Silicon Valley of India' for spearheading the growth of Information and Communication Technology (ICT) based industries. Bengaluru has also emerged as the start-up hub of the nation, bringing innovation and contribution to GDP, diversity of economy and adding to employment opportunities. It is also a major education hub with a very large number of higher educational institutions in and around the city.

The Metropolis houses about 40% of urban population of Karnataka and has witnessed 42% growth in population during the decade 2001-2011, thus playing the role of a primate city in the State.

Local Planning Area of BDA

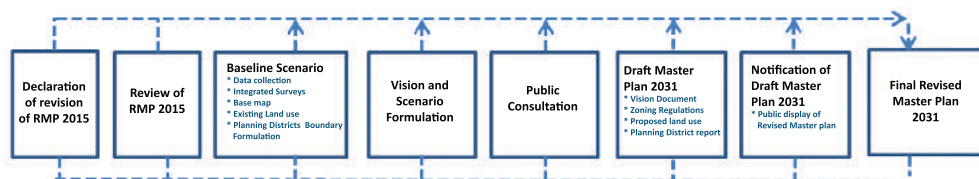


The RMP for Bengaluru- 2031 is prepared under the provisions of Section 9, 13D and 81B of the Karnataka Town and Country Planning Act for the LPA of BDA.

Issues and Challenges

- Rapid Population Growth
- Development led Infrastructure rather than Infrastructure led development – Integrating Spotted Developments
- Integration of Land Use, Traffic & Transportation, and Infrastructure
- Protecting Environment – Lake and Valley system
- Inadequate supply of Affordable Housing
- Unbalanced spatial distribution of economic activities, infrastructure, social amenities and parks & open spaces
- Management and Metropolitan Governance - Multiplicity of Agencies
- Over exploitation of land
- Managing risks and hazards both natural and man-made

Process Flow



Studies and Surveys Conducted

- Review of RMP 2015
- Preparation of Base Map (includes GDP Survey)
- Existing Land Use Survey
- Socio-Economic Survey
- Traffic and Transportation Surveys - Preparation of Land Use Transport Model
- Classification of Natural Drainage
- Market Tracking and Housing Supply Survey - Housing and Typology Assessment/ Affordable Housing
- Heritage Survey
- Utility & Services Mapping Survey
- Review of Legal & Regulatory Framework
- Risk & Vulnerability Assessment

Public and Stakeholder Consultations



- Public Consultation Meetings were conducted at zonal level - 8 zones.
- A series of stakeholder consultations were held with the Metropolitan Planning Committee, BBMP, Line departments, Industrial Associations, Professional Organisations etc.

Structure of RMP for Bengaluru- 2031 (Provisional)

Volume 1: *Vision Document*

Volume 2: *Existing Land Use Maps (Maps only)*

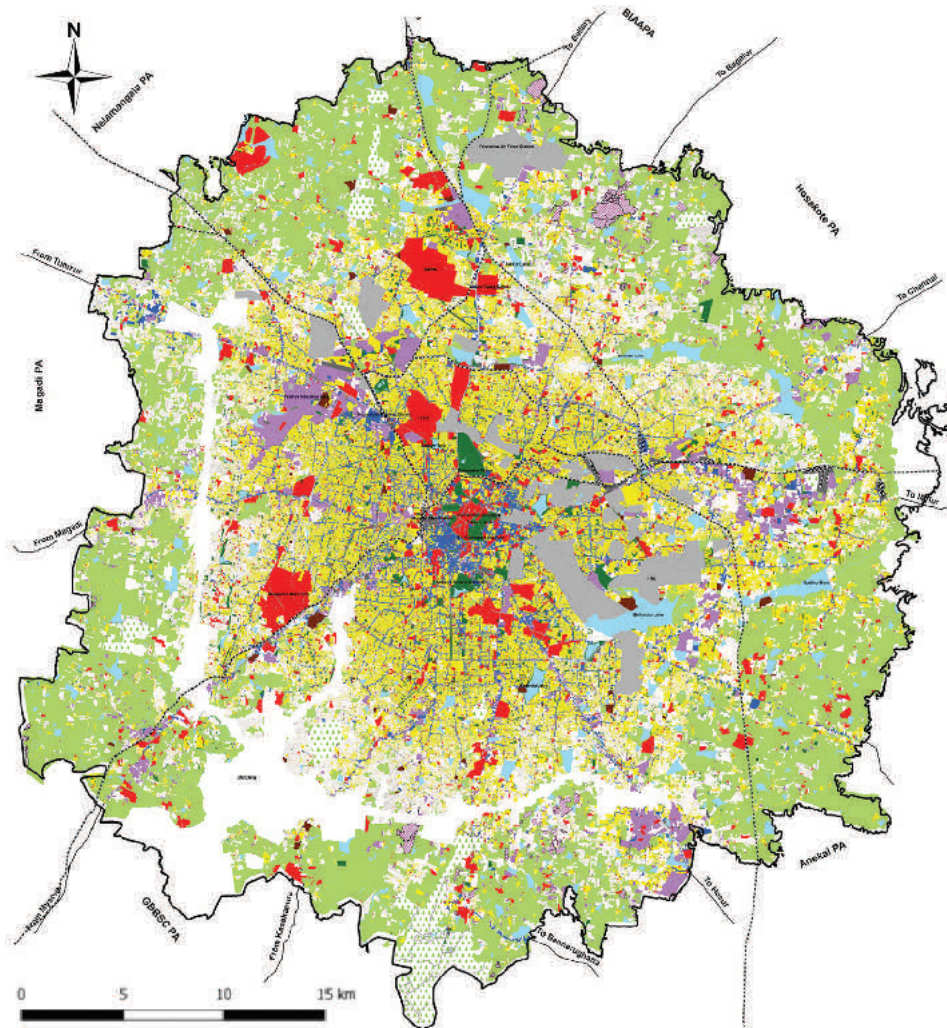
Volume 3: *Master Plan Report*

Volume 4: *Planning District Report*

Volume 5: *Proposed Land Use Maps (PD level maps)*

Volume 6: *Zoning Regulations*

Existing Land Use Map 2015

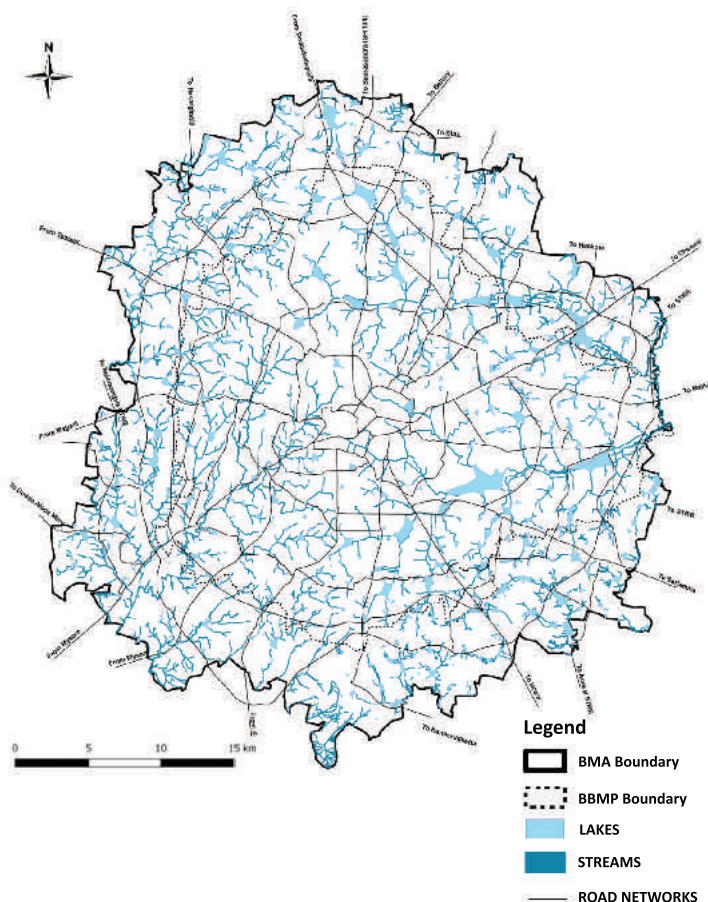


Land Use Category	Area (Sq.km)	Percentage
Residential	212.84	17.63
Commercial	38.28	3.17
Industrial	45.61	3.78
Public Semi Public	64.78	5.37
Unclassified	42.32	3.51
Public Utility	4.86	0.4
Parks & Open Spaces	20.46	1.7
Transport Communication	88.02	7.29
Vacant	304.82	25.25
Agriculture	300.95	24.93
Quarry/ Mining Sites	7.4	0.61
Forest	27.53	2.28
Streams	4.28	0.35
Water Bodies	44.82	3.71
Total Area of LPA of BDA	1206.97	100

