

PRESIDENT'S MESSAGE

OFFICER SPEAK

PEATA'S INITIATIVES

LAUNCH OF COMPREHENSIVE DCPR - 2034

LOCKDOWN LEARNINGS

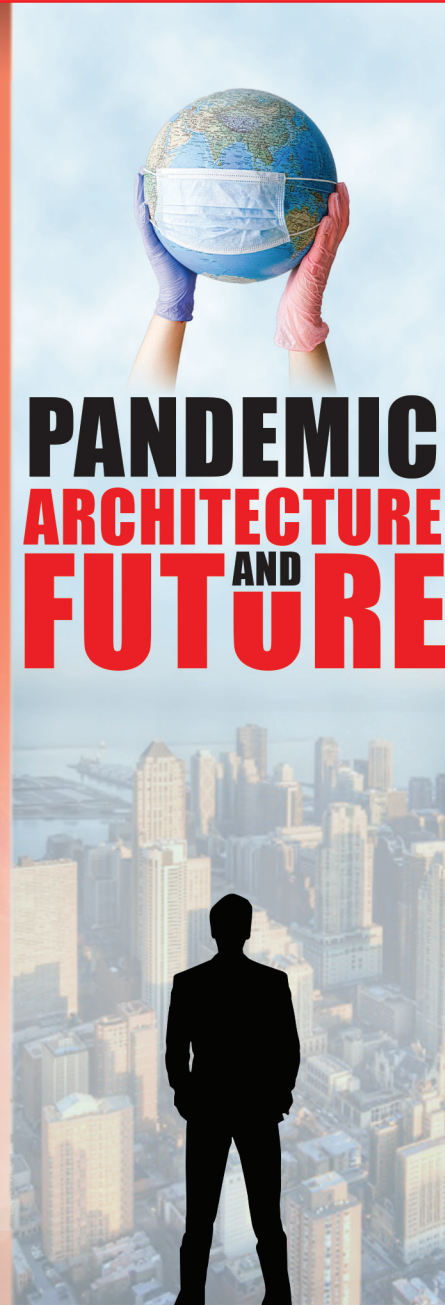
PEATA MEETING WITH DY.CHE (BP) WS - II

ACTIVITIES/ UPDATES

DESIGN I. Y. (DESIGN IT YOURSELF) HOUSING

TOWARDS INCLUSIVE URBAN TRANSPORT

REIMAGINING THE BUILT ENVIRONMENT – POST COVID



PANDEMIC ARCHITECTURE AND FUTURE

EDITOR'S NOTE

UPDATES FROM THE EXECUTIVE COMMITTEE

LETTERS SUBMITTED BY PEATA

ONLINE TDR APPROVAL

PEATA MEETING WITH CHIEF FIRE OFFICER

RECENT CIRCULARS/ NOTIFICATIONS ISSUED

HUES OF NATURE – BIOPHILIC DESIGN

SMART CITIES AND HEALTH

ROLE OF ICT



*PEATA (I) endorses all safety measures to be taken against Covid-19
and recommends everyone to wear a mask !*

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Contents

01	PRESIDENT'S MESSAGE	4
02	EDITOR'S NOTE	5
03	OFFICER SPEAK	6
04	EXECUTIVE COMMITTEE-UPDATES	8
05	PEATA'S INITIATIVES	13
06	LETTERS SUBMITTED BY PEATA	14
07	LAUNCH OF COMPREHENSIVE DCPR - 2034	17
08	ONLINE TDR APPROVAL	18
09	LOCKDOWN LEARNING SERIES	20
10	PEATA MEETING WITH CHIEF FIRE OFFICER	22
11	PEATA MEETING WITH DY. CHE (BP) WS - II	24
12	RECENT CIRCULARS/NOTIFICATIONS/ORDERS	28
13	ACTIVITIES / UPDATES	30
14	HUES OF NATURE - BIOPHILIC DESIGN	31
15	DESIGN I. Y. HOUSING	33
16	SMART CITIES AND HEALTH	36
17	TOWARDS INCLUSIVE URBAN TRANSPORT SYSTEMS	38
18	ROLE OF ICT	42
19	REIMAGINING THE BUILT ENVIRONMENT – POST COVID	46

President's Message



Hello Everyone,

PEATA CONNECT has been launched with a vision of reaching to our professional community. I am extremely proud of the editorial team of PEATA CONNECT as the 1st issue launched in January 2021 was appreciated by all the members.

Being the mouthpiece of PEATA (I) it is very important that all the topics be it Architecture, Engineering, Infrastructure and Approval procedures be communicated to our members. I am sure the 1st issue which was circulated among the members was educative and informative as it encompassed all the initiatives of PEATA(I) and the Industry which would be of keen interest to our members.

PEATA (I) have already released Comprehensive DCPR 2034 which is authenticated by Hon Municipal commissioner. We have also started webinar series called "Lockdown Learning" to reconnect with our fraternity and have already conducted two webinars on Online TDR process and A to Z of Mhada approvals. Webinars series on Civil Aviation NOC, Chief Fire NOC, and wood in Architectural Practice are planned.

As we all know Pandemic has changed the entire work culture for us and we need to adapt to the changing situation and accept the reality.

The 2nd edition of PEATA Connect has all the updates of work done by the executive committees in coordination with MCGM officials. Articles by experts on how Architecture of built environment will have to be adaptive and responsive to current Pandemic situation will be a good read for all of us and would certainly add value to our professional practice.

Lastly I would like to appeal to all PEATA(I) members to be part of PEATA CONNECT and contribute with their ideas as this is the platform created for them to express themselves and share their expertise and knowledge.

Thank You Once again !

AR. SAMIR R. HINGOO
PRESIDENT, PEATA (I)

Editor's Note



Dear Readers,

I proudly present to you all the 2nd issue of PEATA Connect, the official newsletter of PEATA(I). The future of planning and design is ultimately transforming to a digital version and present scenario is deemed to be reshaped in terms of evolving modern design technologies and extracting the design as inspired by the Pandemic. This has to be achieved by the integration of virtual communication tools for effective design outcome and its accurate conveyance to the residents. Further, Planners and Designers need to prolong the design process with the aim of delivering healthy and immunity rich neighborhood with the inculcation of social distancing that should form the core of future vision.

Traversing through this challenging period of Covid-19 Pandemic, the constructive schemes and benefits due to extensions, premium reductions and other policies that have been implemented will definitely give much needed relief to all the involved professionals and stakeholders. This issue of the newsletter covers the recent activities and initiatives of PEATA(I), updates from MCGM with regards to implementation of policies and circulars. Further we have covered the different aspects of future planning of urban cities and how technology needs to be integrated with design and space, which collectively results in efficient design and space planning. These ideas are communicated through topics such as Role of ICT, Smart Cities, Inclusive Urban Transport and Design.I.Y. Housing.

In the current scenario since live seminars are not possible PEATA (I) President Ar. Samir Hingoo has initiated the series of webinars called "Lockdown Learnings" with the intent to educate and spread awareness among the fraternity on various topics related to approvals and permissions required. Webinar on online TDR approvals and Mhada approvals has already been conducted which was attended by the Officials from MCGM and MHADA along with many practising professionals making it a success. PEATA (I) has planned many such webinars which are being organised once every two weeks.

I congratulate and thank the authors for their valuable contribution and association with PEATA Connect. Further, I would like specially to thank and appreciate Mr. Shankar Deshpande (Chief, Town and Country Planning – MMRDA) whose valuable insights, inputs and advice have formed the crux of this issue of the newsletter.

Lastly, though times are hard we must all keep moving forward with a positive spirit and strive to focus on implementing better design and planning systems that are well equipped to handle all possible situations in the future.

I also urge everyone to do their bit and contribute towards relief measures and helping people around them who are facing crisis due to Covid-19 pandemic in their own possible manner.

Stay Safe, Stay Healthy!

Er. Nirav Hingoo

Editor

Chairman - PEATA CONNECT

PEATA CONNECT Sub-Committee

Ar. Rita Nayak | Ar. Jitesh Kamdar | Ar. Kashyap Shah

Officer Speak



SHRI. SHANKAR DESHPANDE

*Chief, Town & Country Planning
MMRDA*

Shri. Shankar Deshpande has almost three decades of experience of working in MMRDA on various projects from planning and designing of urban infrastructure of Bandra-Kurla complex, Inception of Metro Line -1 (i.e. Versova - Andheri – Ghatkopar), development of around 2000 hectares of Salt pan lands in Mumbai and development and rejuvenation of Mithi river waterfront . He has also been instrumental in implementation of e-Governance Initiatives in MMRDA, implementation of Access control systems for WEH , Smart BKC project and currently involved in implementation of Transit Development policies , development of Master plan for University of Mumbai campus at Kalina amongst many other projects.

Qualifications

Bachelor of Engineering, Civil
*Walchand College of Engineering,
Sangli*

Master of Engineering, Civil
*(Town & Country Planning), Pune
University*

Dear Readers,

I am addressing you at a time when the Nation is grappling with the second wave of the Covid-19 Global pandemic. I believe this is an opportune time for us to introspect and act in unison to enhance sustainability of our cities.

India is poised to be urbanised and by 2050, more than 50% of its population will be living in urban areas. The process of urbanisation creates strain on demand for energy and resources. While on one side where the resources are depleting, there is ever growing demand for the resources leading to unsustainable development. In 2015, Smart Cities Mission was launched with main objective to promote cities to provide core infrastructure, clean and sustainable environment and provide a decent quality of life to its citizens with efficient utilisation of its resources to cater growing demand using “Smart Solutions”. The project under Smart Cities Mission focus is on sustainable and inclusive development by creation of replicable models which act as lighthouses to aspiring cities in India.

Mumbai Metropolitan Region Development Authority (MMRDA) is constituted with an objective to achieve planned and orderly development of Mumbai Metropolitan Region. Since its inception in 1974, MMRDA is engaged in upgradation of Regional Infrastructure, creation of Growth Centres and driving MMR towards the path of sustainable and inclusive development. GoM has appointed MMRDA as Special Planning Authority for Bandra-Kurla Complex (BKC) in 1977. With liberalisation of Indian economy in 90's, there was a need of quality office space for incoming foreign corporate organisations and financial institutions. BKC was developed accordingly and is shaped in its current form as one of the promising Central Business Districts (CBD) in South East Asia and Numero-Uno destination for investment globally. Today BKC is well connected with the Airport, Metro and has Class A commercial office space, consulates of all the major countries, Star category hotels, leading multi-cuisine restaurants to cater to global taste buds, headquarters of global organisations, banks, Residential apartments and apart from convention centre of gigantic scale for international conventions and exhibitions, parks, playgrounds, clubs etc. This has made BKC a vibrant place of Mumbai.

In order to further boost the growth of BKC as one of the Smart Business District, MMRDA initiated the Smart BKC project. This included the installation of CCTVs, Smart Lighting, WiFi Hot Spots across BKC. Apart from improving the safety perception, this has also helped authorities in surveillance of the area and management of traffic. The e-Hybrid Buses, e-bike rental services not only eased commuting to BKC but also made the commute non-polluting and environment

Post Graduate Course
(Urban and Regional Planning)
at IHS, Rotterdam International
Scholarship

PhD Candidate
Indian Institute of Technology,
Mumbai (III)

Conference & Seminars

He has Represented MMRDA in various Conferences Internationally held in various countries such as USA, Australia, UK, Japan, Denmark, Germany, Austria, Sweden, Switzerland, Belgium, France, Netherlands, Italy, Czech Republic, Spain, Portugal, Singapore, Russia, Poland, Estonia, Hong Kong, Malaysia, etc.

friendly. The Maha Mumbai Metro Project undertaken by MMRDA for providing seamless connectivity within MMR is another smart, green initiative which will ensure drastic reduction in traffic congestion which will not only bring down vehicular pollution significantly but also improve Ambient Air Quality Index (AQI) helping Mumbai climb the Liveability Index (LI) globally.

MMRDA has initiated key digital platforms for its in house working and bringing in Ease of Doing Business. We look forward to work closely with PEATA and its members in bringing in more Smart Solutions for sustainable development of MMR. This symbiosis of professionals and academicians and administrators will certainly achieve inclusive growth of the MMR and make it a sustainable, vibrant and Global Numero-Uno destination for all walks of life.

To all of you – Stay Safe, Stay Healthy!

Warm Regards,

Shri. Shankar Deshpande
Chief, Town & Country Planning
MMRDA



Executive Committee-Updates



President, Ar. Samir Hingoo :

On 12-Jan-2021, BDA had invited PEATA to attend Gurukul session. It was well organized. The session was similar to Friday ka Funda series organized by PEATA. On 20-Jan-2021, Ch. Eng. (D.P.) had invited PEATA to attend training session for Online system for TDR transfer, loading and approval. On 23-Jan-2021 and 28-Jan-2021, MMR Sub-Committee meetings were held and presentation on various chapters of Unified DCPR was held. All the presentations are finalized and awaiting transition policy. On 28-Jan-2021, meeting was held with CFO and all Dy. CFO wherein various points (16 nos) pertaining to CFO NOC related issues were discussed. Minutes of the meeting with CFO department will be sent on email to members. Seminar on clarification of these issues is planned alongwith PEATA. The first issue of PEATA Connect magazine was released. Sponsorship has been agreed by President-MCHI & President-BDA to the DCPR 2034 printed book. Other sponsors are also being followed-up to continue with their sponsorship. Conversation with Ch.Eng.(D.P.) was held on 3-Feb-2021 regarding 50% premium reduction circular. It was informed that the circular is pending issuance with Hon. Municipal Commissioner. Representation on issues concerning High Rise committee approvals, procedural delays on curvature design, simplification of online system approvals, implementation of Reg. 33(7)(A) in consistent manner amongst all Zonal offices, allowing installment scheme for SRA infrastructure charges was submitted.



