

NOTE :-
CAPACITY OF FIRE TENDER PATH
MINIMUM 70 TONNES

This is a PROFESSIONAL BUILDING PLAN
prepared only for the purpose of building
approval from the local planning
authorities.

LEGEND :-

1. 100 CAR PARKING
2. 50 CAR PARKING
3. 25 CAR PARKING
4. 12 CAR PARKING
5. 6 CAR PARKING
6. 3 CAR PARKING
7. 1 CAR PARKING

KEY PLAN

PROJECT :-
Revised Building Plans for 100 Group Housing Colony
Measuring 10.244 acres Long (License no. 4 of 2013
dated 06-02-2013) in sector 112, Gurgaon, Haryana,
India. The project is being developed
by Sh. Ash Singh and Others in Collaboration with
EMAAR INDIA LTD.

STRUCTURE :-

DUCON
CONSULTANTS PRIVATE LIMITED
E-10, Sector 14, Gurgaon, Haryana
PH: 40073176, 65410862, 65410631

MEP :-

PARADISE CONSULTANTS
PLOT NO. 128, POCKET-2, BASEMENT
JASOLA VIHAR, NEW DELHI-110025
PH: 011-46112800, 41030619
E-mail: mep@paradisiconsultants.com

ARCHITECTS :-

A R C O P
ASSOCIATES PVT LTD
Plot No. 368, Sector-32, Institutional
Area, Gurgaon, Haryana, 122001,
India
Tel: 91-124-4595500
91-124-4595550
Fax: 91-124-4595550
ARCHITECTS SEAL &
SIGNATURE

DATE :-
23.09.2024

SCALE :-
1:400

DRAWING TITLE :-
SITE PLAN

DRAWING NO. :-
ST-01

TABLE-3
CARS PROPOSED PHASE-2

| SURFACE | DIRECT |
|-------------|--------|
| STLT | 152 |
| PODIUM | 77 |
| BASEMENT-1 | 507 |
| BASEMENT-2 | 518 |
| GRAND TOTAL | 1446 |

TABLE-4
REQUIRED PARKING PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-5
ALREADY SANCTIONED/UNDER CONSTRUCTION
DRAWINGS NO. A/011/PARKING

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-6
TOTAL REQUIRED PARKING PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-7
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-8
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-9
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-10
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-11
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
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| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-12
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
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| GRAND TOTAL | 804 | | | | | | | |