Legend

- Residential
- Commercial
- Industrial
- Public and Semi Public
- Defense
- Public Utilities
- Parks and Open spaces
- Transport and Communication
- Forest
- Water bodies
- Streams
- Agriculture
- Railway Line
- Road Network

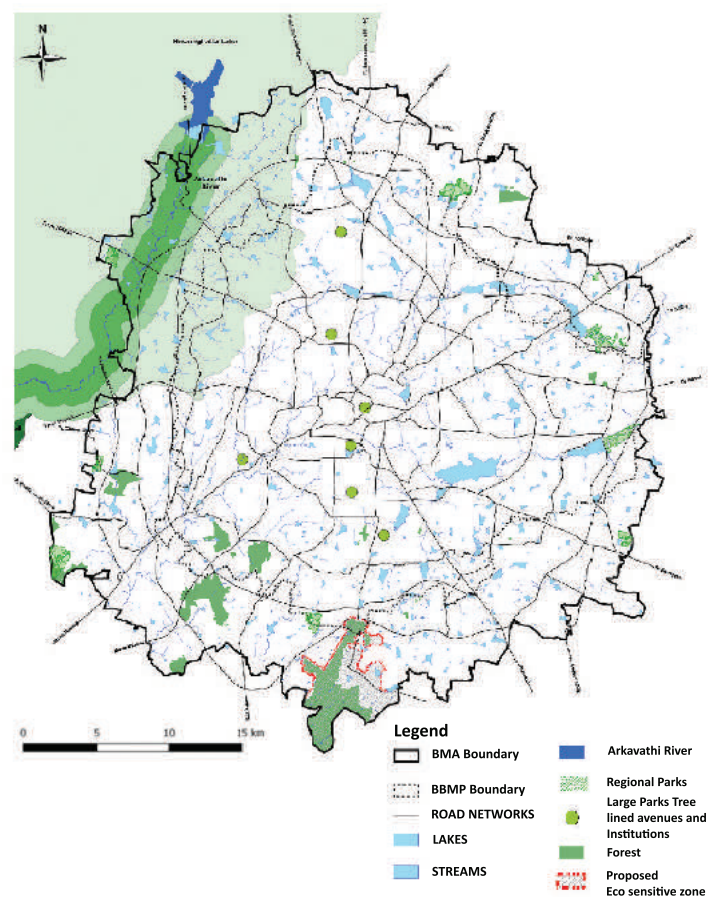
Lakes and Valley System



Legend

- BMA Boundary
- BBMP Boundary
- LAKES
- STREAMS
- ROAD NETWORKS

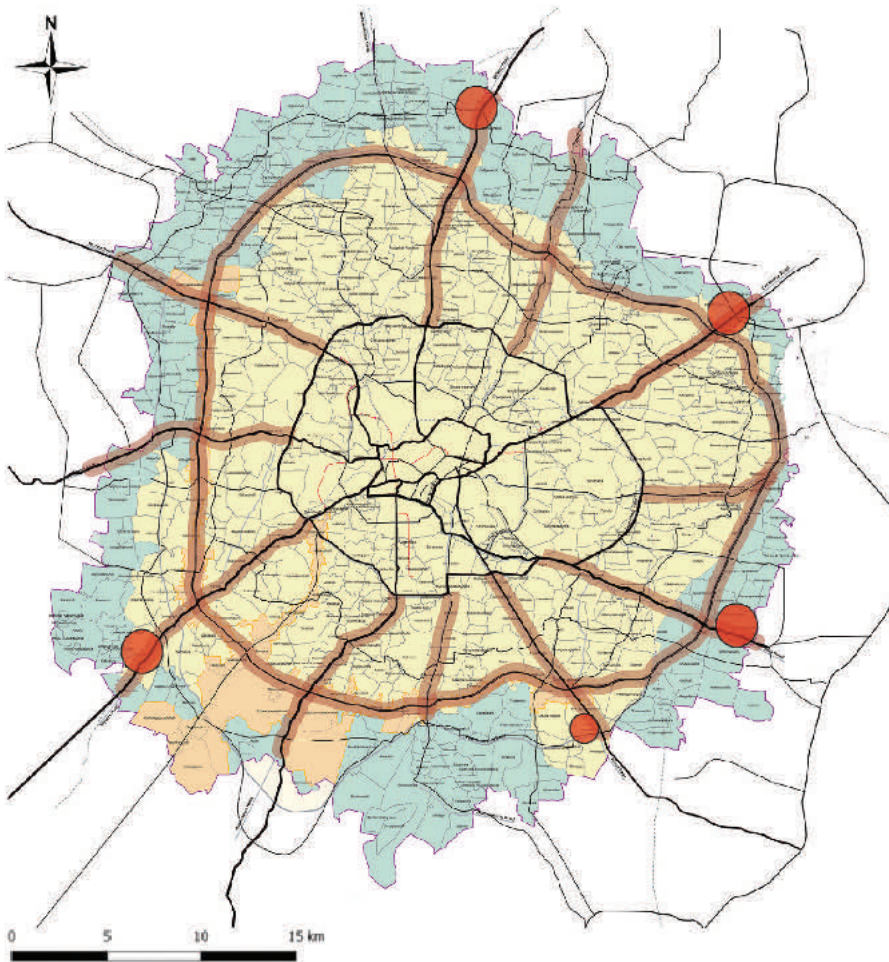
Environmental Sensitivity



Legend

- BMA Boundary
- BBMP Boundary
- ROAD NETWORKS
- LAKES
- STREAMS
- Arkavathi River
- Regional Parks
- Large Parks Tree lined avenues and Institutions
- Forest
- Proposed Eco sensitive zone

Growth Scenario (under Differential Strategy)



RMP for Bengaluru- 2031 evolved 3 alternative Growth Scenarios namely:

1. Containment Scenario
2. Corridor Driven Scenario
3. Differential Scenario

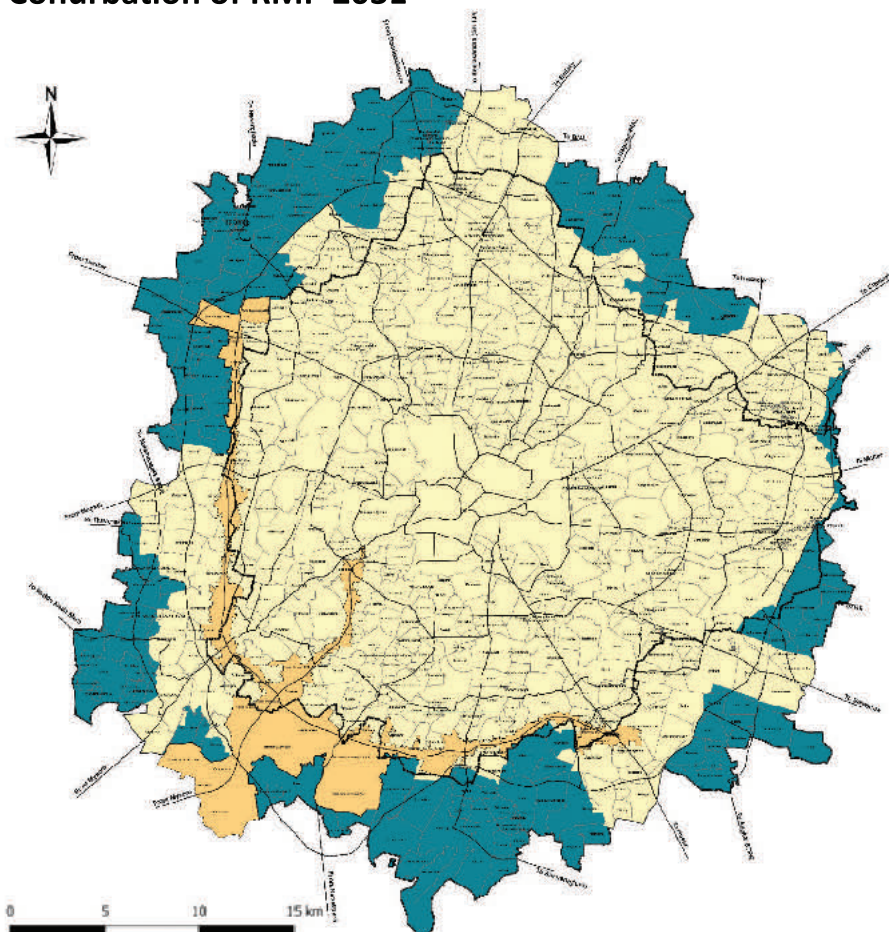
The scenarios were based on 2 non-negotiable constant parameters of, transportation network and the environmental layers of lakes, streams and eco-sensitive areas in BMA.

The outcomes of the analysis of the stakeholder consultation process highlighting the citizen's key issues and priorities, especially when tagged to specific spatial zones within the city, were deliberated in the Board Meeting of the Authority on June 9, 2017 and after the detailed discussions, the Authority selected the Differential Strategy Scenario.

Legends

- Roads
- Metro stations
- Railway segments
- Metro line
- Agriculture land
- Conurbation area
- BMICAPA
- BMA
- Transit oriented development - Indicative
- Employment centers / SDZ's

Conurbation of RMP 2031



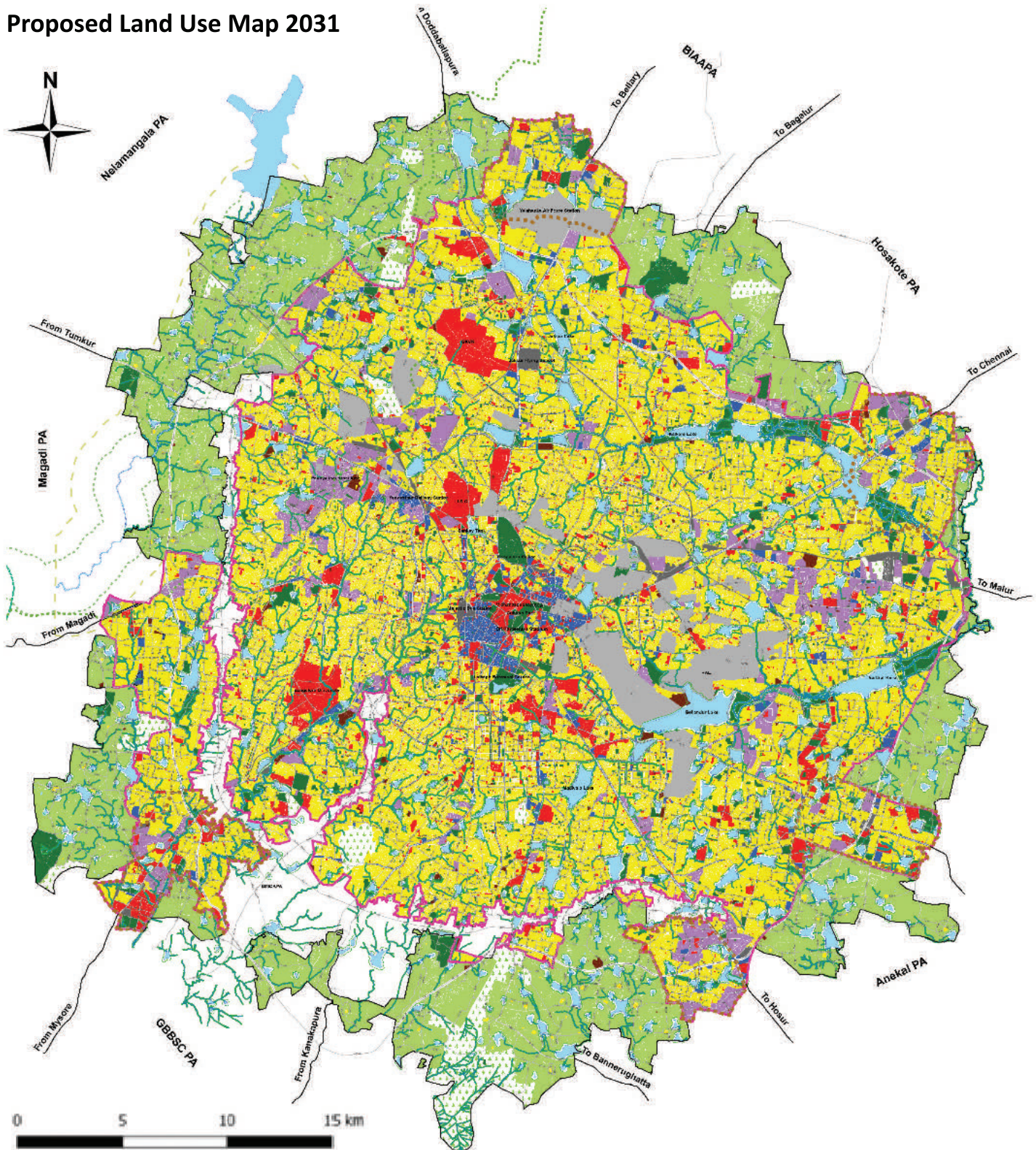
Description	Extent
Area of Conurbation	884.31 sq.km
Area of Agriculture	322.66sq.km
Area of LPA of BDA	1206.97 sq.km

The increase in conurbation is limited to about 80 sq.km. (from 804 sq.km. to 884 sq.km. with a gross density of about 210 PPH) in view of the large tracts of vacant land available under the existing conurbation limits and the strategy for compact high density developments supported with targeted shift of public transport share from existing 48% to 68-70%.

Legend

- LPA BDA Boundary
- BMICAPA Boundary
- Conurbation Boundary RMP 2031
- BBMP Boundary
- Village Boundary
- Proposed Circulation network

Proposed Land Use Map 2031

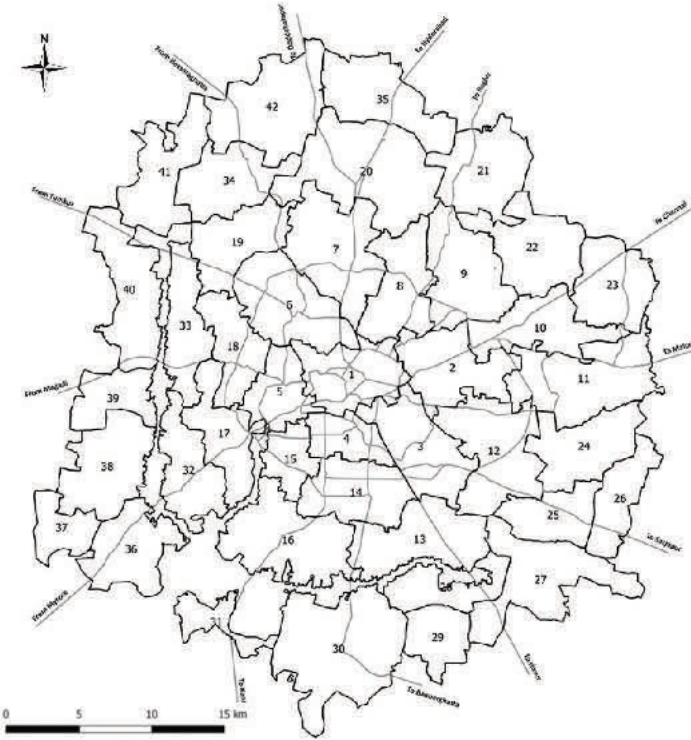


- *Ecological sustainability, Mobility, Inclusive Growth and Streamlined Governance are the four pillar stones of the Revised Master Plan for Bengaluru-2031 (Provisional).*
- *The spatial distribution of land for economic nodes/centres, public-semi-public and greens.*
- *Integration of land use and transport with consideration for road hierarchy and public transport.*