BMC Sub-Committee : Chairman Er. Sandip Isore :

Letter submitted suggesting uniform guidelines for implementation of 50% premium reduction G.R. as notified by State Govt., hoping for speedy resolution of the issue. The same is required to be implemented as quickly as possible to revive the activities at Building Proposal department. It is learnt that the draft circular is submitted to Hon. Municipal Commissioner for approval. Also, it is learnt that the above draft circular only covers proposed 50% reduction in Fungible FSI and Addl. FSI premiums. Another circular is expected to be issued on the basis of representation submitted by MCHI which would lead to extension of deadline for payment of past installment dues from 10-Jan-2021 to 31-Mar-2021.



Vice-President, Er. Shashikant Jadhav :

Issue was discussed with Deputy Municipal Commissioner Mr. Pawar regarding CFO scrutiny fees as per recent circular. It was noted that the corporation had issued the new circular based on reference fees charged by Pune and Thane municipal corporations. On behalf of MCHI, meeting was held with Legal Solicitor wherein legal points pertaining to provisions of Fire Act and process followed for issuance of the said circular was discussed. It has been suggested by the Legal Solicitor that court case should be filed by any society or small developer to resolve this issue.



Past President, Ar. Shirish Sukhatme :

Several seminars and learning events are lined-up. However, due to COVID-19, they have been deferred until 31st March 2021 until the case count reduces. MCGM has proposed in Budget session to integrate various planning authorities within Mumbai into one entity. This would pave the way for uniformity in regulations and further implementation of EoDB.

Executive Committee-Updates



Past President, Ar. Pravin Kanekar :

Launch of PEATA Connect magazine was a great success. It is suggested that burning issues hampering progress of construction industry need to be highlighted. Content and knowledge sharing through articles can be improved further. While reporting of monthly activities, it is suggested that activities planned for the ongoing month also need to be highlighted.



Past President, Er. Tarun Motta :

Notifications issued in the past month have been sent to PEATA office.



Imm. Past President, Ar. Dilip Sanghvi :

Seminars and events should be organized after there is decline in no of cases of COVID -19.



Past President and Chairman CFO Sub-Committee, Er. Manojkumar Dubal :

The finalization of minutes of meeting held with CFO is being pursued aggressively. Further, an online webinar is being arranged with the CFO department to discuss various issues and agenda for the same is being prepared.



Zonal Sub-Committee WS-I, Jogeshwari : Chairman Er. Yomesh Rao :

Representation has been submitted for waiver of all interest costs applicable during the period March 2020 to December 2020 in line with the circular issued by State Govt. We hope that the matter will be resolved as early as possible so that applicable premiums are paid. Parameters for protection of earlier approved built-up area and grant of Fungible FSI, Staircase FSI and Incentive FSI without charging premiums are required to be made consistent. Meeting can be arranged with Hon. MC or Ch. Eng. (D.P.) to resolve the issue. PEATA needs to increase the frequency of meetings with the concerned officers so that such issues can be resolved as quickly as possible.

Executive Committee-Updates



U. D. Sub-Committee : Chairman Ar. Sunil Deole :

Meeting with PS (UD) Mr. Bhushan Gagrani is likely to be held in a fortnight. Parking requirements (25% v/s 5% visitor parking), Setback over and above FSI, Table 34 modifications, etc. are some of the pending issues that needs to be taken up immediately. Meeting on Auto-DCR was held with Ch. Eng. (D.P.) wherein it was discussed that Revalidation of IOD lapsed beyond a year would not be allowed. MCGM has now allowed grant of option to L.S. for selecting a particular scrutiny officer for Layout proposals.



Chairman Structural Sub-Committee : Er. Shashank Mehendale :

Meeting was held with UD department wherein it was discussed that for Reg. 33(9) proposals, HRC approval to be insisted for building height beyond 250 mtrs. Representation from PEATA has been submitted and we can take up the issue once suggestions / objections are invited formally. Representation to be submitted that provisions similar to Unified DCR for forming Committee comprising members from IIA, IISC, etc in event of building collapse to be incorporated in DCPR-2034 and only if found guilty after investigation, FIR can be lodged. Standardized format for HRC Committee approvals will be prepared and shared by next meeting.



PEATA Connect : Chairman Er. Nirav Hingoo :

First issue of PEATA Connect magazine has got very good feedback from all the MCGM officers and Fraternity alike. Further, all members were invited to contribute to the editorial section to enlighten the readers about various initiatives of PEATA as well as various issues faced while processing building proposal files in MCGM. Attended the presentation organized by MCGM for online approvals of TDR files. Many inputs and suggestions were given by the PEATA team which were noted and well received by the MCGM team to optimize to the entire process.



Member, Rita Nayak :

Due to the current pandemic situation, the subjects for webinar's are being chosen very carefully keeping the optimum engagement of the interested audience in mind. The forthcoming webinars will have interesting mix of building byelaws, design, construction and modern technology which shall be held every month.



Member, Ar. Sumedha Gore :

Issues concerning MHADA proposals have been listed out and representation will be submitted shortly. President complimented her efforts and requested to prepare flowchart for processing MHADA proposals alongwith suggested timelines. Requirement of cutting trees within 6 mtrs open space around the building need to be clarified during CFO seminar.

Executive Committee-Updates



Chairman Zonal Sub-Committee City : Ar. Sanjay Razdan :

PEATA Connect magazines were distributed to concerned officers. Meeting will be arranged with Dy. Ch. Eng. shortly to press the issue of timelines. Offline system for grant of CFO permissions for other planning authorities like MMRDA is really cumbersome process. It is suggested that grant of CFO permissions need to be integrated for all planning authorities.



Co-Chairman Zonal Sub-Committee City: Ar. Kaushal Chouhan :

In one of the proposals, clarification was received from UD that for Reg. 33(7) proposals fronting min. 9 mtr road, building can be construction upto any height beyond 32 mtrs. Earlier it was restricted upto 120 mtrs. Representation has been submitted for Reg. 33(7) and Reg. 33(9) proposals for allowing construction beyond 70 mtrs by providing 2 staircases of minimum 1.5 mtrs each instead of minimum 2 mtrs each as required presently. Mr. Nikhil Jadhav mentioned that the same is allowed in Unified DCR as well.



Chairman Revenue Sub-Committee, Ar. Anil Patil :

Meeting was held with Dy. Director Milind Chavan for reply to 12 points raised during Revenue issues webinar with Settlement Commissioner Shri Chokhalingam. MCGM is not allowing 50% premium reduction circular to Owner proposals like Hospital, School, etc wherein there is no payment of stamp duty on buyer agreements. This issue was discussed with State Govt. in UD department whereby it was clear that the 50% premium reduction circular is applicable to all proposals and in case MCGM insists on any clarification, then same can be sent to UD for further clarification.



Chairman MIDC Sub-Committee : Ar. Hardik Pandit :

Sub-committee members have been identified and issues will be taken up shortly with the concerned officers.



Chairman Zonal Sub-Committee (ES) : Er. Ashish Bhatt :

Standardized format for Reg. 33(7)(A) proposals is prepared and sent to Sub-Engineers and therefore consistency amongst all Zonal offices will be achieved. AutoDCR meeting was held wherein standardized formats for 4A, 4B, 4C will be prepared. IOD Revalidation will become an issue as it is minuted that such revalidation will not be allowed due to MMC Act. According to Ch. Eng. (D.P.) only CC revalidation is permissible.

Executive Committee-Updates



Member, Ar. Atul Dokhane :

Recovery of past dues from concerned members is underway. Excel sheet with responses will be sent to Office Bearers.



Study Tour Sub-Committee : Chairman Ar. R. B. Bhalwankar :

Study tour to Rajasthan is being organized. Quotations are taken from 2-3 tour operators and will be finalized shortly. Itinerary will be shared with all members and approx. cost is Rs. 40,000 to Rs. 45,000. Study tour with Witty International School is being organized in collaboration with IIID. For change of Architect, old Form No. 337 as per DCR 1991 is being insisted. In absence of old Form No. 337, proposal has been rejected twice. Past President Shirish Sukhatme mentioned that Supervision Memo is the binding legal document and hence being insisted. It was agreed amongst all members that issue will be taken up with higher authorities.



Member, Ar. Hiten Motta :

On 20-Jan-2021, Ch. Eng. (D.P.) had invited PEATA to attend training-cum-demo session for Online system for TDR transfer, loading and approval. It is expected to be launched within the next 15-20 days. For generation of TDR, stages involved are LOI, Possession receipt and Issuance of P.R.C. Many intermediate departments are also required to operate online system, integration is in process. Overall process for generation of TDR can happen in 2 months. For utilization of TDR, it was suggested that dashboard for citizen search alongwith contact numbers to be mentioned.



MMR Sub-Committee : Chairman Er. Nikhil Jadhav :

Series of meetings were held on 23-Jan-2021 and 28-Jan-2021 for finalizing presentation on Unified DCR. Many EC members are also attending these meetings. All presentations on Unified DCPR will be ready in next 1 week.



Zonal Sub-Committee WS-II Kandivali : Ar. Jeegar Tanna :

Two engineers have been transferred in the zonal office. No. of machines wherein PreDCR is functioning is low and issue needs to be taken up at a higher level. Meeting was organised with Dy. Ch. Eng. along with other practicing architects and engineers wherein various points were discussed and meeting minutes of the same has been submitted.

PEATA's Initiatives

PEATA has been actively pursuing various issues with MCGM with regards to seeking clarifications on outstanding issues and resolving operational issues faced by the fraternity at large while processing approvals. Some of the activities being pursued are as below:

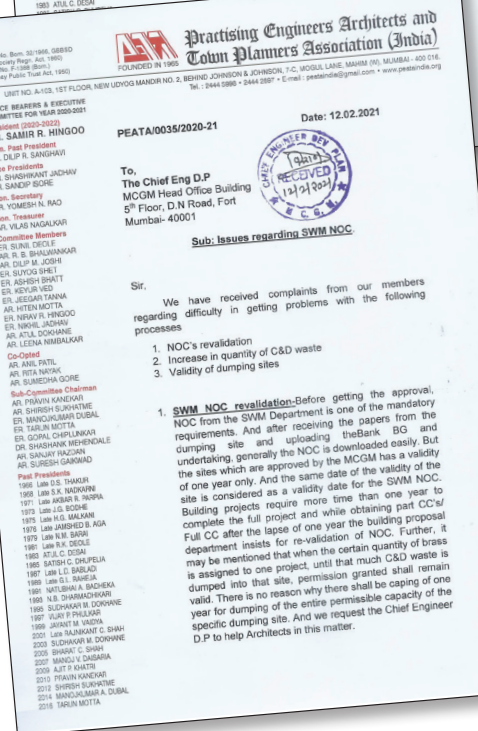
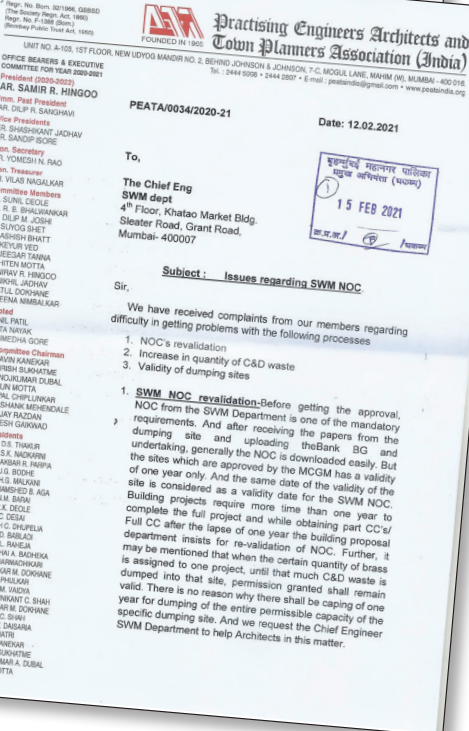
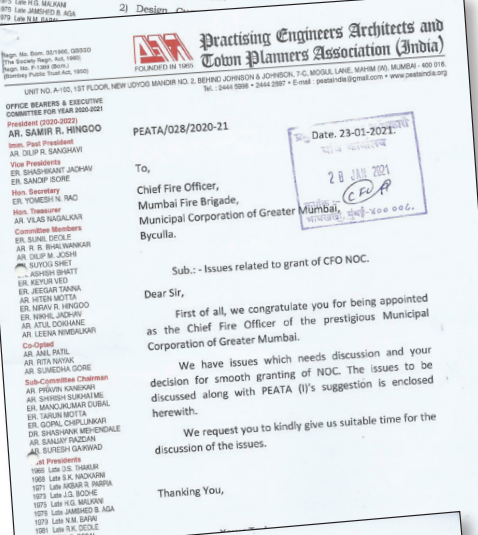
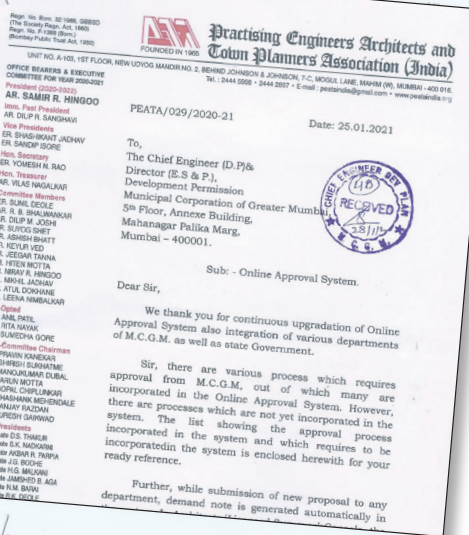
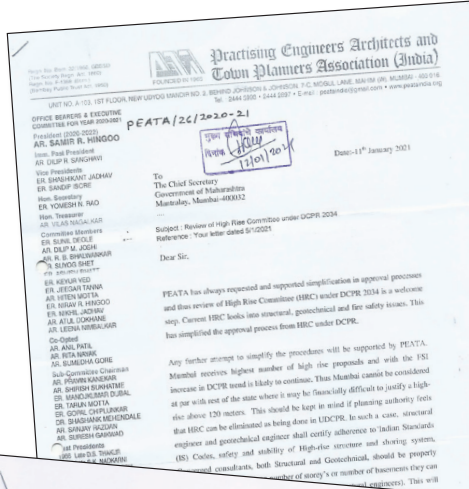
- Letter was submitted to Chief Engineer, Development Plan to request formulation of uniform policies for processing building proposals under regulation 33(7)(A) of DCPR 2034 and same to be implemented across all the Zonal Building Proposal Offices.
- A letter was issued to and meeting is sought with Hon. CEO (SRA) to review and discuss regarding the hardships faced by the fraternity in the requirement for providing Commercial PTC tenements ad per clause 33(11) in ongoing schemes.
- Letter was submitted to the Municipal commissioner with a suggestion to help expedite the process of approval for the design of curvature at intersection of roads, it is requested to allow to obtain such remarks from Private Traffic Consultants and that same be considered valid by MCGM as per EODB norms as is currently the case of remarks for Parking Layout, Mechanical ventilation, S.W.D. etc.
- Letter was submitted to Chief Fire Officer to congratulate on the new appointment and to seek a meeting with CFO to discuss issues to be reviewed and decided for smooth granting of NOC.
- A Letter was addressed to the Chief Engineer (D.P.) requesting further integration of the Online Approval System to include certain processes which are not yet incorporated in the system. A detailed list showing the approval processes incorporated in the system and those which require yet to be incorporated were submitted for ready reference.
- Letter was submitted to the Chief Eng. SWM Dept. regarding issues faced below by fellow members regarding the processes for the same:
 1. NOC's revalidation
 2. Increase in quantity of C&D waste
 3. Validity of Dumping sites

It was also requested to allow the above procedures to happen online without asking LS or Architect to visit the MCGM offices.

