

bulky. The blue lines faded in few years but the drawing remained. Offices, even cabins were not air conditioned. AC was available only in cinema theatres. One Shri Patwardhan was the 'eternal' head of the BP Dept. and his designation was Deputy Municipal Commissioner. He knew everybody and everybody knew him. Those were absolutely different times when the BP staff was human



SHRI CHANDRASHEKHAR

New Chief Eng. DP

Shri. Ghate has replaced Shri. R. S. Kukunoor as Ch.E (I.C) from 2nd November 2011 just when it appeared when he had got grip of things and Architect fraternity was getting used to his style of working. It's been a month now since the new Ch.E (I.C) has taken the post and seems to be enjoying his new responsibilities with a definitive mindset as to what to give and what not to give in approvals. One thing which can be appreciated about his way of working is that if you have been waiting outside his cabin for discussion of concession or any other D.P files you are sure to get a chance to meet and talk to him. Though still the process of discussing and approval of files at his level needs to be streamlined.

It's been quite an eventful end to 2011, what with new Municipal Commissioner Shri. Subodh Kumar changing the way and style MCGM development plan department had been functioning, sudden transfers of high ranked MCGM officials & suspension of few other officials for erring in their duties and misusing their powers.

The policy for granting of 0.33 FSI was formulated and circulated which has bought some relief for developers and construction professionals in Mumbai considering there were lot of speculations regarding the same.



**SHRI NIRAV R. HINGOO
MS (U.S.A.)
PROJECT MANAGER, AT
HINGOO ARCHITECTS**

MEETING BETWEEN PEATA AND EETC

Meeting was conducted with Dy che EETC on 24th of November; and following points were discussed

- 1) It is learnt that by 1st Jan 2012, draft guidelines will be ready. PEATA will be invited for discussions before finalizing them.
- 2) Overall, I feel certain points are kept in suspension; eg. 1mt. gap between linear parking slots, slope of ramps, width of ramps etc.
- 3) For most of the issues, the authorities had a standard reply that it would be discussed at length during draft guidelines.



Sr. No.	PARTICULARS	PEATA's VIEWS	T & C VIEWS	DECISION
1	Guidelines	<p>With respect to circular vide No. CE/1280/DP dated 23/10/2008, Hon. MC had directed all departments of MCGM to formulate & release guidelines so as to expedite process of grant of NOC.</p> <p>It was also proposed that while finalizing the said guidelines, suggestions feedbacks from PEATA may be considered, since Architects are the major stake holders.</p>	<p>Authorities responded that the formation of guidelines is in process & draft would be released by 1st Jan 2012.</p> <p>On release of the said draft, a meeting with PEATA would be conducted for suggestions of viewpoints.</p>	Accepted.

2.	Width & slope of ramp	<p>Currently there is a sort of confusion as regards proposed width of ramps leading to basements / podiums.</p> <p>As regards slope of ramps, the same can be referred from Neufert data, which specifies the same to be 1:8, contrary to 1:10 that is followed currently. Also, in case of plots of smaller stages, it is not practical to propose the specified gradients or width, & hence the said request may be considered.</p>	<p>Specified width for a two-way ramp is 6.00 mts. & 7.50 mts. at curvature is for one-way ramp 3.00 mts. & 3.90 mts. at curvature.</p> <p>With respect to the issue of slope proposed for ramps, the same is specified as since the same is found current on basis of maneuverability.</p> <p>However, the point is open for discussion & suggestion may be given by PEATA during the meeting to be held on draft guidelines.</p>	<p>Width of ramp is confirmed,</p> <p>Points to be discussed during meeting held on draft guidelines.</p>
3	Heights insisted for stack parking	<p>Stack parking brochures show illustrations of the parking units, wherein the height of unit is shown as 3.30 mts. However, authority insists the same to be 3.60 mts. It may please be noted that in proposals situated in civil aviation zones, curtailment of heights of buildings is inevitable & thus stilt height is required to be reduced.</p>	<p>Illustrations of parking units thus shown are for small cars only & huts a height of 3.30 mts. is impractical in case of big cars.</p> <p>Also, in case of proposals falling in such zones, where height restriction of buildings is a major criteria. Stilt ht. of 3.60 mts. can be achieved by reducing the plinth level by 0.3 mts. below ground level.</p>	<p>Ht. of 3.30 mts. is disallowed.</p> <p>However, Ground floor level may be reduced by 0.30 mts. to achieve the required ht. of 3.60 mts.</p>
4	Size of car lift.	<p>PWD is the authority with respect to grant of NOC for lifts & car lifts. Even BMC specifies the make & size of car lift in a proposal.</p> <p>A standard size of car lift is required.</p>	<p>PWD is the authority to check & assess the safety of lifts only.</p> <p>The standard size of car lift specified as 3.00 mts. X 6.00 mts.</p>	<p>Car lifts size specified by T & C Department.</p>