Land Use Category	Area (Sq.km)	% To Total Developable Area
Residential	424.77	48.03
Commercial	24.74	2.8
Industrial	42.56	4.81
Public Semi Public	60.08	6.79
Unclassified	43.56	4.93
Public Utility	4.71	0.53
Parks & Open Spaces	37.35	4.22
Transport Communication	118.34	13.38
Forest	5.77	0.65
Water bodies and Streams	33.94	3.84
NGT Buffer	88.49	10.01
Total Developable Area	884.31	100
Agriculture Zone	322.66	-
Total Area of LPA of BDA	1206.97	-

Legend	
	Residential
	Commercial
	Industrial
	Public and Semi Public
	Defense
	Public Utilities
	Parks and Open spaces
	Transport and Communication
	Forest
	Water bodies
	Streams
	Agriculture
	Water Bodies
	Streams
	NGT Buffer
	Special Development Zone
	Railway Line
	Road Network
	LPD BDA Boundary
	Conurbation Boundary 2031

Planning Districts



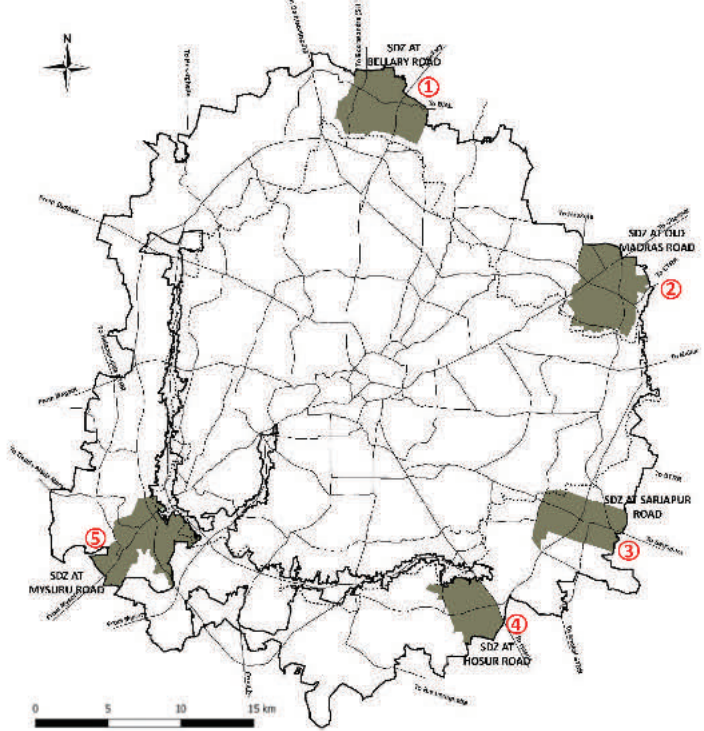
PD NAMES

PD 01: CENTRAL BUSINESS DISTRICT
 PD 02: INDIRANAGAR - KAGADASAPURA
 PD 03: AUSTIN TOWN-KORAMANGALA-HSR LAYOUT
 PD 04: JAYANAGARA
 PD 05: RAJAJI NAGAR-BAPUJI NAGAR
 -AZAD NAGAR
 PD 06: YESHWANTPUR - MALLESWARAM
 PD 07: RT NAGAR - HEBBAL-GKVK
 PD 08: THANISANDRA-NAGAWARA
 -RICHARDS TOWN
 PD 09: BANSRAWADI - HORAMAVU
 PD 10: KR PURAM - HOODI
 PD 11: DODDA NEKKUNDI - WHITEFIELD
 PD 12: BELANDURU - HARALURU
 PD 13: PARAPPANA AGRAHARA - HULIMAVU
 PD 14: BANASHANKARI - BTM - MADIVALA

PD 15: KATHRIGUPPE
 PD 16: GOTTIGERE
 PD 17: NAYANADAHALLI
 PD 18: PEENYA - NAGARBHAVI
 PD 19: JALAHALLI - JARAKABANDEKAVALLI
 PD 20: YELAHANKA
 PD 21: MARENDAHALLI - KANNUR
 PD 22: BIDARAHALLI
 PD 23: CHEEMASANDRA
 PD 24: VARTHUR - GUNJUR
 PD 25: HALANAYANAHALLI - KODATHI
 PD 26: DOMMASANDRA
 PD 27: SINGASANDRA - HEBBAGODI
 - KONIMASANDRA
 PD 28: ELECTRONIC CITY - DODDATHOGURU

PD 29: HULIMANGALA
 PD 30: BANNERUGHATTA
 PD 31: AGARA
 PD 32: ULLALU - KENGERI
 PD 33: HEROHALLI
 PD 34: CHIKKABANWARA
 PD 35: BETTAHALASURU
 - HUNASAMARANAHALLI
 PD 36: KUMBALGODU
 PD 37: DODDA ALADA MARA
 PD 38: SULIKERI - BHEEMANAKUPPE
 PD 39: SHEEGEHALLI - YELACHAGUPPE
 PD 40: MAKALI - MACHOHALLI
 PD 41: ALURU
 PD 42: RAJANAKUNTE

Special Development Zones



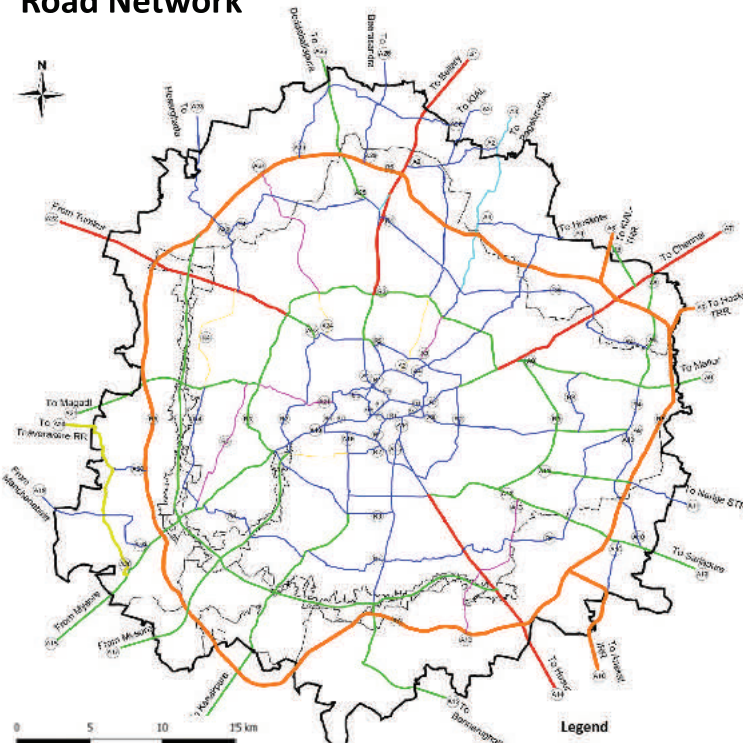
5 Special Development Zones at:

- Bellary Road
- Old Madras Road
- Sarjapura Road
- Hosur Road
- Mysuru Road

Legend

- BMA Boundary
- BBMCA Boundary
- BBMP Boundary
- SDZ
- Road Network

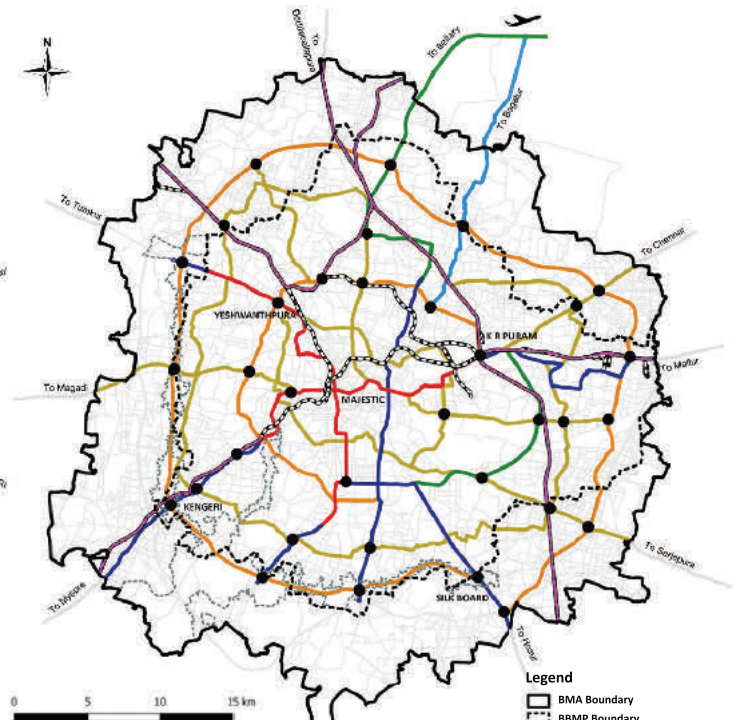
Road Network



RMP 2031 has proposed 5 Rings and 26 radials to create a network of Major Arterial Roads considering the road hierarchy with regards to the envisaged density patterns and regional connectivity.

- Legend**
- BMA Boundary
 - BBMCA Boundary
 - BBMP Boundary
 - Proposed RoW
 - 18 m
 - 24 m
 - 30 m
 - 36 m
 - 45 m
 - 60 m
 - 67 m
 - 100 m

Public Transport Network



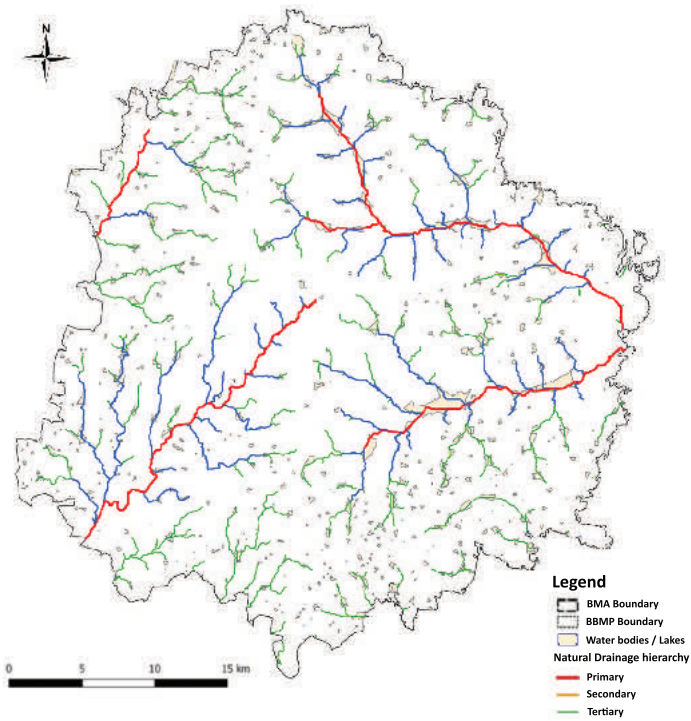
Transport infrastructure:

- Commuter Rail System
- Metro Network
- LRT/ Monorail/ BRTS
- Intermodal Interchanges
- Inter State Bus Terminus & Bus Stations
- Truck Terminal

Legend

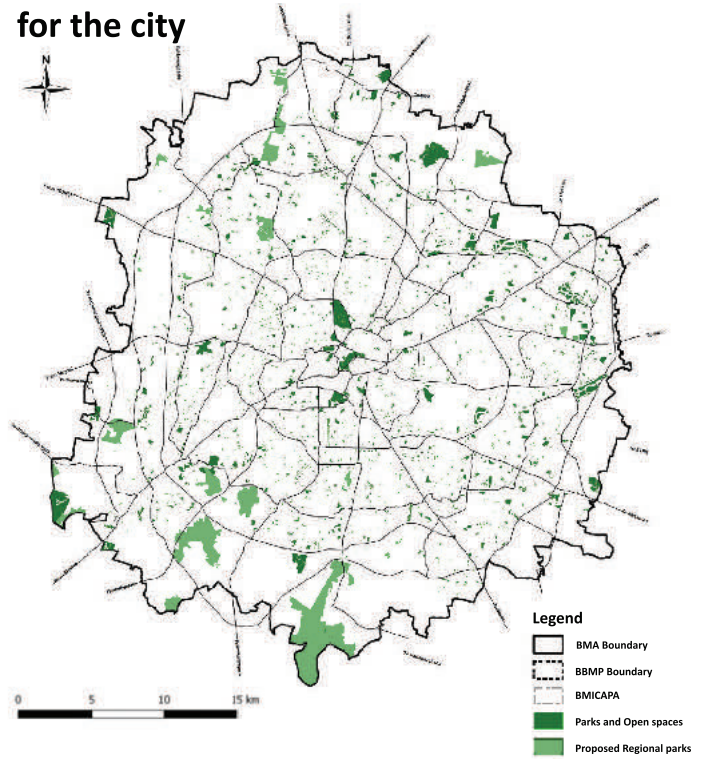
- BMA Boundary
- BBMCA Boundary
- BBMP Boundary
- Railway Line
- Proposed Road network
- Existing Metro Phase 1
- Proposed Metro Phase 2
- Proposed Metro Phase 3
- Proposed Metro
- BRTS
- LRT / Monorail / BRTS
- CRS
- Inter Modal Interchange
- Kempegowda International Airport

Drainage classification for NGT Buffer



Drainage system classified into Primary, Secondary and Tertiary. Drainage classification earmarked on Proposed Landuse Maps along with buffers prescribed by Hon'ble National Green Tribunal (NGT)

Parks and Open Spaces - Lung spaces for the city



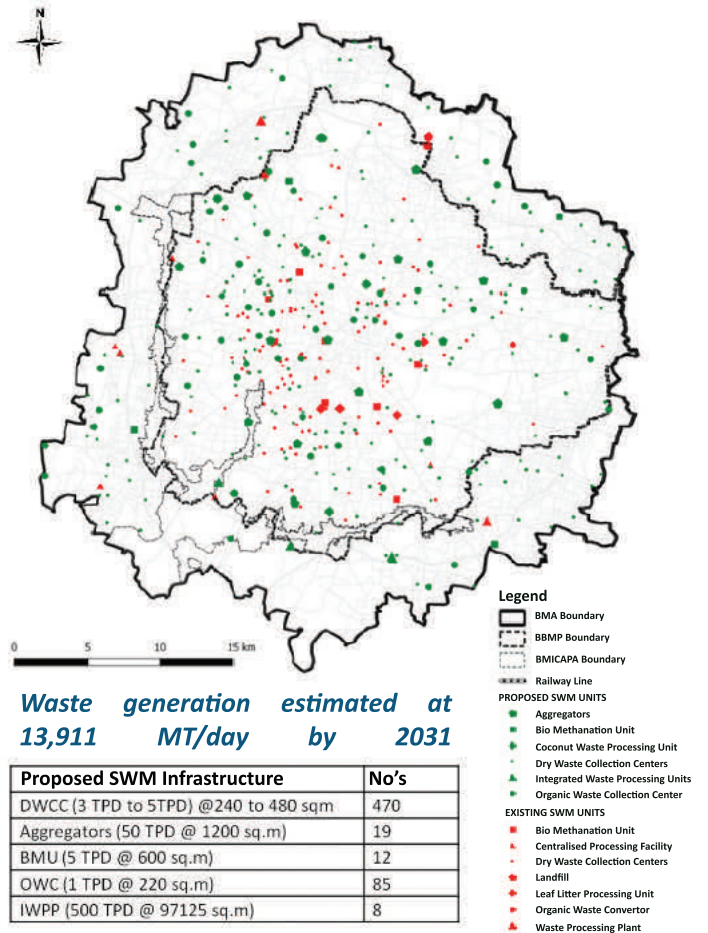
8 regional parks measuring 40 Ha to 200 Ha and 4 Sports Complexes proposed for the city.