Letters Submitted by PEATA

Sr. no	Date	Subject	Authority
1	04/01/2021	Suggestion & Objection to Notice u/Sec. 37(1AA) of MR&TP Act for Proposed modification to Regulation 33(7) and 33(9) of DCPR 2034 for Greater Mumbai.	Dy. Director Town Planning
2	04/01/2021	Regarding High rise Committee in Mumbai	Chief Secretary
3	04/01/2021	Correspondence in respect of Building Proposals by the zonal Offices to be made with the Owners/Developers (Applicant) of the project	Chief Engineer D. P
4	06/01/2021	Hardship in providing commercial PTC tenements as per clause 33 (11) in ongoing schemes	CEO SRA
5	06/01/2021	Hardship in providing commercial PTC tenements as per clause 33 (11) in ongoing schemes	Dy. Chief Engineer SRA
6	11/01/2021	Review of High Rise Committee under DCPR 2034	Chief Secretary GOM
7	18/01/2021	Design of Curvature at Road intersections in Mumbai	Hon.M. C.
8	23/01/2021	Issue related to grant of CFO NOC	Chief Fire Officer
9	25/01/2021	Online Approval System	Chief Engineer D. P
10	02/02/2021	Uniformity in implementation of Regulation 33 (7) (A) of DCPR-2034	Chief Engineer D. P
11	02/02/2021	Infrastructre Charges as per Sub Clause 9.2 reg 33 (10) of DCPR-2034	CEO SRA
12	03/02/2021	Draft Minutes of Meeting held on 28/01/2021	Chief Fire Officer
13	03/02/2021	Guidelines for proposal for application of reduction in premium as per Government notification dated 14th January 2021	Chief Engineer D. P
14	12/02/2021	Issues regarding SWM NOC	Chief Engineer SWM
15	12/02/2021	Issues regarding SWM NOC	Chief Engineer D. P
16	22/02/2021	Regarding payment of premium for conversion for conversion from industrial zone to commercial/residential zone as per Reg. No. 14 (B) of DCPR-2034	UDD
17	26/03/2021	Revision of scrutiny fees of high rise and low rise buildings etc for the period from 1.4.2021 to 31.3.2022.	Chief Engineer/CFO
18	06/04/2021	To allow Private offices of Architects and Consultants related to construction industry to funtion with 50% capacit	Chief Secretary
19	06/04/2021	Online payment facility of various premium	Principal Secretary
20	07/04/2021	To allow Private offices of Architects and Consultants related to construction industry to funtion with 50% capacity	M. C
21	07/04/2021	To allow Private offices of Architects and Consultants related to construction industry to funtion with 50% capacit	Joint Secretary Relief and Rehabilitation
22	08/04/2021	Suggestion with respect to change of conditions being insisted upon by MCGM while renewal of licenses of old Licensed Surveyors / Site Supervisors / Structural Engineers	Chief Engineer D. P
23	15/04/2021	Online TDR Utilisation	Chief Engineer D. P

Letters Submitted by PEATA



Letters Submitted by PEATA

Practising Engineers Architects and Town Planners Association (India)
FOUNDED IN 1965

Regn. No. Bm. 30196, GBBSD
(The Society Regn. Act, 1960)
Regn. No. P-1386 (Bm.)
(Bombay Public Trust Act, 1960)

UNIT NO. A-103, 1ST FLOOR, NEW LUYOGI MANDIR NO. 2, BEHIND JOHNSON & JOHNSON, T.C. MOGUL LANE, MAHIM (W), MUMBAI - 400 016.
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PEATA/030/2020-21
Date: - 02.02.2021

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AR. SANJAY RAZDAN
AR. SURESH GAIRWAD
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1999 Late S.K. NAGARKAR
1971 Late N.G. ISGORE
1974 Late J.G. BODDE
1975 Late H.G. MALKANI
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1981 Late R.K. DEOLE
1987 Late L.D. BARJAD
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2015 Late P. PHULKAR

PEATA/030/2020-21
To,
The Chief Engineer
Development plan,
Mumbai Municipal Corporation
Mumbai-400001

Subject: - Uniformity in Implementation of Regulation 33(7)(A) of DCPR 2034

Respected Sir,

The Government has sanctioned the DCPR 2034 incorporating Regulation 33(7)(A) for "Reconstruction or redevelopment of Dilapidated / unsafe existing authorized tenanted occupied building in Suburbs and extended Suburbs and existing authorized non-cessed tenanted occupied buildings in Mumbai City". The conditions for the development are enumerated in Appendix thereon in the said Sub Regulation.

Numerous representations are being received from Practising Architects and Licensed Surveyors wherein their contention is that the implementation of provision of Regulation 33(7)(A) in the four Zonal building proposal offices is not uniform, due to which there is ambiguity and uncertainty with regards to eligibility area of tenants corresponding sale component thereby affecting the financial viability of the project.

As per policy circular the applicability of Regulation 33(7)(A) &

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UNIT NO. A-103, 1ST FLOOR, NEW LUYOGI MANDIR NO. 2, BEHIND JOHNSON & JOHNSON, T.C. MOGUL LANE, MAHIM (W), MUMBAI - 400 016.
Tel.: 2444 5988 + 2444 2887 • E-mail: peataindia@gmail.com • www.peataindia.org

PEATA/024/2020-21
Date: 6th January 2021

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To,
The Hon. CEO (SRA)
SRA, Administrative Bldg.,
Anant Kanekar Marg,
Bandra (E), Mumbai - 400 051.

Subject: Hardship in providing Commercial PTC tenements ad per clause 33(11) in ongoing schemes.

Hon. Sir,

We practicing architects would like to inform that as per Regulation 33(11) clause "C" read as Transit tenements for SRA out of additional FSI could be used for construction of Transit Camp of tenements having carpet area of 27.88sqm (300 sq.ft) Ground floor shall be used for commercial tenements and same shall be handed over free of cost to SRA. Alternatively, residential tenements can be used for Govt. Staff Quarters etc.

There are many cases where providing commercial tenements is not possible as existing commercial tenements has to be accommodated on ground floor and required parking also has to be accommodated on ground floor as per DCPR 2034.

Providing commercial PTC tenements without rehabilitating existing commercial members would result in schemes being held up due to planning purpose Hence we request to allow Residential P.T.C. tenements instead of ground floor commercial tenements were existing members are to be accommodated. Commercial tenement may be provided when existing commercial are not to be given, and were parking requirement is fulfilled.

Please consider our request and give us suitable time for discussion so that we can explain our hardship.

Thanking You,

Yours Faithfully,

Practising Engineers Architects and Town Planners Association (India)
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PEATA/025/2020-21
Date: 6th January 2021

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To,
Dy. Chief Engineer (SRA)
SRA, Administrative Bldg.,
Anant Kanekar Marg,
Bandra (E), Mumbai - 400 051.

Subject: Hardship in providing Commercial PTC tenements ad per clause 33(11) in ongoing schemes.

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PEATA/031/2020-21
Date: 02.02.2021

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To,
Hon'ble CEO
Slum Rehabilitation Authority
Anant Kanekar Marg,
Administrative Bldg.,
Bandra (East).

Subject: Infrastructure charges as per sub clause 9.2, reg. 33(10) of DCPR 2034.

The approved grant to scheme under S.R.A. attracts various premium/charges/fees/deposits etc. Such as scrutiny fee, revaluation fee, staircase premium, land premium, development charges under section 124E of MRTP Act 1966, Infrastructure charges, labor cess etc.

As per DCR 1991, sub clause 9.2 of Reg. 33(10) subsequent SRA circular No.07 read with circular no. 52 the infrastructure charges used to be recovered in the following manner:

Infrastructure charges
Rs. 840/- per sq. mt. For Mumbai suburban city.
Rs. 660/- per sq. mt. For Mumbai suburban city.
or City: Rs. 400/- per sq. mt. At the time of plinth C.C. (proportionate to Sale BUA) In case of composite Bldg. full charges Rs. 400/- per sq. mt.
or City: Rs. 440 per sq. mt. At time of plinth C.C. (proportionate to Sale BUA) In case of composite Bldg full charges Rs. 400/- per sq. mt.
Balance Rs. 160/- or 440 per sq. mt. at the time of OCC of Sale Bldg. (proportionate to BUA of respective free Sale Bldg.)
In case of the TDR claim entire amount i.e. Rs. 560/- or 840/- per sq. mt. proportionate for extent of work TDR shall be recovered.
or where as per provision of sub clause 9.2, reg. 33(10) of DCPR 2034 rate of infrastructure charges to be recovered are linked to ready reckoner rate as per table on the date of issue as LOI per sq.mt. The clause 9.2 of Reg.33(10) of DCPR 2034 states as under:

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PEATA/032/2020-21
Date: - 03/02/2021

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To,
Chief Fire Officer,
Mumbai Fire Brigade,
Municipal Corporation of Greater Mumbai
Byculla, Mumbai-400008

Sub: Draft Minutes of Meeting held on 28/01/2021

Dear Sir,

Enclosed herewith is the draft minutes of the meeting held on 28/01/2021.

We request you to kindly confirm the same at the earliest & send one copy to us.

Thanking you,

Yours truly,
Samir Hingoo
Ar. Samir Hingoo
President

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PEATA/032/2020-21
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To,
Chief Fire Officer,
Mumbai Fire Brigade,
Municipal Corporation of Greater Mumbai
Byculla, Mumbai-400008

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Dear Sir,

Enclosed herewith is the draft minutes of the meeting held on 28/01/2021.

We request you to kindly confirm the same at the earliest & send one copy to us.

Thanking you,

Yours truly,
Samir Hingoo
Ar. Samir Hingoo
President

Launch of Comprehensive DCPR - 2034



AR. PRAVIN KANEKAR
Past President, PEATA (I)

Congratulations to President Ar. Samir Hingoo for in-house release of comprehensive DCPR 2034 consisting of amendments since its first release during 2018, notifications, Transit Policies, circulars etc. duly compiled by our Vice President Er. Shashikant Jadhav and his technical team with special mention of Vice President Er. Sandip Isore for technical inputs and Past President Ar. Shirish Sukhatme for his pursuance. Not to forget earlier committee at the time of its 1st release during 2018.

Due to present pandemic situation considering the demand from the fraternity, there was no other option but to release the same “in house” in PEATA Office.

It was interesting to observe that other important stakeholders from the building industry such as CREDAI – MCHI, Naredco and BDA were keen to support the release of said book.

Personally I appreciate all the concerned members who were part of the said activity.

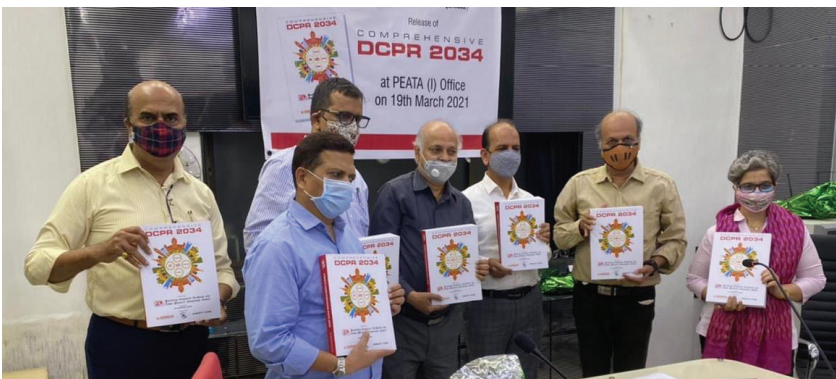


Vice President (PEATA) and the Author of DCPR 2034 book Er. Shashikant Jadhav handing over a copy to Ch.E(D.P)/Dir(E.S&P) Shri. Vinod Chithore in MCGM office.

Shri. Vinod Chithore, Chief Engineer (D. P.) and Director (E. S. & P.) in his concluding lines of the message that the said book will be great help to Architects, Engineers as well as officer from BP / DP Department and will prove one more step towards achieving goals of “Ease of Doing Business”.

Respective zonal Committees will have to work hard on this issue and see that EODB is being observed religiously by all concerned offices.

I congratulate Er. Shashi Jadhav as the said book is mainly due to his hard work and keen interest in the subject as well as PEATA. We expect many such initiatives from the him and the entire team in years to come.