5	1 mt. gap between two parking slots	It is seen that in case of linear parking slots, a gap of 1.00 mts. is insisted to be proposed for maneuvering of the vehicle. It may be noted that as per DCR, the parking size of 2.50 X 5.00 mts. for big cars & 2.30 mts. X 4.50 mts. for small cars is inclusive of the said maneuvering space & thus insistence of 1.00 mts. gap is against prescribed DCR.	It is noticed that while parking the car in linear slot, the maneuverability is very difficult & impractical. Hence to enable easy parking, a gap of 1.00 mts. is insisted. However, the said gap is insisted at alternate slots & not between each slot.	1.00 mts. gap after every two parking slots.
6	Nos. of car lifts.	For smaller plots of area less than 500 sq. mts. or 6.00 sq. mts., if the nos. of parking's are less than 25, then 1 car lift may be permitted since it is difficult to accommodate two car lifts.	Such cases would be treated as special cases & for small plots or redevelopment plots, the topic would be taken under consideration during framing guidelines. However, for the time being the same would be allowed subject to approval from M.C.	Accepted; subject to approval from M.C.
7	To allow car parking's behind one another in stilt / basement.	As is the case for stack parking, two cars may be allowed to park behind each other, so as to facilitate maximum parking's.	The point will be taken into account during framing of guidelines.	To be finalized while framing guidelines.
8	Acceptance of payments at T & C office or any Ward offices.	Since past couple of months, payment of dues towards scrutiny fees of T & C department is made compulsory to be paid at Head Office, whereas previously the same was accepted in any Ward offices.	Payments could be made at any Ward offices.	Accepted.

9	Non-availability of staff / delay in grant of NOC & remarks.	It is observed that there is no time limit adhered to grant of T & C remarks, even in cases where the plots are not affected by road lines. Also, NOC consume a lot of time since changes in drawings are insisted at every table.	Delays are caused due to incomplete submission of the requisite drawings & documents.	
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SHRI ESHAN VAIDYA
ARCHITECT

Minutes of Meeting on 19/11/2011 between PEATA(I) and
Dy. Ch. Eng. (B P) E S.

Architects practicing in Eastern Suburban held meeting with Dy. Ch. Eng - (ES) at Vikhroli office on 19.11.2011 and following points were discuss in detail:

1) Technical Points

Sr. No.	Description	PEATA(I)'s Suggestion	Decision Taken in Meeting
1)	Disposal of files for i) Concession reports for F.S.I. 2.00 or any other hardship where Ch.Eng. (D.P.) Dir. (E.S &P) & M.C.'s sanction/ approval is required.	The report shall be prepared & file shall be sent to H.O. within stipulated time period under circular no. Ch. Eng. /1280/..... & separate time slot 12.30 p.m. to 2.00 p.m. for scrutiny & preparation of reports be allotted.	That the Priority to preparing reports shall be given & files shall be sent to H.O. within stipulated time period as per circular no. Ch. Eng. /1280/.....
	i) C.C. Endorsement / C.C. approval/Issue of I.O.D.	Architect's & representatives are required to wait for very long time for issuing C.C./ I.O.D. etc. Therefore it is requested to allot proper time slot by Ex. Eng. for such purposes. Architect's	This point is well noted files will be disposed of with in proper time slot by Ex. Eng. for such purposes. Architect's will not have to wait outside the room of Ex. Eng.