Heritage mapping and Protection



12 Heritage Zones have been delineated for which special regulations have been included in the Zoning Regulations

Solid Waste Management

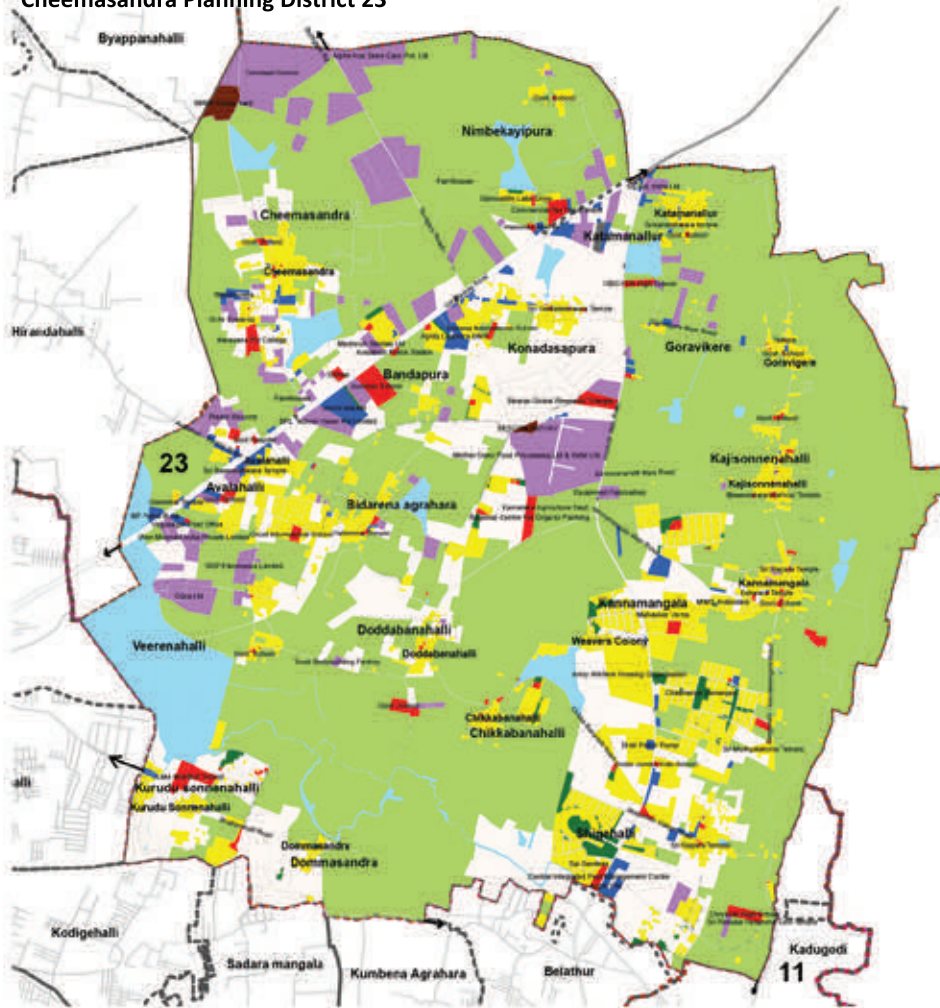


Waste generation estimated at 13,911 MT/day by 2031

Proposed SWM Infrastructure	No's
DWCC (3 TPD to 5TPD) @240 to 480 sqm	470
Aggregators (50 TPD @ 1200 sq.m)	19
BMU (5 TPD @ 600 sq.m)	12
OWC (1 TPD @ 220 sq.m)	85
IWPP (500 TPD @ 97125 sq.m)	8

Sample Planning District: Existing Land Use (2015)

Cheemasandra Planning District 23



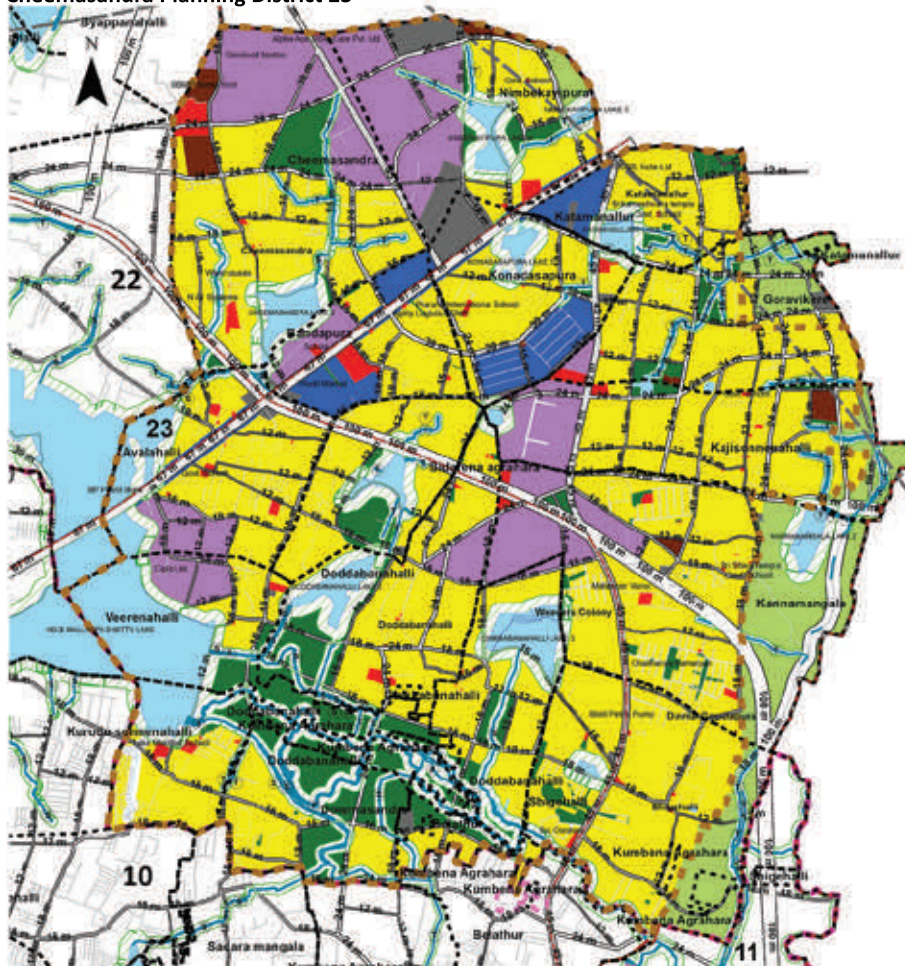
Land Use Category	Area (in Ha)	Percentage to Total Area (%)
Residential	280.45	10.29
Commercial	29.87	1.10
Industrial	54.47	5.67
Quarry and Mining Sites	0.00	0.00
Public Semi Public	154.68	1.24
Pubic & Semi Public - Defence	33.93	1.24
Public Utility	4.92	0.18
Parks & Open Spaces	16.90	0.62
Transport Communication	96.77	3.55
Vacant	526.39	19.29
Agriculture	1453.55	53.26
Forest	0.00	0.00
Streams	7.13	0.26
Water Bodies	124.81	4.57
Total	2729.28	100.00