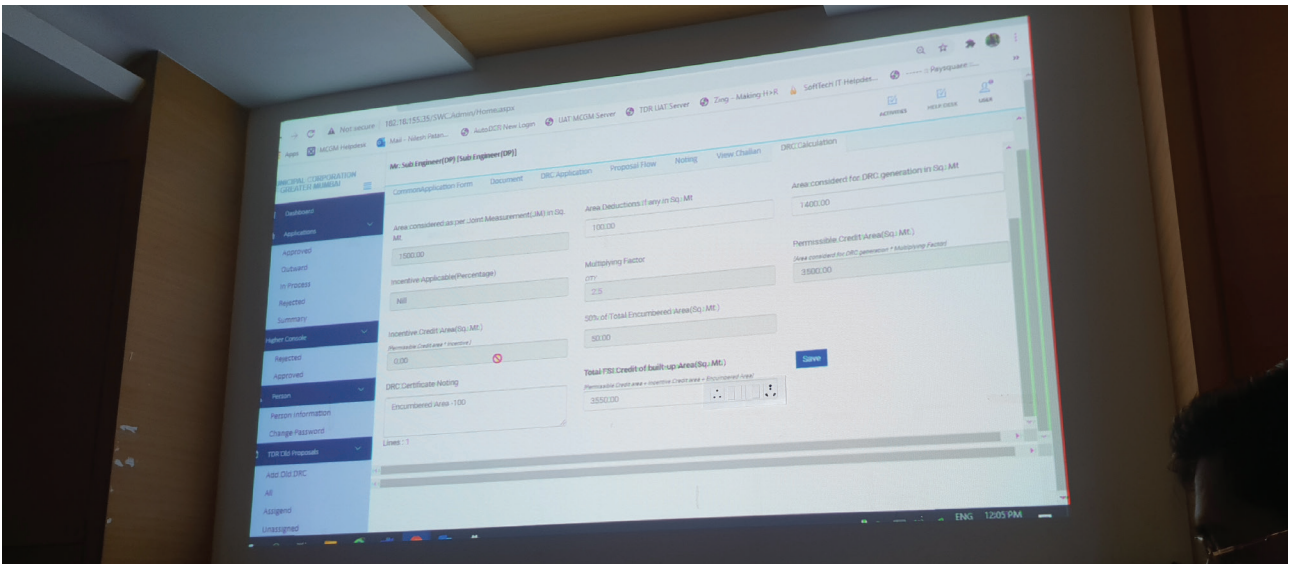
Launch of Comprehensive DCPR 2034 by PEATA - Executive Committee members in PEATA office

Online TDR Approval

PEATA Executive Committee Members attended the meeting with MCGM Officials along with MCHI-CREDAI, NAREDCO wherein online presentation was made by SoftTech to give a demonstration of Online processing of TDR files before making it live and for valuable suggestions/feedback from all the stakeholders

Major points suggested and discussed as below:

- Utilization document checklist - NOC from developer to be removed
- During DRC Generation Additional Sub Category “NA” shall be added in the options list



- DRC Revalidation process needs to be implemented
- AE Sub engineer DP Console (1, 2 and 4) department opinion should go automatically when send by Architect to A.E (DP).
- Time period to be implemented for processing of TDR files.
- TDR Dashboard for citizen to be developed.



- DRC wish list to be added by the Developer
 - Balance area (Excluding all areas in transaction) and contact details (Address, Phone No, email ID) to be displayed
 - Balance TDR report
 - Nil TDR report
- GIS Integration to be extended for TDR
 - DRC Issue to be marked on GIS
 - Type of TDR that can be generated based on the reservation should be automatically fetched from GIS
 - TDR Utilization to be marked on GIS maps.
- Processing of SRA/MMRDA/MHADA applications needs to be added

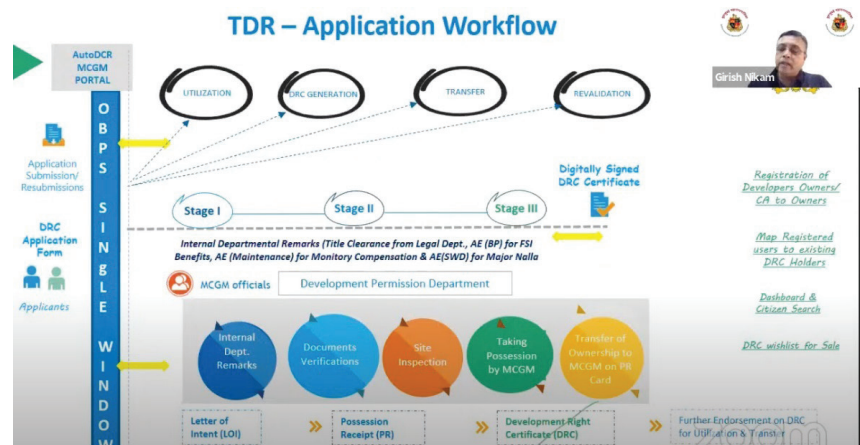
Lockdown Learning Series

PEATA (I) has initiated series of webinars under “Lockdown Learnings” under the leadership of President PEATA (I) Ar. Samir Hingoo with the aim to spread awareness and information within the fraternity with regards to various improvements and developments made and procedures followed by different governmental bodies while giving approvals.

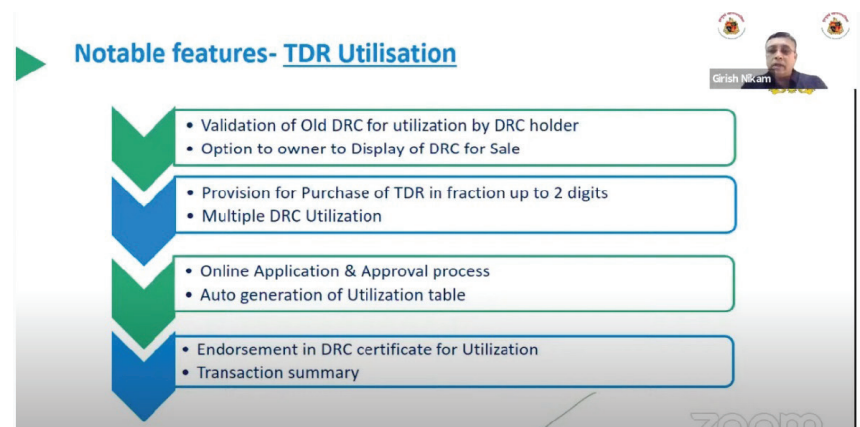
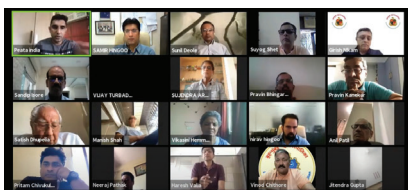
The topics of webinars which have been conducted were:

1. Processing Online Approvals for TDR Generation & Utilisation

On April 17, 2021 the webinar was organized by PEATA(I) which was presided by Chief Guest and Chief Engineer (D.P) and Dir (ES & P) **Shri. Vinod Chithore** and an online presentation was given by Executive Engineer (D.P) **Shri. Girish Nikam** along with Soft Tech coveting various procedures to be followed for processing online TDR approvals which was followed by online question/ answer session and many pertaining issues were resolved in the meeting and valuable points were noted by the MCGM team for upgrading the process.



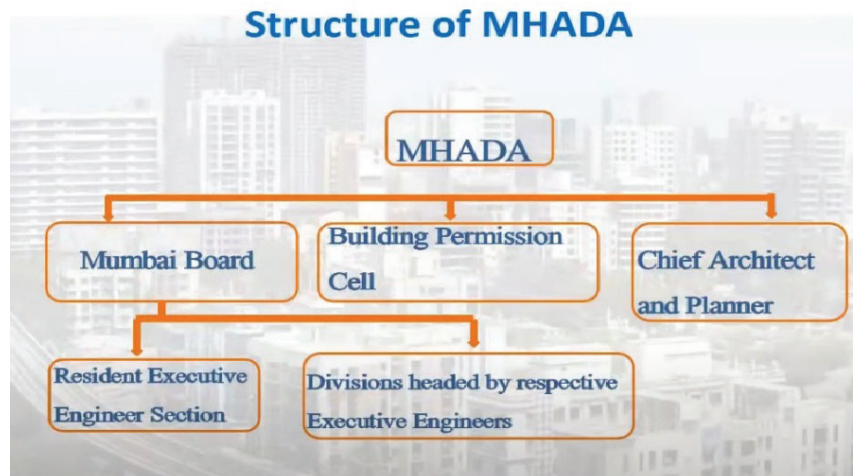
Shri. Vinod Chithore



Lockdown Learning Series

1. A TO Z of Mhada Approvals (u/s 33(5))

On **May 1, 2021** the webinar was organized by PEATA(I) which was presided by Chief Guest **Shri. Rajeev Sheth**, Dy. Che (Mhada) and an online presentation was given by PEATA EC member **Er. Suyog Seth** regarding the submission process and approval procedures to be followed for obtaining approvals u/s 33(5) of DCPR 2034 in Mhada. The webinar for attended by more than 400 attendees' and Shri. Rajeev Sheth actively participated in the detailed online question/ answer session which followed after the presentation and it was very well appreciated by everyone.



Shri. Rajeev Sheth



Er. Suyog Seth



Ar. Samir Hingoo

PEATA Meeting with Chief Fire Officer

PEATA had organized meeting with **Chief Fire Officer Shri. Kailash Hivrale** along with his team of **Dy. CFOs**. In the meeting, **President PEATA Shri. Samir Hingoo** and **Executive Committee Members** discussed the issues faced by the Architects/Licensed Surveyors while processing the file for NOC's and obtaining Completion from the Fire Department.



Summary of points discussed in the meeting:

- To Allow "Sliding Gates Of 6.00 Mts. Each" Along Road Side Instead Of "No Compound Wall" Or "Removable Bollards with Link Chain"
- Kitchen Doors "FRD" shall be shown only if door is provided in the Kitchen
- Not to Insist Requirement "To keep 200 liters of water drum on each floor during course of construction"
- In Side Open Spaces of Low-Rise Building, Surface/Stack & Cantilever Parking to Be Allowed
- Not to Insist "Pump Room" at the stage of granting Occupation, even when the prior NOC was issued "Without Pump Room" condition.
- To allow rehab commercial user without insisting separate staircase if commercial in ground floor is exhausted and needs to be accommodated on upper floors.



- To allow Occupation permission of building if the road is not widened to full width as per NOC issued earlier. The setback is within the plot is widened and handed over to MCGM.
- Appointment of Licensed Fire Agency should not be at the time of submission of Fire NOC.
- Solution on Files being rejected multiple times



- Not to insist new conditions or changes in the plans in case of amended NOC wherein the earlier approval is continued.
- If the height of the building is reduced, then revised NOC should not be insisted while granting NOC for Occupation permission.
- In case of internal changes revised NOC should not be insisted before granting NOC for Occupation permission.

- Once the payment is made the same should be updated in the system at earliest.
- NOC to be issued as per the plans submitted without insisting on which zone the plot is situated.
- In many cases there are 7 floors above the refuge area and as such the refuge area to be permitted by calculating 7 floors instead of 6 floors above the refuge area.



- For smaller plots of area up to 700 to 1000 sqmts, M.S. platform for separate Parking towers at alternate level to be permitted from the common staircase through Fire Resistance Door.
- Trap door to be permitted as an access to the terrace floor in case of height restriction due to Civil Aviation NOC.

PEATA Meeting with Dy. Che (BP) WS - II

The Executive Committee of PEATA had organized a meeting with other Architects / Licensed Surveyors and Dy.ChE (BP) WS-II Shri. Kunta on 16.04.2021 to discuss various issues faced while processing the file for approvals. The meeting was very well conducted by the PEATA zonal committee headed by Er. Jeegar Tanna along with PEATA team, Shri. Kunta was very cooperative and gave valuable suggestions and clarifications which would surely help and ease the processing of files for approval in the WS-II zonal office.

The minutes of the meeting are as below:

Sr. No.	Description	Remarks	Decision
1	Scrutiny of 3C is done by SE and corrections are informed to be made.	3C is the indicative concessions report to be submitted by Architect / L.S. and L.S. / Architect can request for concessions. The permissibility of demand shall be checked by SE/ AE and suitably stated in the note-sheet /4C report without insisting corrections in 3C (Indicative concession report).	As regards the indicative concessions, on discussion with the staff, it is understood that many of the Licensed Technical Professionals submit indicative concessions incomplete in many of the aspects. If Architect submits indicative concessions updated in entire prospect, there is no question of insisting corrections. However, it appears that many of the Architects submit incomplete applications and request the staff that completes aspects will be submitted subsequently. Henceforth, if Professionals submit application only for the sake of submission and subsequently they are going to update, in that case, the staff would be suggested to go for rejection. Some of the concessions are demonstrative of hardships and required to be mentioned by the Professionals. The staff would not be in a position to state their hardships, in that case there is no other option than to reject the proposal.
2	Scrutiny of Development Agreement is being done by some SE.	As per EODB the developer is giving undertaking for complying of Development agreement and not holding MCGM responsible for disputes. Hence scrutiny of DA is unwarranted.	Invariably, scrutiny of Development Agreement should not be done by the staff. However, in specific cases, there is ownership dispute; there are complaints from members and society. Therefore, on the basis of EODB manual and as per the provisions of Hon'ble M.C.'s circular, it is suggested to the staff that common paragraph regarding ownership will be inserted in ownership paragraph of Preamble of 4C report henceforth.
3	When water tanks are proposed above staircase water tank beyond staircase being demanded Ht.1.50M from terrace floor.	It's practically difficult to provide the extended water tank beyond staircase at 1.50 M from terrace floor level.	Provisions of DCPR 2034 are very clear that OHTs shall not be allowed above 1.50 Mt. from terrace floor. This being a policy matter, the same cannot be decided at zonal level. This matter has to be escalated and discussed with Ch.Eng.(D.P.).
4	Arranging training on PreDCR for changes	There has been lot of changes regularly in predcr as well. The last training for predcr was held almost 2 years back.	Even though periodical online sessions are conducted at HO level with all staff whenever new changes are introduced, training on PreDCR changes will be planned once the lockdown ends, in consultation with Softech Personnel.

