

GOVERNMENT OF MAHARASHTRA

No. MFS/51/2022/ 894
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Directorate of Maharashtra Fire Service
Maharashtra Fire Service Academy
Vidyanagri, Hans Bhugra Marg,
Santacruz (East), Mumbai – 400 098
Date: 09/06/2022.

Minutes of meeting held at Office of Director of Maharashtra Fire Service, Kalina with members of CREDAI-MCHI, PEATA & Architects on 10.02.2022 at 3.00 PM and the subsequent meeting held thereafter on 23rd Feb & 27th April 2022.

Following members were present during the meeting

1. Shri. S S Warick, Director, Maharashtra Fire Service
2. Shri. Deepak Ghosh, Dy, CFO, Mumbai Fire Brigade
3. Shri. Girish Zalke, CFO, Thane Fire Brigade
4. Shri. Ajay Ashar
5. Shri. Domnic Romell
6. Shri. Bandish Ajmera
7. Shri. Shashi Jadhav
8. Shri. Keval Valambia
9. Shri. Nikhil Jadhav
10. Shri. Manoj Daisaria
11. Shri. Milind Changani
12. Shri. Sandip Shikre
13. Shri. Hiten Mota
14. Smt. Maydine Date

Given below points were raised by the above representative members and following decision were taken mutually by both the parties concern.

S. No.	Points for discussion	Clarification Sought	Clarification by Director, MFS
1	Travel Distance	Whether travel distance is to be measured from exit door to staircase, Or from remotest point in room.	As per Clause 1.3 (134) of the UDCPR-20 the travel distance is to be measured from the "remotest" or the farthest point of the building and hence it cannot be measured from the flat door but rather farthest point in the room.
2	Fire Tower	Clarity required on manner of provision Clarity of location of Fire Tower (Landing /Mid landing)	As per the clause 9.29.9 of the UDCPR-20, the fire tower is given an alternative to "fire chute" and "lowering device" for the building above 70 m.

			<p>Looking at the past incident even in Low rise Building and the latest incident at 2 storied building fire in Delhi, it is desirable to have "fire tower" for the building above 24 mtrs.</p> <p>Though, it is prescribed that fire tower can be provided at mid-landing, the very purpose of rescue through the "fire tower" will be difficult as wheel-chair / stretcher won't be accessible to such mid-landing portion.</p> <p>Corrigendum from the Government in this regard is to be requested for.</p>
3	Basement Ventilation	a) Whether 2.5% cutouts for natural ventilation are mandatory vertical	<p>Ventilation can either be natural or mechanical. In case of mechanically ventilated basement, provision of 2.5% cutouts need not be mandated.</p> <p>Ref 4.6.2 of NBC 2016, Part 4</p>
4	Maximum height of MLCP	<p>1) In case of standalone parking building / parking tower, height up to 45 m is being allowed.</p> <p>2) In case of parking podium / parking floors proposed below habitable floors, height upto 30 m is being allowed.</p> <p>3) In case of parking tower integrated within the profile of the building, then parking tower height should be at par with height of the building</p>	<p>It was agreed to allow</p> <ol style="list-style-type: none"> Independent / Attached Parking Structure (RCC – Stand alone or attached Building) – up to 45 mtrs Independent / Attached Parking Structure – Mechanized (MS / RCC structure) – to be allowed up to height permissible for the building as per Clause 6.10.1 of the UDCPR-2020 subject to maximum of 100 mtrs in Corporation area or height of the lowest building approved for the aforesaid project in the said premise. Within the building line (stilt / podium) – up to 30 mtrs. <p>Circular in this regard will be issued separately by MFS.</p>


5	Refuge area provision	Whether cantilever open to sky refuge area may be permitted ?	Covered cantilever up to 3m beyond the building line may be permissible subject to condition regarding permissible built up area and other conditions as prevalent in the UDCPR-20 / NBC-2016, Part 4 Circular in this regard to be issued by MFS.
6	CFO NOC shall be standardized	There is lack of uniformity for CFO NOCs	Draft of Standardized CFO NOC for various building height shall be prepared and circulated to concern authorities. Directorate, MFS is also working on the online approval system that can be integrated with building approval system of the Town Planning.

B) Common Points related to DCPR 2034 & UDCPR

S. No.	Points discussed	Discussion / Query	Conclusion / Further Action Decided
1	Fire rating for Lift Door	Clarity required on fire rating Car case door need to be fire rated clarity requested It was also insisted to have glass on landing door clarity is requested	As per Clause 7.1 of the Part 8 of the NBC-2016 (Section -5) : - <i>“Walls of the lift bank well enclosure for a lift or group of lifts shall have a fire rating of 120 min.</i> <i>Landing doors . Lift landing doors shall be imperforate. Collapsible doors shall not be permitted. Lift landing doors provided in the lift enclosure shall have a minimum fire resistance rating of 60 min.</i> <i>Lift car door. Lift car doors shall be imperforate. Collapsible car doors shall not be permitted”.</i> As such, the shaft shall be of 2 hrs fire resistance, lift landing doors of 1 hrs fire resistance and fire resistance for car door shall not be insisted for.

2	Fire rating of glass facade	<p>Clarity required on fire rating of glass façade.</p> <p>External glazing need not be fire rated, if open spaces and additionally drencher is provided, clarity is requested.</p>	<p>As per Clause 3.4.10.2 of NBC-2016, Part IV</p> <p>"For fully sprinklered buildings having fire separation of 9 m or more, tempered glass in a non-combustible assembly, with ability to hold the glass in place, shall be provided. It shall be ensured that sprinklers are located within 600 mm of the glass facade providing full coverage to the glass.</p> <p>NOTE . In case of all other buildings, fire resistance rating of glass facade shall be in accordance with Table 1.</p> <p>Thus, decision can be taken accordingly</p>
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Meeting ended with vote of thanks.


(S S Warick)
 Director)

Maharashtra Fire Services.