Legend

- Residential
- Commercial
- Industrial
- Public and Semi Public
- Defense
- Public Utilities
- Parks and Open spaces
- Transport and Communication
- Forest
- Water bodies
- Streams
- Agriculture
- RailwayLine
- Road Network

Sample Planning District: Proposed Land Use (2031)

Cheemasandra Planning District 23



Land Use Category	Area (in Ha)	Percentage to Total Developable Area (%)
Residential	1168.30	46.56
Commercial	69.58	2.77
Industrial	256.17	10.21
Public & Semi Public	31.95	1.27
Public & Semi Public - Defence	0.00	0.00
Public Utility	18.03	0.72
Parks and Open Spaces	152.96	6.10
Transport & Communication	364.98	14.55
Forest	0.00	0.00
Streams	6.77	0.27
Water Bodies	113.42	4.52
NGT Buffer	327.14	13.04
Total Developable Area	2509.30	100.00
Agriculture	220.2	-
Total PD Area	2729.41	-

Legend

- Residential
- Commercial
- Industrial
- Public and Semi Public
- Defense
- Public Utilities
- Parks and Open spaces
- Transport and Communication
- Forest
- Water bodies
- Streams
- Agriculture
- NGT Buffer
- Special Development Zone
- RailwayLine
- Road Network
- LPD BDA Boundary
- Conurbation Boundary 2031

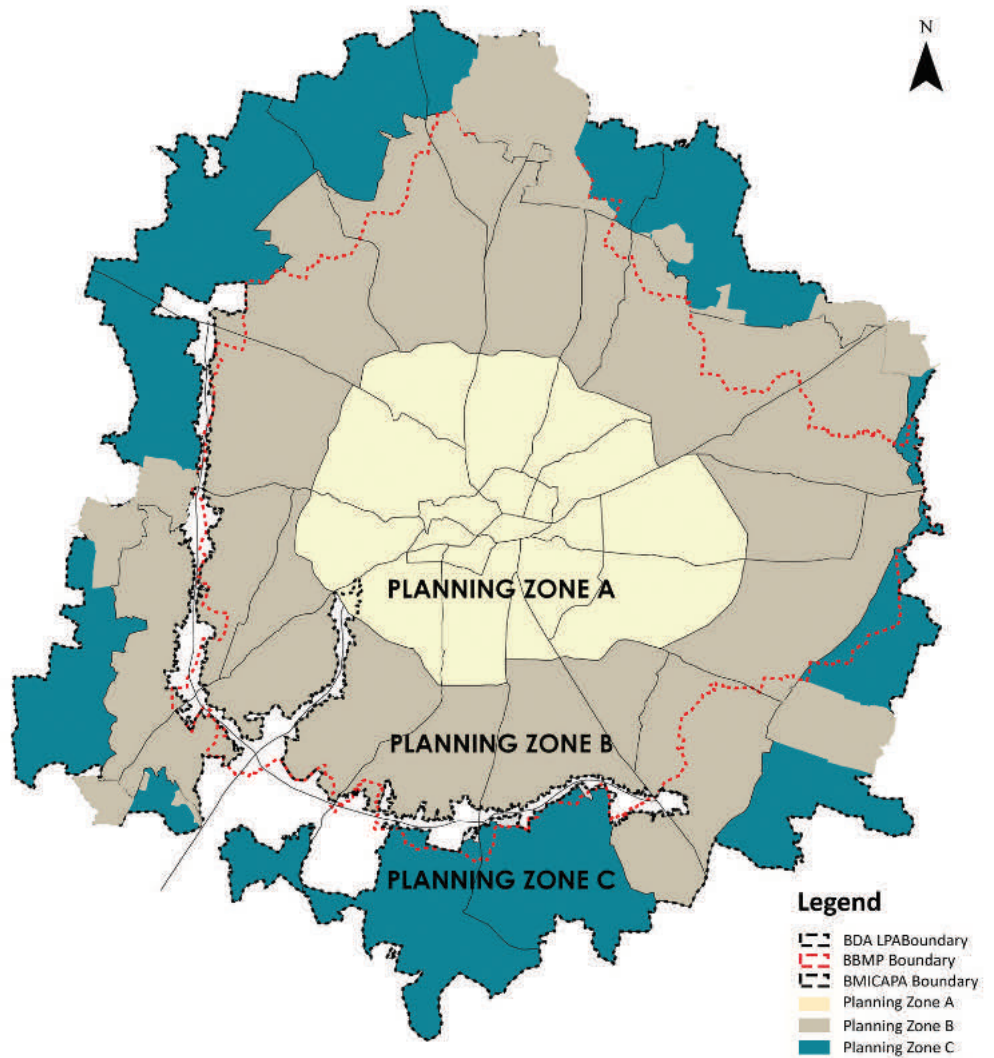
Zoning Regulations Provisions RMP 2031

The zoning regulations, structured around the philosophy of differential strategy, have spatially divided the LPA of BDA into three planning zones supported with regulations to achieve the envisioned strategy for the three zones. Three planning zones are:

1.Planning Zone A (areas falling within the Outer Ring Road) envisaged as zone requiring strategies to stabilize the growth through discouraging further commercialization and densification;

2.Planning Zone B (areas falling outside the ORR and upto the Conurbation Limit of RMP 2031) envisaged as consolidation zone with strategies to promote compact optimal developments with strengthened infrastructure;

3.Planning Zone C (areas beyond the conurbation limit and up to the Boundary of LPA) is envisioned as a preservation zone whereby agriculture land is preserved as productive landscape with improved economic returns for the farmers.



A. General Regulations

- Minimum road width for change of land use is proposed as 12.2 m.
- Provision for planning permission prior to seeking building permission for single plots introduced to ensure integration and coordination of independent development.
- Standardization of building lines based on the road width and setbacks linked to the height of the building.
- Provisions related to exemptions applicable in Ground Coverage, FAR and Height has been streamlined.
- Provisions related to applicable FARs have been restructured to include the free base FAR and maximum allowable FAR linked to the road widths to make TDR as a viable instrument for land procurement for road networks and infrastructure.
- Regulations for single building introduced.
- Provisions related to rain water harvesting, solar water heating and solar lighting for large scale developments, institutional and commercial buildings, norms for tree plantation have been introduced/ amended.

- Provisions related to NGT buffers including classification of primary, secondary and tertiary drains and earmarking on the PLU maps has been introduced for the first time. The land falling under NGT buffer as part of the Layout/DP could be considered against the mandatory requirements of open space.

- The concept of Traffic Impact Assessment for certain large scale developments made mandatory.

B. Regulations for Residential Land Use

- The permitted activities and permissible activities in residential land use zone have been streamlined based on the space standards and the road widths.
- The FARs for residential zone has been proposed on differential basis for Planning Zone A and Planning Zone B in view of the differential strategy. The base FAR ranges between 1.5-2 and the Maximum allowable FAR (including FAR allowable against TDR/ any other instrument) ranges between 1.50-3.2 for residential plots upto 20,000 Sqm.
- For single plots above 2000 sqm, provision of 10% mandatory green has been introduced. For single plots above 1Ha, provision for civic amenities has been made mandatory.