Sr. No.	Description	Remarks	Decision
5	Lofts on toilets in bank user not allowed.	Lofts above toilets are permissible as per DCPR hence on toilets it should be allowed.	As far as non residential buildings are concerned, the lofts shall be located at least 2 mtr away from the entrance that does not mean it is allowed on toilets. It is the matter of interpretation. This is a common policy and it could be applicable everywhere. This will be discussed with Ch.Eng(D.P.).
6	Demand note generation to be given preference	Since the reduction in premiums are for limited period it's a request that once draft/or installment facility is approved the generation of payment challan be given preference by all SE's	In this respect, standing instructions are given to all staff that not to delay demand notes except in case of any genuine reasons.
7	Delay in Audit of the file pertaining to instalment facility as well as for OC.	There needs to be a time line decided for audit.	The matter was discussed with Ch.Engr.(D.P.) also during online interactions. Now since audit will be done online thru' system, accountability will automatically be fixed. However, as stated by Softech Personnel, there is some issue pertaining to installment which is in process. The same will be sorted out within a week's time.
8	Some of the SE's are taking considerable time in scrutiny of proposal and requesting for withdrawal of file.	The SE's be given a training for scrutinizing the relevant documents and adopting EODB.	<p>It is reported by the staff that many a times applications are not complete, documents are not attached and corrections are to be made in drawings. After 3 days of scrutiny, if some documents are being added by the Architect, then from that day the time period should be worked out.</p> <p>It is suggested by Soft tech that if there is any shortfall in the documents, S.E. to refer the file to Architect for further compliance. It should be selected as further particulars. It should not be resent for the compliance of some documents. The file should be sent back for further compliance. Instead of Rejection it has to be changed as for further particulars.</p> <p>In the case of regularization proposal, it is suggested that the shortfalls given are to be complied within a time bound manner of 15 days or 30 days or the proposal shall be rejected and recorded.</p> <p>It is also reported by the staff that many a times, it happens that Applicants select S.E.B.P. by default for submitting proposal for the approval of C.F.O. despite having individual option for C.F.O. and also for Survey remarks. S.E.B.P. cannot process the file and hence, the proposal is shown pending in the console of S.E.B.P. till the approval of C.F.O. Architect / L.S. are also requested to co-operate the staff as above. However, as mentioned in Sr.NO.4 above, training will be conducted to staff.</p>

Sr. No.	Description	Remarks	Decision
9	Provision of Architect room in Building proposal.	The PEATA requested for providing the same as other professional bodies like lawyers have rooms for the lawyers in the courts	The Architect Room is ready and will be handed over within a week's time. Meanwhile, Architect's representatives are requested to visit the room & suggest if any changes are to be made.
10	Drawings / Plans are not attached with the Survey remarks.	Survey remarks are online. But no plans of survey remarks are online. We always submit our plans online when the file goes for survey remarks. We submit proper location. If DP remarks are online, they will do their marking and attach the drawing, if drawing tab is given to them. At least they can attach their plan / drawing with their survey remarks. Otherwise in case of setback or DP road affecting, we have to again go for physical survey remarks which amounts to duplication.	As stated by Softech Personnel, the provision will be made to provide option for uploading drawing with survey remarks by Survey deptt.
11	In case of Change of Architect, the fees of earlier Architect / LS is not paid many a times and the supervision memo of new Architect / LS is accepted by MCGM without Resignation / NOC of earlier Architect.	Usually Redevelopment proposals are put by builders who are C.A. to Owner of Society through their appointed Architect / LS. In some cases, the developers leave the project in between or their Development Agreement is terminated by Society and new developer is appointed by the society. In such cases the Fees of earlier Architect / LS is not paid many a times and the supervision memo of new Architect / LS is accepted by MCGM without Resignation / NOC of earlier Architect.	in this respect, Softech Personnel has stated that in the change of developer's application itself it is mentioned that NOC of previous Architect is required. In case of any specific case, it may be brought to the notice.

Sr. No.	Description	Remarks	Decision
12	In old cases, CC & IOD is lapsed. Concessions were obtained as per 1991. Fresh Concessions are obtained as per DCPR 2034. However, system is not allowing to apply for fresh IOD.	There is one case in which IOD granted in 2008 and then CC was also granted. The ticket is generated recently and the CC was granted but the work was not started and CC is lapsed now. So that concessions we have obtained as per DCR 1991 now we have obtained fresh concessions as per DCPR 2034 and now we want to apply for IOD as per EODB with new conditions. However there is problem in the system that the system is now allowing us to apply for fresh IOD since there is no IOD Tab available.	As stated by Softtech Personnel, in this particular case, the CC was uploaded by S.E. in 2017 which was lapsed. Now, for which the option is not provided to take the revised IOD as per last changes done by them in revised IOD approval process. In this respect, Softtech has sent one email to Ch.E.(D.P.) and Shri Sanjay Nirmal for the process to be followed by Applicant in such specific cases. After approval, the option to organize to get fresh IOD will be provided.
13	Circular vide No.CHE/DP/8070/GEN dated 2 nd February 2021.	<p>It is to specifically point out sidelined portion marked 'B' regarding no action to be taken under MRTTP against Architect / LS for unauthorised work.</p> <p>On the second page Hon'ble M.C.'s Remarks are 'A' approved. Pls discuss 'B'</p> <p>Does it mean that the issue of: no action to be taken under MRTTP against Architect / LS for unauthorised work carried out by developer / flat owners is still pending. Can Dy. Ch. Eng. Sir throw some light on this issue.</p>	<p>Yes. No orders are received against 'B' i.e. to the request of PEATA as follows. :-</p> <ol style="list-style-type: none"> 1. To make all correspondences in respect of proposal with Project Proponent with copy to Architect / Licensed Surveyor. 2. To issue notices for any unauthorized work to owner / developer only who carries out the work. 3. To issue notices for unauthorized occupation to the owner / developer & to the occupants of the premises only who occupied unauthorizedly. 4. To issue correspondences to the respective consultants regarding any explanation / clarification for internal work. <p>The above requests are not approved by Hon'ble M.C. and as no further orders are received in this regard, the order passed by Hon'ble M.C. in the circular dated 02.02.2021 prevails.</p>

Recent Circulars/ Notifications/Orders

Sr. No	Circular No.	Subject of the Circular	Date of Issue
1	WRIT PETITION NO.1699 OF 2016	HC order on Staircase premium	05.02.2021
2	Ch.E/D.P/20547/Gen	DP TP Remarks	10.02.2021
3	Ch.E/D.P/20548/Gen	Revalidation Fees	10.02.2021
4	Ch.E/D.P/20549/Gen	DP Revalidation fees etc.	10.02.2021
5	Ch.E/D.P/20550/Gen	Temporary shade in Summer Season	10.02.2021
6	Court Order SLP(C) No. 28139 of 2020	High Court sets aside order of Deemed Conveyance after more area obtained by Deemed Conveyance Order	16.02.2021
7	TPB-4319/189/ C.R.123/2019/UD-11	GOM UD Notification about Additional FSI for Oshiwara District	17.02.2021
8	SRA/D.P/ Premium/2021/495	SRA Circular for 50% Reduction in Fungible	18.02.2021
9	WRIT PETITION NO. 5524 OF 2017 WITH CIVIL APPLICATION NO. 1708 OF 2018	High Court orders about State Govt. can sanction Draft DP within 30 months as the area falls within MPC	18.02.2021
10	Ch.E/D.P/20234/Gen	Providing concessions in charging premium towards Additional FSI and Fungible Compensatory Area as per DCPR- 2034	22.02.2021
11	MH/Ch.E.-2/Dy.Ch.E/ E.P.C/B.A/A/G-454	MHADA Circular about 50 % Reduction in Fungible	23.02.2021
12	C.E.E/M.A/ Circular/424/2021	Reduction of 50 % in Development Cess for MHADA and Redevelopment	25.02.2021
13	AC/Estates/6070/ A.E(I)-II	Guidelines for allowing additional BUA permissible under of regulation 33(12)(B) of DCPR-2034 over and above permissible FSI under applicable provisions of DCPR 1991/DCPR 2034	26.02.2021
14	M.S/14025/ MahanagarPalika	Grant of 50% Benefit on Additional FSI and Fungible Compensatory Area	04.03.2021
15	Ch.E./D.P/21546/Gen	Directives U/s 154 or MRTP Act, to provide concession in premium towards Additional FSI	05.03.2021
16	Dy.C.A./FRD-3/ Estate/453	Extension of premium, premium rent, One time premium as per Sanctioned no. MGC/F/3032 dated.29.10.2020 related with Estate Department – Extension of 8.5 % upto 31.03.2021	15.03.2021
17	TPB-4320/190/C. R110/2020/UD-11	Government Resolution-Notice 33(7) Reconstruction or Redevelopment of Cessed buildings in the Island City by Co-operative Housing Societies or of old buildings belonging to the Corporation.	17.03.2021

All the above listed circulars/notifications are available on PEATA(I)'s website and can also be obtained by sending a mail to the official email id of PEATA(I).

Activities / Updates

On May 3rd, 2021 Dy.Che (BP) WS – II, Shri. Kunta invited PEATA and many senior Architects/ Licensed Surveyors practicing for opening of the new Architect's room in the Kandivali building proposal zonal office. The Architects' room is very well designed with ample space and self contained work stations along with locker facility. PEATA(I) appreciates the efforts taken by MCGM to make such a facility available to all the practicing professionals as it will enable all to carry out their operations in a much efficient manner.

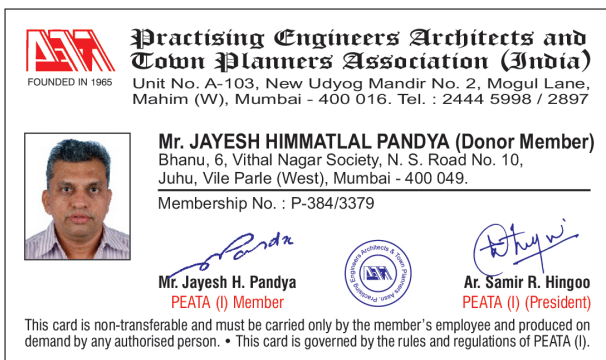


Dy. Chief Engineer Shri. Mallesham Kunta and staff along with members from PEATA consisting of Er. Jeegar Tanna, Ar. Hiten Motta, Ar. Kinjal Hingoo, Er. Sanjay Shah at newly opened Architect's room in Kandivali Building Proposal office

Activities / Updates

PEATA Identity Cards

Respected Members, this is to inform all that in cognisance of the current scenario and travel restrictions during the lockdowns for Corona, our Executive Committee has decided to start issuing member identity cards. Please refer attached reference images. The Identity Cards will bear the PEATA logo, your name, address, profession and membership and registration numbers. This can be shown as your official ID and thus facilitate and help you in conducting necessary site/ official visits during this period. Members can contact PEATA office or email their request with all the relevant details.



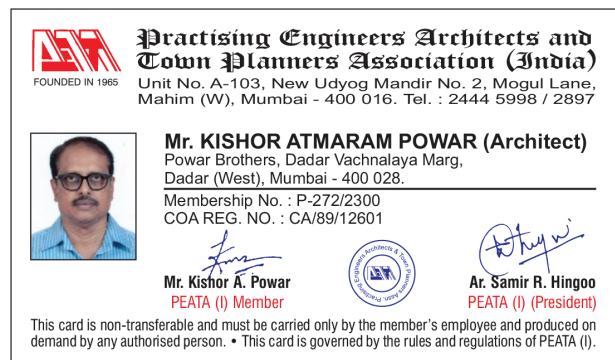
Practising Engineers Architects and Town Planners Association (India)
FOUNDED IN 1965
Unit No. A-103, New Udyog Mandir No. 2, Mogul Lane, Mahim (W), Mumbai - 400 016. Tel. : 2444 5998 / 2897

Mr. JAYESH HIMMATLAL PANDYA (Donor Member)
Bhanu, 6, Vithal Nagar Society, N. S. Road No. 10, Juhu, Vile Parle (West), Mumbai - 400 049.
Membership No. : P-384/3379

Mr. Jayesh H. Pandya
PEATA (I) Member

Ar. Samir R. Hingoo
PEATA (I) (President)

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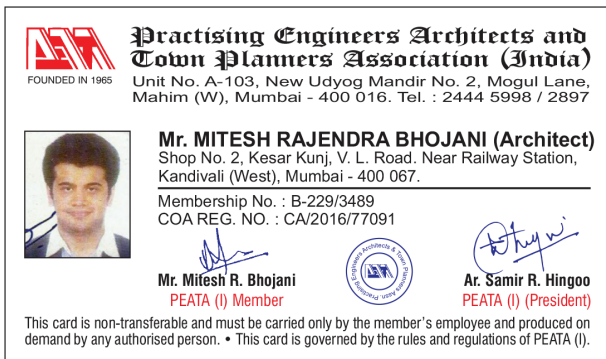
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Mr. KISHOR ATMARAM POWAR (Architect)
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Membership No. : P-272/2300
COA REG. NO. : CA/89/12601

Mr. Kishor A. Powar
PEATA (I) Member

Ar. Samir R. Hingoo
PEATA (I) (President)

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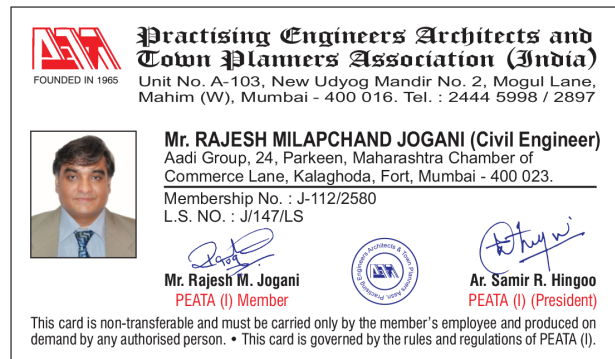
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Unit No. A-103, New Udyog Mandir No. 2, Mogul Lane, Mahim (W), Mumbai - 400 016. Tel. : 2444 5998 / 2897

Mr. MITESH RAJENDRA BHOJANI (Architect)
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COA REG. NO. : CA/2016/77091

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PEATA (I) Member

Ar. Samir R. Hingoo
PEATA (I) (President)

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Mr. RAJESH MILAPCHAND JOGANI (Civil Engineer)
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Membership No. : J-112/2580
L.S. NO. : J/147/LS

Mr. Rajesh M. Jogani
PEATA (I) Member

Ar. Samir R. Hingoo
PEATA (I) (President)

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Obituaries

In lieu of Covid-19 pandemic PEATA (I) recently lost its fraternity members **Ar. Arvind Wadke, Ar. Sushma Deodhar and Ar. N. B. Chogle**. PEATA(I) deeply regrets this loss and expresses condolences to the family members of the departed souls.