	<p>iii) Validity of I.O.D./ approval/ N.O.C. shall be 1 + 3 years as per clause 5(6) of DCR91</p>	<p>In case of Building proposals where I.O.D. is issued shall be treated as approval/ Development permission & shall be treated valid for 4 years Hence, revalidation/ validity of all N.O.C's & approvals issued by D.P. Dept. & other dept. shall be made applicable as per said clause.</p>	<p>Agreed for IOD and CC Regarding Validity of NOC's issued by other depts. same is not in our purview hence we will take up this issue with Director (E.S.& P.)</p>
<p>2)</p>	<p>Mhada Layout: - 3.5 F.S.I. is only allowed and if by virtue of Layout requirement F.S.I. more than 3.5 is required to be Loaded on such plots, proposals are rejected.</p>	<p>Please refer to report on redevelopment proposals on Mhada layout under modified Reg. 33(5) with F.S.I. 2.5 on notionally sub-divided plots shall be allowed even if it crosses over F.S.I. more than 3.5</p> <p>The if minimum open space is proposed 6.00 Mt all around bldg. deficiency in O.S. shall be condoned to make the redevelopment proposal viable & therefore, housing stock will be made available for general public. For which F.S.I. on such plots were increased from 1.2 to 2.5 further, there is no provision to convert unused F.S.I. to T.D.R. and therefore, this aspect shall be sympathetically be considered.</p>	<p>Such cases will be put up to Dir. (E.S. & P) for consideration.</p>

3)	C.C. for old proposals are with held for want of concession in O.S. def. for consumption of F.S.I. 2.0	Proposal which are approved & C.C. granted prior to Jan 2011, where work has come up to Plinth i.e.1st slab level. The Further C.C. is with held for want of approval u/s. 64(b) for various concessions for consumption of F.S.I. 2.0. The new policy shall be applicable to proposals which are submitted after M.C.'s circular C.C. be granted for old proposals.	This point will be discussed with Ch.E.(D.P.) and will clarify within a week.
4)	All S.E.'s shall be made available from 12.30 p.m. onwards in office for disposal of files	It is seen that staff is not available till 3.00 pm & causes lot of pending work load. Architects are under pressure to get the work done by staff beyond the working hours. Hence, disposal of files be processed in time limit.	Agreed
5)	Civil Aviation N.O.C. from DGCA is insisted in every proposal and issuing CAR is discontinued.	It is learned that DGCA has sent letter to A.E.(Sur) E.S. not to grant N.O.C. for permissible height at their level since, D.G.C.A. is the C.A. to grant such N.O.C's . It is a practice that such remarks being given from last 25 years. As per policy & provision of DCR 91 NOC's were issued However, height is restricted as table no.13 of Sub-rule 31(4)(f) of DCR 1991 with respect to AMSL level.	A.E. (Sur.) ES has already sent a letter to Civil Aviation dept. However, Dy. Ch.E. (BP) ES has asked PEATA to represent the case.
6)	There are lot of pending cases with S.E.'s	We learnt that there is lot of pressure on S.E.'s from all direction, it is seen that there is no accountability in disposing of the files in time. The pending cases may please be disposed off proactively.	Instructed All SE's to dispose of the pending cases proactively.