- The sub-division regulations/ regulations for DP have included aspects related to mandatory provisions for EWS housing (exempted from FAR), minimum width of public street and integration of layouts through peripheral roads and allowing commercial development as part of residential layouts to encourage planned commercial development rather than conversion of residential plots to commercial use.
- A separate set of provisions have been introduced with regard to special development zones with certain incentives to encourage planned high density compact developments with maximum permissible FARs of 3.5.
- Redevelopment of slums and EWS Housing with provision of maximum allowable FAR as base FAR and incentive FAR of 0.5 for schemes on roads of 18 m and above; and
- Redevelopment of existing industrial areas with up to 20% of the land permissible for ancillary uses.
- Special Guidelines/ Regulations for large scale economic/ Integrated developments to encourage the concept of walk to work and compact high density developments:
- Integrated Economic Townships (Above 25 Ha) permissible in Residential/Commercial/ Industrial land use zone with upto 40% allowed for residential, permissible on minimum access road with width of 24 m and the minimum internal road widths of 18m (with mandatory provisions for cycle tracks and footpaths), mandatory provision for EWS housing, Free base FAR of 2.5 on 95% of the land area and maximum allowable FAR upto 4 based on road width; and

C. Regulations for Non-Residential Land Use

- The permitted activities and permissible activities for various non-residential land use zones have been streamlined based on the space standards and the road widths considering the functionality and traffic generated.
- The FARs for commercial zone have been proposed on differential basis for Planning Zone A (Base FAR - 1.2 to 1.5 and maximum allowable FAR - 1.20 to 2.40) and Planning Zone B (Base FAR - 1.5 to 2.0 and maximum allowable FAR - 1.50 to 3.20) for commercial plots upto 12,000 Sqm. Provision of 10% mandatory green for plots above 2000 sqm, however the FAR applicable on entire land.
- The Hi-Tech Industrial Areas/ activities proposed in the industrial land use shall also be entitled for commercial FAR. The commercial activity permissible in industrial land use zone as main activity subject to road width and space standards.
- The ancillary use to the main use in the PSP zone allowed up to the extent of 20%.
- The regulations for agricultural zone have defined the extent to which a particular type of development may be permitted. The actual demarcation of the village extension area has been introduced and the Zoning regulations have limited the type of development in these areas to extent of G+ 1 structure with a maximum FAR of 1.0.
- For non-residential DPs, the base FAR of 2.00 and maximum allowable FAR ranging between 2.40 to 3.20 permitted for plots with areas above 1.20 Ha based on the road widths with minimum road width requirement of 15 m. For non-residential DPs in Special Development Zones, the base FAR to the tune of 2.50 and maximum allowable FAR ranging between 3 to 4 permitted for plots with areas above 2.40 Ha based on the road widths with minimum road width requirement of 18 m.
- Integrated DPs (DPs with area ranging between 5-25 Ha) with upto 20% land for economic activities in residential and use zone with base FAR of 2.25 and maximum allowable FAR upto 3.50 and upto 40% land for residential use in commercial/ industrial land use zone with base FAR of 2.5 and maximum allowable FAR upto 4.0 based on road width with Free base FAR applicable on 95% of the land area, permissible on minimum access road with width of 18/24 m and the minimum internal road widths of 12/15m (with mandatory provisions for cycle tracks and footpaths) and mandatory provision for EWS housing.
- Regulations for Heritage Zone/ Heritage Buildings
- The heritage zones and heritage buildings have been identified. The Heritage Committee for advising the Authority/ BBMP for implementation of regulations for heritage zones has been proposed.
- The regulations cover general guidelines in terms of architectural and visual control, streetscapes, signages and hoardings and zone specific guidelines in terms of height restrictions, building lines, vistas, views, skylines etc.

Projectisation of Plan Proposals

1. Road Development Plan:

- Demarcation of Master Plan Roads (18m and above) on Ground
- Upgradation/ Widening of Existing Roads
- Development of New Links
- Junction Improvement Programme and Development of Flyovers/ Railway Bridges
- Preparation of Parking plans for Streets/ Areas

2. Public Transport Network Development:

- Development of Commuter Rail Service
- Development of Metro Network
- Development of LRT/Mono Rail/ BRTS
- Development of Intermodal Interchanges
- Development ISBTs
- Development of Bus Stations/ Terminals

D. Regulations for Special Category of Developments

- Special regulations for :
 - Area redevelopment with incentive in base FAR of 0.5;

3. Development of Logistic Facilities:

- Demarcation of Land for Logistic Facilities
- Development of Logistic Hubs/ Truck Terminals

4. Rejuvenation of Lakes and Streams:

- Prioritise Lakes for Rejuvenation
- Demarcation of Lakes Extent
- Demarcation of Primary, Secondary & Tertiary Drains (which are not existing on ground, missing links only)
- Preparation of Lake Rejuvenation Plans and Lake Area Development Plan
- Preparation of Stream Development Plans
- Implementation of Plans and Project for Lake & Stream Rejuvenation

5. Green Development Plan:

- Development of Parks and Open Spaces (Regional Parks & Other Parks)
- Avenue Plantation (Master Plan Roads)
- NGT Buffer Area Development
- Block Plantation in Villages / Forest Areas
- Development of Sports Complexes (4)

6. Redevelopment/ Upgradation/ Development Plans:

- Preparation of Industrial Area / Estates Redevelopment Plans
- Preparation of Area Redevelopment Plans / Upgradation of Urban Villages
- Preparation of Slum Redevelopment Plans
- Preparation of Village/ Gramthana Development Plans

7. Heritage Area Protection and Conservation Scheme:

- Grading and Listing of Heritage Buildings
- Preparation of Heritage Master Plan for Bengaluru

8. Development of Social Infrastructure:

- Development of Crematoriums/ Graveyards
- Development of Fire Stations
- Development Night Shelters
- Preparation of Street Vending Plan and declaration of Street Vending Zones and Streets

9. Development of Physical Infrastructure:

9a. Water Supply & Sewerage

- Finalisation of Water Source and development of Trunk Pipeline to BMA
- Development of Water Supply and Sewerage Network for BBMP
- Preparation of Water Supply and Sewage Network Plan for areas outside BBMP
- Development of Water Supply and Sewerage Network for Areas outside BBMP

9b. Solid Waste Management

- Demarcation of Land and Development of SWM facilities
- Dry Waste Collection Centre
- Organic Waste Collection Center (OWCC)
- Aggregators (AGGR)
- Bio-Methanation Units (BMU)
- Coconut waste Processing Unit (CPU)
- Integrated Waste Processing Unit (IWPU)

9c. Power Supply

- Development of Sub-station (220kv only) and transmission lines.

9d. Disaster & Hazard Management

- Preparation of Disaster & Hazard Mitigation Plan
- Implementation of Components and Projects of Disaster & Hazard Mitigation Plan.

10. Town Planning Scheme / Development Schemes/ Special Development Zones

Implementation of RMP 2031

- **Role of Metropolitan Planning Committee:** MPC being an institution with jurisdictions across municipal and panchayat areas shall be responsible for:
 - (i) Translating the RMP 2031 into development plan (5 year plan and annual plans) for implementation in phased manner;
 - (ii) Coordination between multiple institutions of local self-government with regard to the matters of common interest;
 - (iii) Sharing of resources, financial, physical and natural, available with different sectoral departments.
- **Strengthening of Master Plan Implementation process:** BDA endeavours to strengthen the Master Plan Implementation Process and make it citizen friendly through improved governance measures.
 - (i) Setting-up the Spatial Data Management Cell (SDMC) with responsibility of managing the GIS data base, ensuring availability of RMP-2031 on-line in a user friendly interactive mode, updation of the planning permissions granted in GIS data base and make the information related to permissions accessible to general public, maintaining database of land assets, linking the database on Development Rights and setting-up a system for online applications for Planning Permission, change of land use.
 - (ii) Special Development Zone Cell (SDZC) shall be responsible for formulation, notification, implementation, resource mobilisation and regulation of the developments in these zones along with assisting the Authority and the GoK for the development of policy, legislative and regulatory framework for land pooling and land assemblage.
- **Coordination with adjoining LPAs:** Regional road network proposals of BMRSP 2031 integrated with RMP-2031 based on the ground situation
- **BDA and BBMP coordination:** All building permissions within the BBMP area are envisaged to be aligned with the database of planning permissions.
- **Municipalisation of Conurbation Limit:** RMP 2031 envisages that by the end of the plan period as the areas under conurbation transforms from rural to urban character, the areas would be brought under the Municipal Umbrella
- **Constitution of Master Plan coordination and monitoring committee**



Bangalore Development Authority

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Send Us Your Feedback!

email: suggestions.rmp2031@gmail.com

**The Exhibition of the Revised Master Plan- 2031 (Provisional) for Bengaluru
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November 25, 2017 - January 23, 2018