Hues of Nature - Biophilic Design: Relevance, Importance & Principles



AR. SHAMIKA NAIK

Shamika is a practicing Architect and Interior Designer from Viva School of Architecture (Mumbai University). She has been specifically working in areas of sustainable architecture and environmentally conscious interior design. An avid traveler and an occasional writer she also been engaged in various workshops and seminars on Sustainability and Parametric Design. The search to mould an architecture that is minimal yet faceted and contemporary yet rooted is the aim of her design.

"In every walk with nature one receives far more than one seeks."

-John Muir, 19 July 1877

We live in a world where everything artificial and synthetic is given preference to. But deep in our hearts we long for nature –the smell of a forest, cold water from a stream, landscape of trees, stones, grasses, flowers – everything! Nature is quiet, slow and humble.

With a diminished connection to nature, the increasing pressure on urban space and the ubiquitous technological presence, we have less opportunity to recuperate our mental and physical energy.

If you're stuck in a room that literally has no windows, just artificial light, you can't stay there for very long. Somehow even if you manage to, it'll have a very deep impact on your mental and physical health. This is the reason why elements of nature must be incorporated in the built environment as it has been depicted to reduce stress and also increase productivity.

Come to think of it, when growing up we were always in the midst of nature. Your favorite childhood memory will always have you travelling back to nature. Somehow when we grow, we tend to lose this touch.

People possess an inborn need for contact with nature as essential to their physical and mental health, productivity and wellbeing. This affinity to nature is called biophilia. Biophilic design is incorporating nature and its elements and patterns in the built environment. It is about creating a good habitat for people in the modern built environment that satisfies their need for beneficial contact with the natural world. The architecture or interior design of a built structure should be designed to align with the principles of biophilic architecture and design. Allowing interaction with nature without compromising our modern

lifestyle is the main objective of this style.

All the research on biophilia and biophilic design suggests that close contact with nature is said to have restorative effect on people. It reduces their day to day stress and their work performance is not only maintained but also increased.

An environment devoid of nature can have a negative effect on health and well-being. Environmental psychology research tells us that being connected to nature, is in fact an adaptive human function that allows for, and supports, psychological restoration. This means that within





the office walls, bringing in elements that allow connection to nature via interior design - using natural elements, nature-resembling colors and patterns, indoor plants and views of greenery can help us mentally recover and provide respite from our day-to-day activities and maintain positive well-being. This is why the concept of a biophilic workplace design is gaining importance. Providing people with symbolic connections to nature appears to produce almost as great an impact on employee outcomes as the real thing.



Research also states that people are naturally happier to have a work place which incorporates nature. They feel motivated and more productive and creative. Considering the benefits achieved by bringing natural elements indoors, employers wanting to create better work environments and strengthen relationships between colleagues have an opportunity here to increase employee outcomes. In schools and colleges, when students enter their classrooms, they feel enthusiastic and get more creative ideas as nature inspires and inhales. In residential buildings, people will have friendly and caring relations with each other and will help their minds remain cool and calm.



The main concept of biophilic architecture and design revolves around modern design with minimalist, sustainable and futuristic approach, which is best achieved through simplicity in form, space, materials, details and colours.

There are various other ways of accomplishing biophilic design. Having air purifying plants, wall murals with natural elements, decorations that follow bio mimicry, using natural color palette, using materials derived from nature and not factory made, using non-toxic and organic materials which are sustainable too.



Eventually, we will notice that buildings with such design principles that connect people with nature will have a positive effect on every human where everyone will mutually thrive. It's a way of creating healthy and productive habitat for the modern human. Alienation from nature should not be seen as an inevitable consequence of modern life but a failure. City life doesn't necessarily have to be devoid of nature.

Actually, biophilic design will restore our connection to nature without having to adopt new methodology for the design of built environment. For accomplishing this, a fundamental shift in human consciousness is required which will lead to a new ethic of caring for nature and earth and our liaison to it.

Design I. Y. Housing

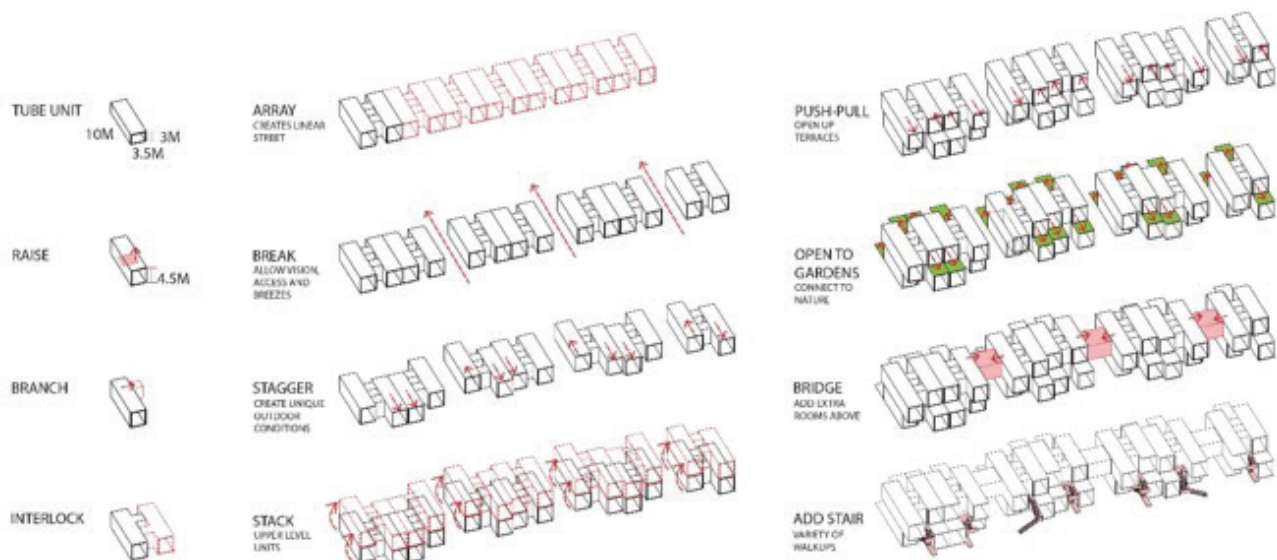


**AR. PINKISH SHAH +
AR. SHILPA GORE-SHAH**

S+PS Architects offers services in architecture, urban design and interior architecture. Their design approach is that every project is unique, and that the design should evolve through the particular characteristics of each project. Their work is influenced by their interest in History, Academics, Travel and Common-Sense. Their work has been the recipient of several international & national architecture and interior design awards and has been featured extensively in both national and international magazines, journals and exhibitions, and testify to their evolving design sensibilities. They have also lectured frequently at various locations and institutes in India and are involved as Visiting Design Faculty at the KRVA, Mumbai since 2002 where Pinkish is currently the Dean of Academic Affairs.

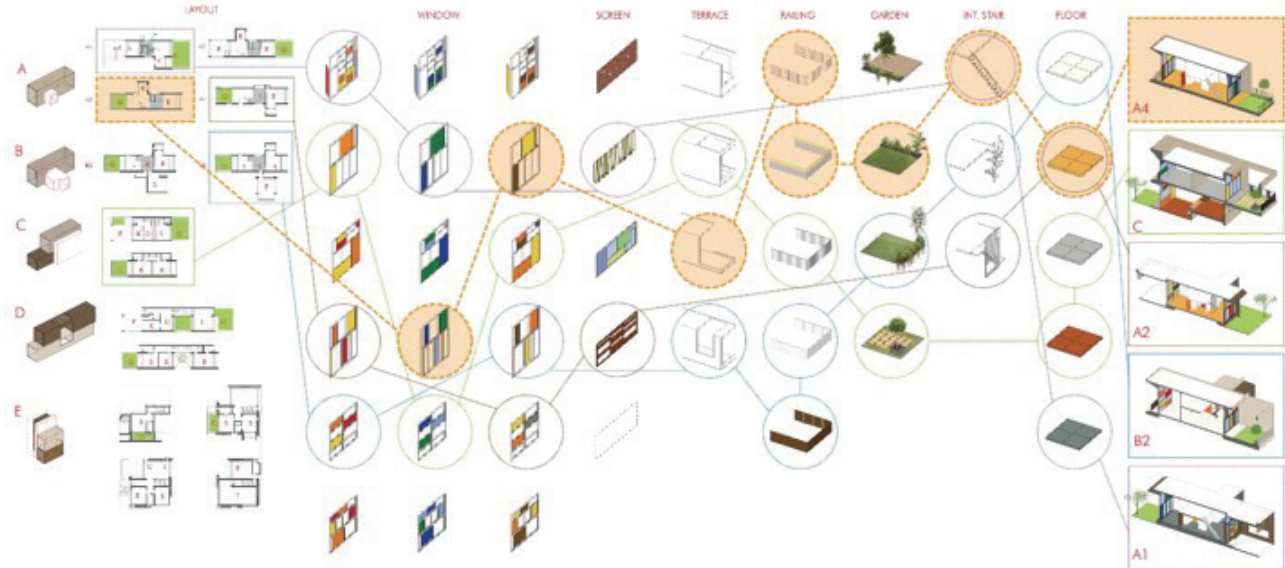
People looking for a house to call home in urban areas seldom have an ability to make choices about anything -its size, layout, finishes, etc. It is mostly about how much square feet your budget can afford and then a take it or leave it situation in terms of choice. Mostly developer driven, it ends up being about efficiencies, mass production, duplication, speed, etc. While the world has moved on such that you have a choice about everything from how you like your coffee to how you personalize your denims and cars, the world of housing has still to catch up. While we have seen concepts like public participation, do-it-yourself, mass customization, crowdsourcing, etc. span several aspects of society - in architecture in India it is nowhere to be seen. The project in Lonavala is an attempt to see if this is possible to enable in housing and that too in a developer driven model.

DEVELOPMENT OF HOUSING
Design.I.Y Housing



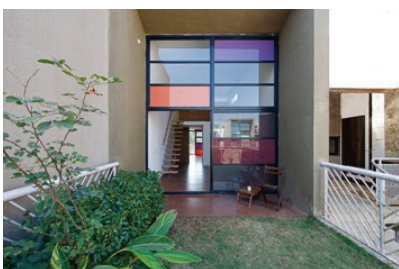
Homeowners get to choose from a range of sizes and configurations from a 1.5 BHK to a 5BHK, a variety of types within a size, locations, floors, a choice of walk ups, internal stairs, railings, screens, windows, toilet layouts, tiles etc. The particular combination that each one chooses allows one to individualize their home to reflect their own identity.

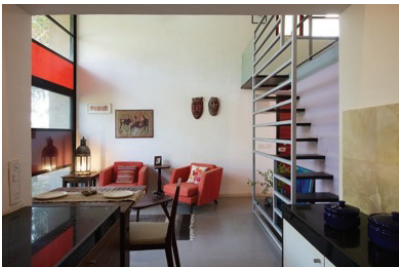
COMPONENT MATRIX
Design.I.Y Housing



To make it all manageable and executable, it is regulated with a limited palette of choices such that certain efficiencies of mass housing are possible through repetition.

We started with the idea, that what one really needs is an open adaptable space with good height, a Verandah and a patch of green with the open sky above. We looked at examples of colonial houses set in gardens in Lonavala, with a Verandah around and with good lofty ceilings. Our smallest module was of 40sq.m. So we started with what we thought was a good room width of 11'6" and extruded that into a tube of 30 feet long with a garden attached at one end. We raised the height to 14'6", which allowed for a small loft to be added in the center of the space, which could become a "free" half bedroom that could accommodate children, an extra grandparent or be used as a hobby space. This was inspired by our observation that even in the smallest spaces in the slums people added a small loft for sleeping or storage to make better use of their small



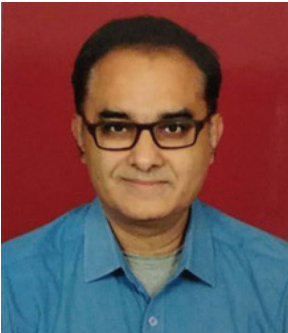


footprints. Below the low height of the loft were accommodated service spaces like the toilets, kitchens, wardrobes etc. This then became a basic module, which was used to design all the units in the whole scheme, eventually encompassing 8 different types of homes along with shops and offices in the amenities block.

The fist and arm shaped 3.9 acre site was an old Parsi sanitarium with large mature trees and situated next to the train tracks and a railway crossing. It was flat in the front arm part and rose to a plateau of about 1.5 meters in the middle of the fist, dropping again towards the periphery. It has been our effort to retain the fundamental character of the site, its topography, as many of the trees as possible, and even a few existing buildings that we converted into a heritage clubhouse. The site profile determined a street configuration in the front, entered through the gateway of the commercial building and culminated in a large open common garden court around which the remaining buildings were arranged. A green buffer zone and the clubhouse allowed the residential development to be set back a bit from the tracks. Vehicular movement is contained to a very small part of the site allowing for a variety of pedestrian networks to crisscross the site-several times terminating in small pocket play areas or a wooded park.



Smart Cities and Health



AR. RAGHUNANDA

Having completed his B. Arch from Mysore University and a Master's in Urban and Regional Planning from CEPT, Ahmedabad, Mr. Raghunanda is also well versed with Archicad, a BIM design software. He is the founder partner at Synectic Designs LLP and also a Professor and Design Chair, at the Department of Architecture, S.I.T., Tumakuru. He has over 20 years of experience in the field of Architecture and Planning.