7)	Zonal office is not granting Cut off Lobbies / Lift Lobbies as per provision of Clause 35(2) (d) (m) (n) of DCR 1991	Interpretation of Granting Exemption of Staircase / Lift / Lift Lobbies and cut off Passages are explained in Hand book Published by PEATA(I) shall be allowed accordingly. Fire Escape Staircase / s and passage / s thereto shall be Exempted Free of FSI without charging Premium.	Sketches shall be prepared and we will get the approval for those sketches from Dir.(E.S & P)
8)	Auto DCR	<p>Not working properly. It is a traumatic experience to get approval in the format of Auto DCR. Various Clauses in the DCR 1991 are very complex nature & therefore number of policies & notification were published from time to time & scrutiny of building plans are done case to case basis on such modified notifications & there is no repetitive work and no DCR clauses can be applied to all the proposals in to.</p> <p>Hence, Auto DCR is complete failure and needs to be closed. Manual submission of Building proposals shall be continued However, option shall be kept open for the applicants to submit the proposal in Auto DCR after it clears the required standard software compatibility & to the satisfaction of committee already appointed by then Dir (E.S &P)</p>	<p>We are aware of auto DCR is sometimes not working and is not updated for amendments in DCR, Hence where there is such issues involved or due to non performance of Hardware Dy. Ch.E. (BP) ES with reasons recording in writing in such files, is empowered to accept Building Proposal in Manual format, if within 2 days proposal could not be accepted in Auto DCR.</p>



**SHRI DILIP DESHMUKH
ARCHITECT**

MEETING WITH DY.CHE.B.P.(WS)-II ON 29th NOVEMBER, 2011

Architects practicing in Western Suburban held meeting with Dy. Ch. Eng - (WS) at Vikhroli office on 29.11.2011 and following points were discuss in detail:

SR. NO.	POINTS FOR DISCUSSION	PEATA (I) SUGGESTIONS	DECISION
1.	Fixed appointment should be given to Architect / License Surveyor in the afternoon every day as to clear the files within reasonable time limit.	PEATA (I) suggests that the R.T.I., complaint papers etc. be disposed of in the morning hours before lunch and on entire working Saturdays. The scrutinizing/ approvals should be done every day in the afternoon after lunch except on working Saturdays. Each Architects & Licensed Surveyors should be given prior appointments for their work and in case of cancellation due to any emergency work viz. court cases; legal department; meeting in Head Office etc. the appointment which are cancelled should be given priority.	<p>Separate space for R.T.I. by mukadam for RTI work, however till then</p> <p>Timing for R.T.I daily 11.00 am -1.00 p.m</p> <p>Wednesday - Fix</p> <p>R.T.I., complaint papers etc. be disposed of in the morning hours before lunch.</p> <p>Issue & Others miscellaneous work of architects daily 2.30 – 3.30</p> <p>Appointment for scrutiny fo proposal daily 3.00 p.m onwards.</p> <p>Site Visit daily Morning – 9.30 a.m – 11.00 a.m</p>
2.	In the past building proposal manual was approved by the then Municipal Commissioner wherein the time limits of each approval is specified. The powers delegated to each officer are also specified.	PEATA (I) suggests to adhere such time limits to avoid the delays. Also the powers which are delegated to each officer are specified in the said building proposal Manual and the same should be utilized.	circular 2008 be given to Dy. Ch.Eng & decision to be taken on it within 7 days
3.	Since past many months, submission of papers viz. amended plans; c.c. etc. are insisted upon to be endorsed by the concerned Sub-Engineers before submission.	PEATA (I) suggests that such endorsement should not be insisted upon and any papers can be directly submitted in the dispatch.	Agreed as suggested

4.	In the past as per the meeting with the then Dy.Ch.Eng.B.P.(WS)-II, it was decided to keep a register with the dispatch clerk for each Sub-Engineer, wherein the Architect or Licensed Surveyor will enter the details of his submission. However, this practice is stopped now.	PEATA (I) suggests to re-start this practice so as to know the pending files every month. Dy.Che.B.P.(WS)-II should review the pending files at the end of the month and call the Architect for joint discussion and give the decision as a Appellate Authority.	Agreed as suggested however register not required as dispatch is now being computerized
5.	Disposal of files with a remark on it.	PEATA (I) suggests that before disposing of files with a remark the same should be discussed with the concerned Architect or Licensed Surveyor, so that he can represent his case and avoid the delays.	Agreed as suggested
6.	Formation of the Joint Committee of BMC and PEATA (I).	PEATA (I) suggests to form a committee of 4 to 5 members from the building proposal staff & 4 to 5 member from PEATA (I) and if any case is to be rejected then it should be placed before the Committee and after joint discussion the decision should be implemented	Agreed as suggested, The J C shall consist of 2 Sub, 1 A.E. & 1 E.E. The committee shall meet on 1st Saturday of Every month between 11-1.00
7.	The revalidation fees are being accepted after obtaining endorsement from the concerned Sub-Engineer and the same is accepted thereafter with a condition "Without Prejudice".	PEATA (I) suggests that revalidation fees should be accepted directly by the Fee-Clerk as there is always condition of "Without Prejudice" in the receipt.	endorsement from the concerned Sub-Engineer is necessary however the same shall be done between the timings of 2.30 - 3.30 daily.