He is currently pursuing a Doctorate Degree in Physical Planning from SPA, Delhi

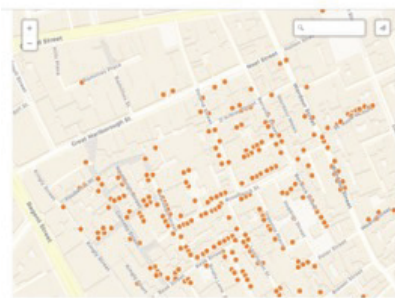


Figure 1-John Snow's medical cartography of London in 1854

Introduction

Public health is the science of protecting and improving the health of the people and the community around them. It is a process delivered through organised efforts and informed society and through public and private participation (Winslow, 1920). Public health helps our children grow healthy, and equally important save money on health expenditure. An early example of how Physical Planning played an important role in public health is by following John Snow's medical cartography, where he traced out the source of cholera in London, way back in 1854 to a hand pump. He mapped the cases of the diseases across the neighborhood and could finally pinpoint the exact source.

The medical cartography helped us to understand the spatial location and inter-relationship between diseases, social conditions of the area, population density, and other parameters.

Determinants of Health

Health begins where we live, work, learn and play. The city is nothing but the built environment that we have created for ourselves. The built environment is a combination of three parts – **Land use Patterns**, where we include access to healthy food, community gardens, and spatial distribution of human activities.

Transport system – it refers to the physical infrastructure and services for transport for connectivity for activities and spatial distribution. The new norm is walkability and bike-ability of the neighbourhood.

Design features – where we consider the physical qualities of the built environment, design buildings, sanitation and waste water management, streetscapes and it is in relationship with the zone regulations and land use patterns and transport system. These built environments are the social determinants of health.

The lack of these determinants leads to imbalance which leads to poor public health. These determinants need to be used as a base for conceptualisation of smart cities.

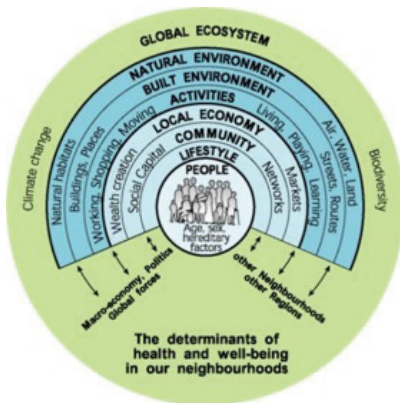


Figure 2 - A health map of local habitat, Hugh Barton, 2006

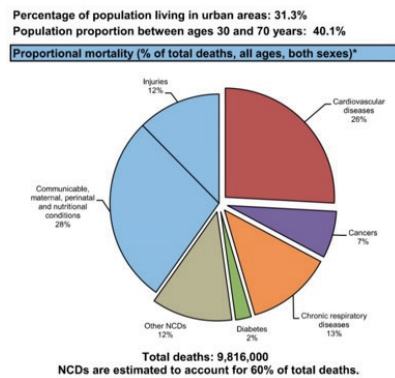


Figure 3 - National Centre for Disease Informatics and Research (Indian Council of Medical Research)

The lack of the balanced built environment determinants leads to risk factors such as tobacco and alcohol abuse, physical inactivity high sodium intake, indoor and outdoor pollution, high saturated fat intake, low fruit and vegetable intake. These risk factors lead to non-communicable diseases such as cardiac vascular diseases, cancer, diabetes, depression, arthritis, pulmonary diseases. Poor design features also lead to communicable diseases. As per ICMR, nearly 60% of our deaths can be attributed to non-communicable diseases.

There are number of ways that physical planning can lead to healthy lifestyles, which reduce the risk factors of diseases.

Green and open spaces – People require green spaces for daily walking and for recreational purposes. It helps in bodily movements which make the muscles and bones stronger. These spaces also act as social interacting spaces. These activities are a good method to kill depression and get some fresh air for the lungs.

Street connectivity – Good street connectivity helps in access to various activities for business, study and recreation. This should also be combined with walkability and bike-ability concepts of neighbourhoods.

15 minute access - This concept is based on proximity, diversity, density and ubiquity (Sutcliffe). These are a people friendly neighbourhood that help in reducing car use, help in cleaning air, increases physical activity, and therefore reduces the major risk factor to non-communicable diseases. It is primarily a policy action that provides the people access to most of their daily needs including education, work, play within a short walk or bike ride from home. It requires a more decentralised approach and is unique to the society it is catering to. To understand this method better, a primary market study of the people and their socioeconomic conditions need to be understood.

Density norms – Uncontrolled growth of buildings and people in an area is a big challenge in controlling public health. High FARs (Floor Area Ratio) increases population and puts pressure on the infrastructure and mobility. Based on the topography and socio-economic conditions, people density norms should be implied instead. This would discourage uncontrolled and illegal expansion of built up area and encroachment of land. Policies on density norms could be more factual instead of laws on FAR. Policies need to be people centric.

Social Infrastructure – This is the key to a healthy smart city. Social infrastructure must include schools, hospitals, gym and sports facilities, transportation facilities, public spaces such as art gallery, theatres, plazas, community gathering spaces. Every neighbourhood requires one. It helps in mental health, physical activity, and networking.

Housing typology – Businesses need customers. Housing helps in business. If the neighbourhood is walkable, it helps in business too. The neighbourhood should provide a diverse mix of housing, for rentals, house owners, people of different ages and walks of life and commercial and business centres.

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Towards Inclusive Urban Transport Systems

Case of Mumbai Metro Line-3



AR. FARHA IRANI

Currently working as Deputy Town Planner in the Planning Department at Mumbai Metro Rail Corporation. Farha's area of focus includes Multi-Modal Integration & Last Mile Connectivity planning, Non-Fare Box Revenue generation and Metro Station Area Improvement studies.

Previously, as Urban Planner with All India Institute of Local Self Government, she was part of the Revision of Development Plan for Greater Mumbai – 2034 for MCGM. Her earlier involvement as Deputy Chief (Town Planning Cell) in Business Development in MCGM has shaped her expertise in developing inclusive policies through interaction with local stakeholders and institutions. Here, she worked on streamlining procedures for Construction Permits to improve Ease of Doing Business ranking of India as per World Bank parameters.



Introduction

As COVID-19 continues to have wide-reaching impacts across the globe, Persons with Disabilities (PwDs) and elderly are uniquely impacted by this pandemic. As public transportation (PT) systems have reduced services, PwDs& elderly who rely on these modes for accessible transport may not be able to travel, even for basic necessities or critical medical appointments. Being more-or-less dependent, mobility-challenged commuters, need accessible, comfortable, safe and secure transport options to match their mobility needs. However, transport modes in India, limited to only major international airports, railway stations & metros, are designed to be safe and inclusive enough to accommodate all user groups.

On account of better education, health facilities and increased life expectancy, the elderly are able to participate in economic activities well beyond their retirement age. Here it is pertinent to mention, it is those belonging to economically weaker sections as compared to the economically influential that continuously struggle from participating in productive economic activity, due to lack of ease in accessing PT. Hence, PT plays an important role, being a key element to address equity in mobility and access to basic needs such as education, healthcare, employment and leisure.

Current demography

A quick look at data from Census 2011 of India reveals both alarming and disconcerting statistics for PwDs and elderly. Out of the total 1211 million population of India, 2.21% (26.8 million) are 'disabled'. Maharashtra shares 11%of the total PwDs in the country. Similarly, on account of better education, health facilities and increased life expectancy, the elderly population (60+ years)

is growing both relatively and absolutely. Their share in total population has gone up from 5.3% in 1971 to 8.0% in 2011; expected to rise to 20% by 2050.

Existing Regulations in India

In 2007, Government of India (GoI) ratified the United Nations Convention on the Rights of PwDs mandating appropriate measures for providing access to physical environment and transportation. Subsequently, GoI launched Accessible India Campaign in December 2015 and passed the more progressive 'Harmonised Guidelines & Space Standards on Barrier Free Built Environment for PwD& Elderly Persons, 2016' applicable to all public buildings in India.

A brief glance at the status of implementation of the Harmonised Guidelines 2016 and Accessible India Campaign 2015 shows glaring gaps in addressing the need for accessibility in India. Therefore, PwDs and elderly remain dependent on others as the factors that facilitate independent mobility, and the freedom that comes with it, are inaccessible or non-existent. This emphasises the need for a decentralised approach enforced by local regulations and assistance from local support groups & NGOs.



An initiative by Western Railway in 2018 in associating with Anuprayaas NGO resulted in enhanced accessibility at Borivali Station for the visually-impaired with installation of Braille-embossed railings along foot bridges & entry/exit points. However, such token initiatives are inadequate for ensuring mobility access for all. The necessity is for wide spread implementation.

In this context, 'Sec. 39 - Special Regulations for Differently Aabled People' of the recently sanctioned MCGM's DCPR 2034 brings a glimmer of hope. It regulates construction of private & public buildings, public roads and spaces in Mumbai aspiring for barrier free environment for PwDs& elderly.



Current Scenario in Mumbai

Mumbai's Metro Line-1 (Versova-Andheri-Ghatkopar) is the first and currently the only operational metro line since 2014 in Mumbai. Following the mandates issued by GoI, adequate features for the elderly and PwDs are incorporated in its design and effectively executed. However, it is the immediate surroundings of the stations that are found to be inadequate due to space constraints and non-engagement of Urban Local Bodies (ULBs) accountable for the upkeep of approach roads.



Mumbai Metro Line-3 (MML-3)

Mumbai Metro Rail Corporation Limited (MMRCL) is implementing MML-3 providing unprecedented connectivity to Mumbai's business districts as well as major transport hubs. MML-3 is expected to have a daily ridership of 1.7 million and the system is designed for a maximum Peak Hour Peak Direction Traffic of 72,000. It connects 3 million people with approximately 30 employment clusters, 12 education institutions, 11 major hospitals, 10 major transportation hubs and 25 religious & recreations areas. Interchanges are planned with Metro Line-1 at Marol, Metro Lines-8&9 at International Airport and Monorail at Jacob Circle ensuring unparalleled rapid access to all parts of the city.

Interventions Proposed By MML-3 to Achieve Inclusive Mobility for the PwDs & Elderly

Station designs of MML-3 comply with the 'Guidelines and Space Standards for Barrier Free Built Environment for Disabled and Elderly Persons' published by the Ministry of Housing and Urban Affairs in 1998. General forms of disabilities viz. mobility, visual, hearing, speech and cognitive impairments along with limited mobility caused due to imposed conditions by accompanying dependent are considered. Interventions are proposed at the Street, Concourse and Platform levels of stations as well as inside the Coaches.



Walkways/Ramps

- Ramps are proposed from road/drop off areas aiding the wheelchair bound to access walkways leading up to elevators.
- Elevators are proposed at both ends of stations, and on either side of the road eliminating road crossing for PwDs and elderly.

Automatic Fare Collection Systems

- Computer controlled retractable flap/turnstile type automatic gates are proposed to enable passage of the wheelchair bound.

Elevators

- Elevators have been sized so that wheelchair can be easily manoeuvred and hand rails are provided inside aiding PwDs and elderly.
- Elevator operating buttons to have information in Braille on all levels.
- Announcements to declare different levels among other safety guidelines.

At Concourse Level

- Tactile strips connect staircases and elevators from street level to concourse & platform levels up to the coach entrance.
- Ticket vending machines are proposed to aid commuters with speech impairments.
- Toilet for PwDs to be accessed through a ramp are provided with wheelchair access.

At Platform Level

- Gap between platform and coach floor is minimized for wheelchairs to easily roll over and for visually impaired to easily walk without trapping their feet in the gap.

Inside the Coaches

- Designated space to be reserved for PwDs& elderly in coaches.
- Stainless steel grab poles and rails to be provided in the standing areas of coaches for the comfort and safety of commuters.
- Grab handles to be of bright colours to aid commuters with cognitive impairments.

Signages

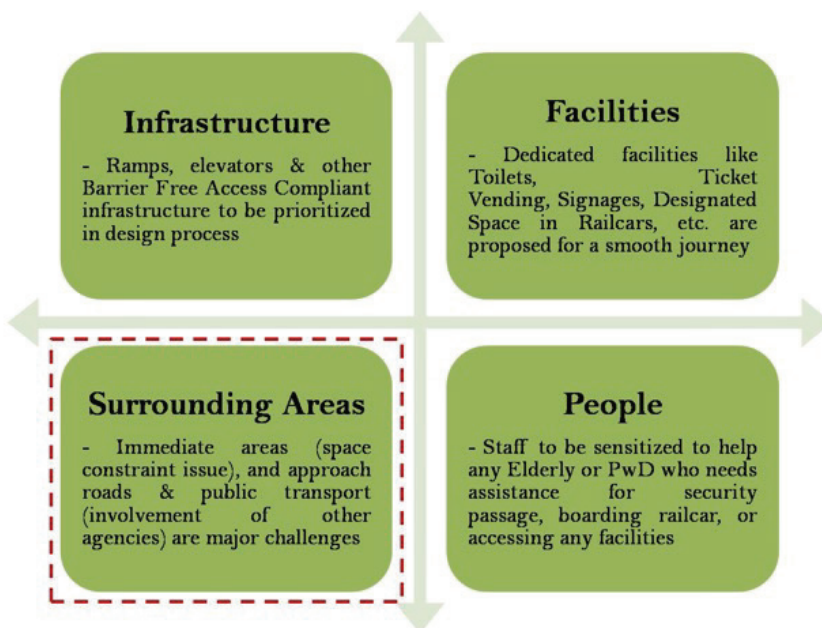
- Pictograms along with signages in 3 languages - Marathi, Hindi and English; to denote facilities and statutory signs.
- Public information display will aid in knowing train arrival & related information.

Staff Training

- Staff to receive training to get sensitized for assisting PwDs& elderly.

Concerns & Recommendations

Safe mobility for all translates to advantages for all. Most of the improvements which help PwDs and elderly also help everyone else. Accessibility allows PwDs& elderly to economically contribute to society and achieve higher financial self-sufficiency. Transportation access also benefits from change in attitude towards PwDs and elderly. Prejudice against them hinders the success of even the best efforts to improve access. However, even with right attitudes and accessibility within transit systems, PwDs and elderly need barrier free first & last mile connectivity from their residence in order to get to a transit mode.



New infrastructure built to bridge accessibility gaps without proper access cannot be fully utilized. The need of the hour is for ULBs and other infrastructure agencies to be accountable for streets and infrastructure, and to work together for ensuring that all commuters can access transit modes with safety. New age infrastructure like MML-3 will not only be a benchmark in the country but will also trigger necessity of ensuring barrier free designs for making PT projects, existing as well as proposed, more inclusive.

Role of ICT (Information and Communication Technology) as the New Alchemy of Smart Cities

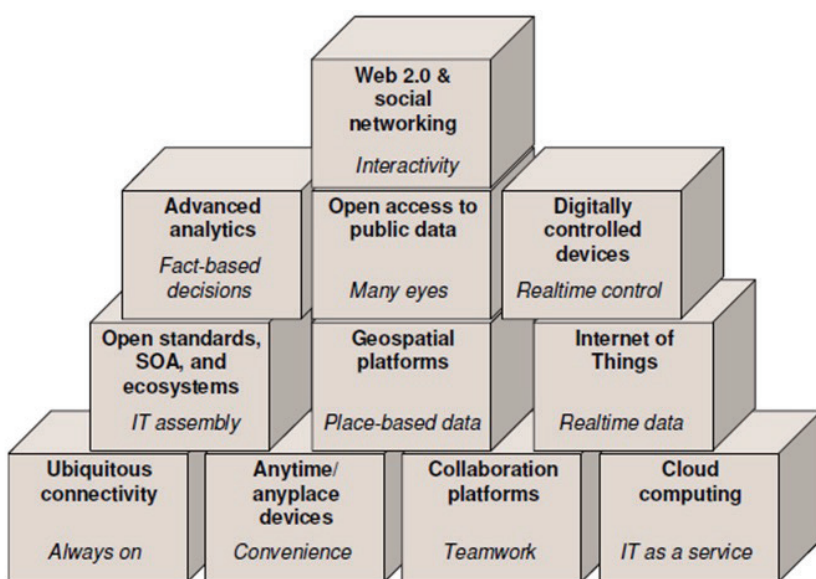


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We are standing on the brink of the third digital communication age. The first was the telecom age, which enabled global voice communication anywhere and anytime. The second is the age of the Internet where information has become readily available, frequently for free, to anyone with access to a computer or a cell phone. The proliferation of both telecommunications and the Internet occurred due to the combination of technology and affordability, which lowered the entry barrier for billions of people across the globe. The third age will bridge the last physical gap between things (inanimate objects, physical assets) and the existing global communication infrastructure. These new physical asset networks will allow sensor-enabled physical objects — home appliances, factory products, infrastructure assets and cars in a city — to talk to one another, to people or to computers. Time, location and situational awareness are three important elements of context, addressing the who, what, when, where, how and why. Smart Cities will enable to monitor and undertake the predictive.



ICT Building Blocks for Smart Cities

Interconnected Planning and City Infrastructure

Cities have vertical development silos. Like the Master Plan or a Town Planning Scheme prepared using Remote Sensing and Geospatial Information Technology; Digital Twin, Visual 3-D representation

captures a wealth of data, Building Information Management (BIM); energy networks are becoming Smart Grids with Smart Meters; Safety is through State-of-the-art surveillance and tracking systems; this digitalization has created 2 major disruptions in Smart City

First – a need to centrally host these systems in a centralized environment – a Smart City Command centre which enables improvement in design, engineering and automation process.

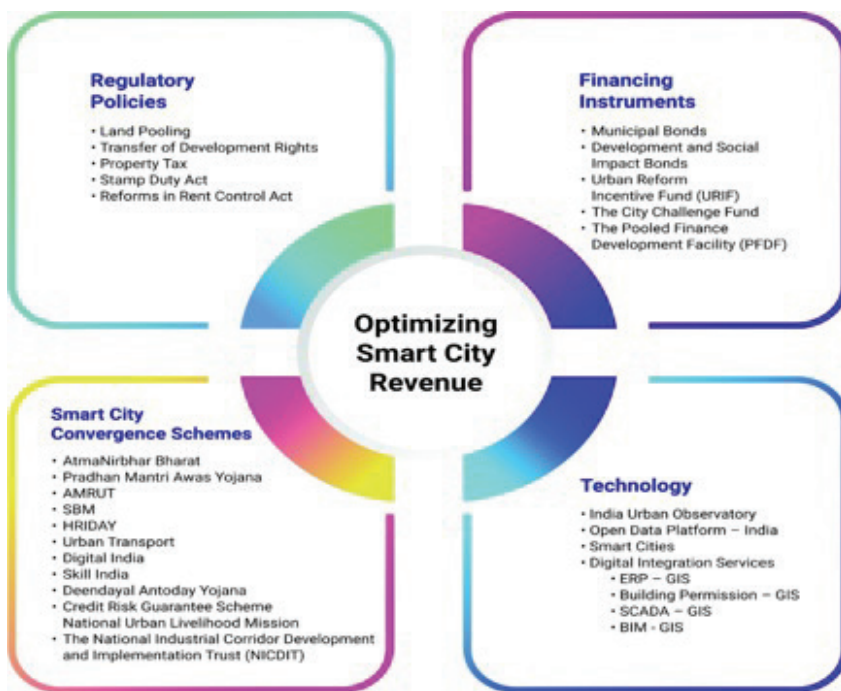
Second - the Integration of disparate systems (hardware, software, data) – supports simulation, prediction, end-to-end reporting and analytics.



Smart City – Planning and Interconnected Infrastructure

The above disruptions enable effective Decision Control by different stakeholder of the Smart City.

Optimizing Revenue Enhancement Strategy



Building good cities, however, is expensive. As per the 15th Finance Commission report 2019-2020, the fiscal autonomy of Indian ULBs comprising 3,682 ULBs (Urban Local Bodies) and 247,033 rural bodies are amongst the weakest in the world – about one percent of the GDP (2017-18) and have limited effective devolution of revenue. While the 74th Constitutional Amendment Act (CAA) devolved a great deal of functional autonomy to local governments, a commensurate devolution of financial autonomy was absent. Apart from a limited capacity to generate own source of revenue such as property tax, India does not have statutory provisions defining the modalities of Central of State

transfers to Municipalities. Cities are increasingly in overt competition with one another to attract business income and development investment from national and regional governments and from global corporations. Smart Cities in India

provide new ways for governments, municipal authorities, and private sector to plan and build more efficient infrastructure and services.

Before cities can begin to optimize their revenues, they must first compile an inventory of existing revenue streams. Cities generally draw revenues from four types of sources.

Service Fees	Fines for Violation	Charges or Taxes	Asset Monetization
Development Permits	Building License	Congestion	Naming Rights
Construction Permits	Gardens and Public Parks	Public Property (Municipal)	Billboards and Signs
Business Licenses	Public Health	Land Transfer	Land Monetization
Toll Roads	Residential Units and Real Estate	Vacant Land	Municipal Data
Land Registration	Roads and Infrastructure	Betterment Levy	Parks
Excavation		Advertisements	Beaches
Telco Towers		Hotel Occupancy	Mountain Resorts
Public parking		Municipal Sales	Housing Units
Public Toilets		Recycling (Bottled Water)	Commercial Units
Public Wi-fi		Municipal Vehicle (Carbon emission)	Public Markets
Funeral		Polluting Industry/ units	Return from Equity and Bond Investment
Per License		Other excise Taxes	Land-value appreciation
Universal Municipal Services			
Utilities			

Source: Mckinsey Insight - Unlocking the full potential of city revenues; by ByLoayAlMujadidi, Christian Azoury, Dirk Schmutzner, and Jonathan Woetzel; July 12, 2019

Alchemy of Smart Cities ICT and Revenue Enhancement

Most Smart cities in India have yet to unlock the full potential of use of ICT to enhance their existing revenue source, despite numerous options available with long term viability and improvement in the service of their citizens.

Smart Cities can assess the ICT Strategy and set the Revenue Enhancement priority based on the following dimensions :

Dimension	ICT Factors	Assessment of Results
Economic Impact	<ul style="list-style-type: none"> Benchmarking the Municipal Services KPI's for Competitiveness Index Comprehensive Taxes/Charges on Municipal Services 	<ul style="list-style-type: none"> Measurable Performance Assessment of vital Municipal Services (Water, Sanitation, Utilities) Ranking of Cities for Swacch Bharat Abhiyaan, Smart City, HRIDAAY and adherence to AMRUT guidelines Building Plan scrutiny comprising of Land use Reservations, FSI/TDR components

Dimension	ICT Factors	Assessment of Results
Social Impact	<ul style="list-style-type: none"> Facilitating Visibility to the transformation Crowd sourcing of ideas, funds for a citizen driven landmark initiative Online Service facilitating efficiency on Municipal Function 	<ul style="list-style-type: none"> Public Spaces including Parks, Gardens, Walking Streets, weekly Haats, traffic campaigns etc Promoting Social Entrepreneurship in Health and Education (Smart Classrooms, Health ATM, Cycling & Cycle Tracks) Ease in Procurement and award of Contract supports performance monitoring of Contractors
Environment, Climate Change Impact	<ul style="list-style-type: none"> Data Science and Scorecard with Early Warning & Incident Response for City Resilience Framework Earn Carbon Credits through Green Buildings, Air Quality Sustainable Mobility and waterfront development Fool proofing disaster resilient infrastructure 	<ul style="list-style-type: none"> Executive Dashboards and Data Observatory with Decision centric parameters 'Business as usual' digital services for assets, infrastructure, sensors, interconnection of information, data analytics and automation achieve sustainability
Ease of Implementation	<ul style="list-style-type: none"> Technology Readiness Align with the E-Governance Policy of Government New Opportunity and requirement for the Young Resource base 	<ul style="list-style-type: none"> The Technology Know-how and adoption of Municipality Data Observatory and Open Data services aids in unified Project Planning and Execution Relook at the Resource Engagement Model and create a cross-functional workforce including Finance, Planning Legislation and Technical sectors.

Smart Cities can successfully cultivate a mix of ICT implementation that can improve their fiscal health and services for their residents, that will drive better economic growth and quality of life. Land use planning, building regulations and bye-laws, Infrastructure hazard risk and vulnerability assessment (HRVA), and building of Smart Cities institutional capacity to raise their own revenue, plan and execute retrofits shall be the forthcoming focus in the Urban India.

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Reimagining The Built Environment – Post Covid



AR. JITESH KAMDAR

Jitesh Kamdar is an alumni of Sir J.J. COA and a post graduate from College of Architecture, Georgia Institute of Technology, Atlanta USA. Having worked in the USA for 7 years he has a diverse experience spanning 20+ years executing projects across USA and India. He also secured the 1st Rank while completing the Executive Program of Management at IIT, Bombay. Founder of Holistic Design Studio an Architectural + Interior Design firm executing Residential, Offices and High-End Retail projects. Based on a passion for design excellence, an eye for innovation and inclusivity for client satisfaction as the key drivers. A keen enthusiast in mountaineering, sports, travel and photography.

We are at the peak of the second wave of the pandemic in India – COVID-19 has spread like a tsunami and has deeply impacted the entire country, the worst affected being the urban areas and especially densely populated Metropolises such as Mumbai, Delhi and other major cities.

As we all grapple together to come out of this medical crisis, there are some learnings from this...so let us take time to introspect, re-think, evolve and re-imagine the built environments that we create for ourselves as a society. As Architects, Planners and Engineers we can look at certain parameters in the Design of Buildings, Public Infrastructure and Public Spaces that can help mitigate and alleviate the impact of such a calamity as the one we are facing now.

In the past twelve months we have all undergone an accelerated paradigm shift in the way we work, reside and conduct businesses. Companies have had to re-define their operations and transform their workplace strategies and office space planning needs. E-commerce has witnessed an explosive growth post the behavioral shift and wider acceptance of online shopping. There is an increase in demand for larger houses to accommodate the Work from Home (WFH) culture.

So let us look at some of the aspects that we can plan for at the concept stage of new projects and then implement:

Access to Natural Light and Ventilation

An increasing amount of hours are being spent by people staying indoors – now more than ever– so access to natural light and ventilation plays a crucial role as it has a positive impact on the overall wellbeing of a person.

The use of Balconies and terraces is proven to be one of the most desired spaces to experience the outdoors while being at home or at your office for prolonged periods.





Flexible and Multi-Purpose areas

Along with the changing circumstances, the work culture at corporate offices has embraced flexibility and acceptance of majority of employees working from home. This has propelled a now growing demand for that extra nook or alcove of space at home, to set up a work desk/ home-office space that allows some privacy. This provision can be planned by designing a slightly larger bedroom or juxtapose a small alcove/ connecting space in between rooms to serve as a multi-purpose area, for a home office during the day and a reading/study area at other times.

Sanitization and Social Distancing

Main Entrances to the buildings need to include a separate area on one side - specially designated for sanitization and another for all delivery personnel, where they can deliver the food orders, e-commerce shopping parcels, groceries, etc.

Larger areas to be provided for common/shared spaces in offices- for workstations, cafeteria, meeting rooms and passages keeping Social Distancing norms in mind.

Terrace gardens with jogging track can double up as an outdoor area cum fitness zone for residents.

Touch Free Spaces

Encourage the use of touch-free sensor based technologies in high frequency areas of public access like elevators, common washrooms and main entrance doors to buildings. Wider passages and well-lit staircases can be provided to encourage their use especially in low-rise buildings



There are numerous other factors to give thought to, for enhancing our experiences at the micro level of individual buildings, and we can review these more in depth. But at a macro level, it is also imminent that Town Planners, Urban Designers, Architects and Municipal Corporations come together and chart out ways to move gradually towards de-congestion and de-centralization of hyper urban and densely populated megacities like Mumbai...as the time is now ripe to make a meaningful start towards this endeavor.

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