8.	Audit note in cases where Occupation permission / B.C.C. is granted	PEATA (I) suggests that once occupation permission / building completion certificate is granted to the building, the Architect or Licensed Surveyor should not be held responsible for any audit notes and his / her other cases should not be linked to the audit note. Further , any demand note should be directly, written to the owner/developer MCGM can recover this amount by forfeiting the amount from Deposit and in case if the same is not adequate the same can be recovered through Assessment Department.	The note be put to C.A for the same.
9.	All Correspondence should be addressed to the applicant i.e. owners/developers /co-operative housing societies as they are the applicant	All the approvals, legal correspondence should be addressed to the applicant i.e. owners / developers / co-operative housing societies as they are the applicant and the copy of the same should be forwarded to the concerned Architect / Licensed Surveyors	Payment & Amended Plan in the name of applicant, remaining to be confirmed from Law officer
10.	Concession / Time Limit		For Concession Files
11.	33% Payment	Payment to be accepted before Draft Approval	In cases where concessions are approved payment to be accepted before draft approval.
12.	C.F.O. NOC 24mt.		Once formal NOC obtained for any changes revised NOC shall be insisted after concession and Before Amended Plans



SHRI JEEGAR TANNA
Civil Engineer

Training Programme by Civil Aviation Dept.

Training Programme was held at NOC cell Sahar Airport by Civil Aviation Dept. to appraise Peata of revised. NOC procedure and use of online software for submission of forms. The Training programme was well attended especially by all the young budding architects.



AN INVITATION

WELCOME 2012

Dear Members,

In the year 2011 PEATA (I) witnessed a lot of activities, like seminars, workshops open house session, Quality Improvement Programme (Q. I. P.) study tours, meetings with various authorities, cricket tournament etc.

Its time to say Adieu to year 2011 and Welcome 2012 with a bang !

The Executive Committee has decided to Welcome year 2012 by organizing an evening full of entertainment, on Saturday, 7th Jan. 2012.

This entertainment programme will consist of melodious songs, cultural dance performances and some highly enchanting mimicry organized by a professional group.

This year PEATA PARIVAR has truly decided to adhere to the word "Parivar" by extending invitation to each member's spouse.



The entertainment programme will be followed by Cocktails and Dinner.

Nominal Contribution for the evening is Rs. 1000/- only per couple & Rs. 500/- person. which may be paid by 5th January 2012 at PEATA Office. Prior confirmation in PEATA Office is necessary to provide you better arrangement.

All are cordially invited with spouse.

Er. Manoj Dubal

Hon. Secretary

Ar. Ratan Bhalwankar

Hon. Treasurer

Ar. Pravin Kanekar

President, PEATA (I)

& Executive Committee

Ar. Bharat Shah

Past President.

Ar. Ajit Khatri.

Imm. Past President.

• MUSICAL... COLOURFUL EVENING

- FUN -N- FLORIC • DINE WITH WINE •
- DANCE -N- JOY •

ON **SATURDAY, 7th JAN 2012**

**AT HOTEL RANGASHARADA, BANDRA RECLAMATION
BANDRA (WEST), MUMBAI**

PROGRAMME

6.00 p.m. Onward : Melodious Moments by (Arch Enterprises)
at Rangsharada Auditorium

: Cocktail, Dinner on Terrace Top, Hotel Rangsharada

R.S.V.P. (PEATA (I) Office) is Must.



Practising Engineers Architect & Town Planners Association (India)