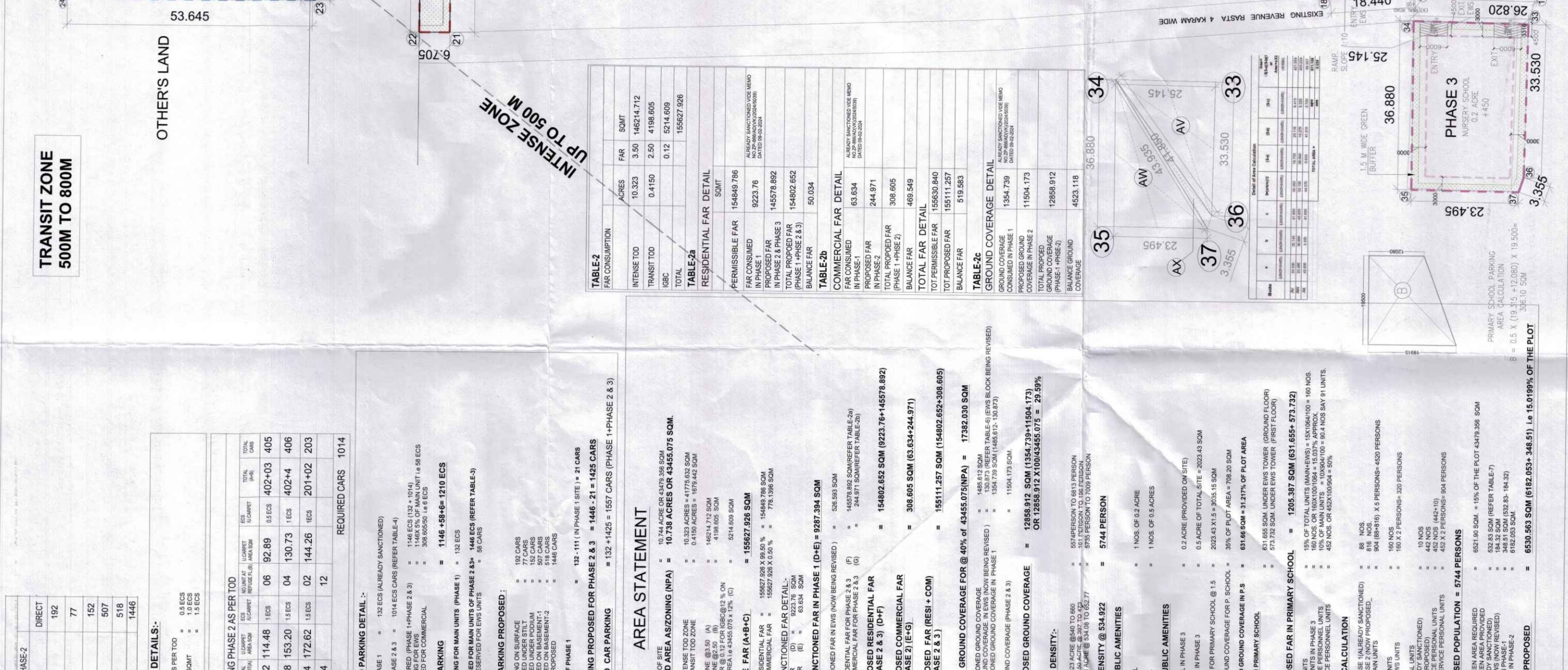
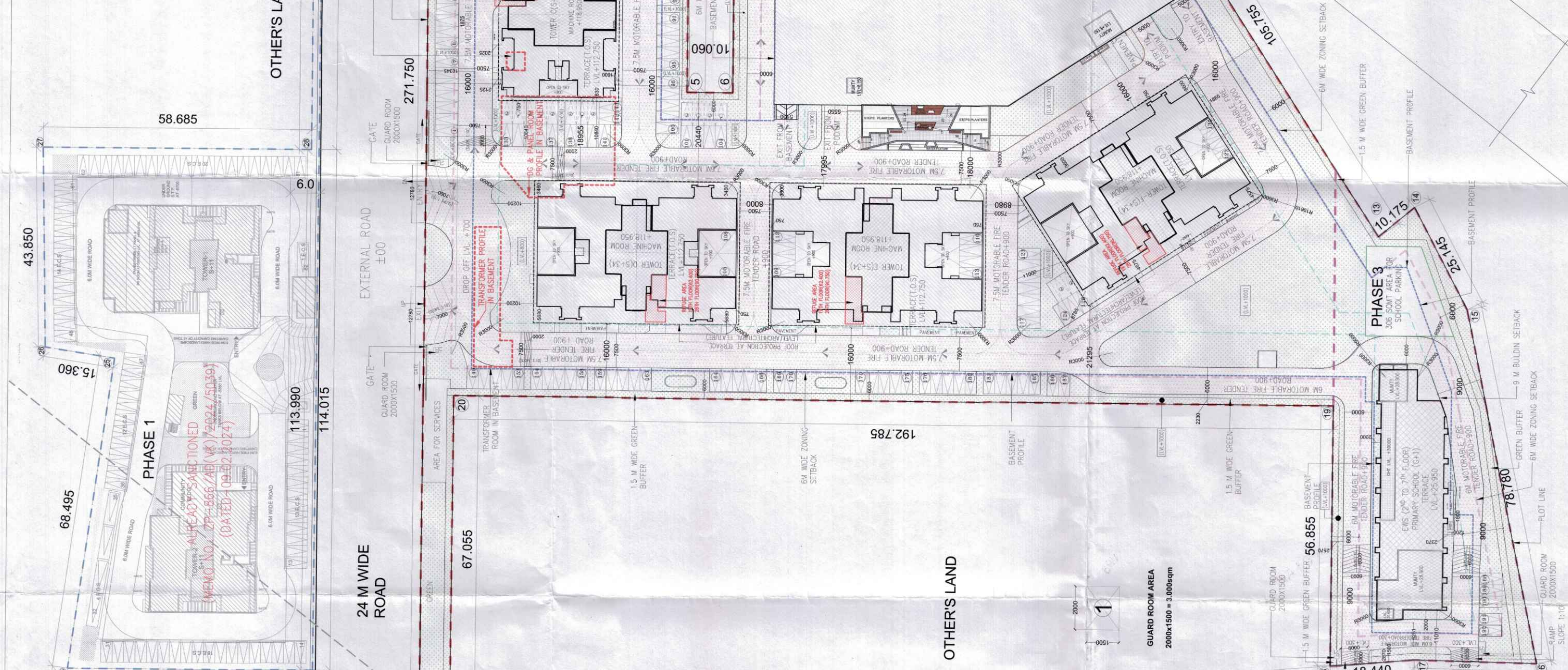
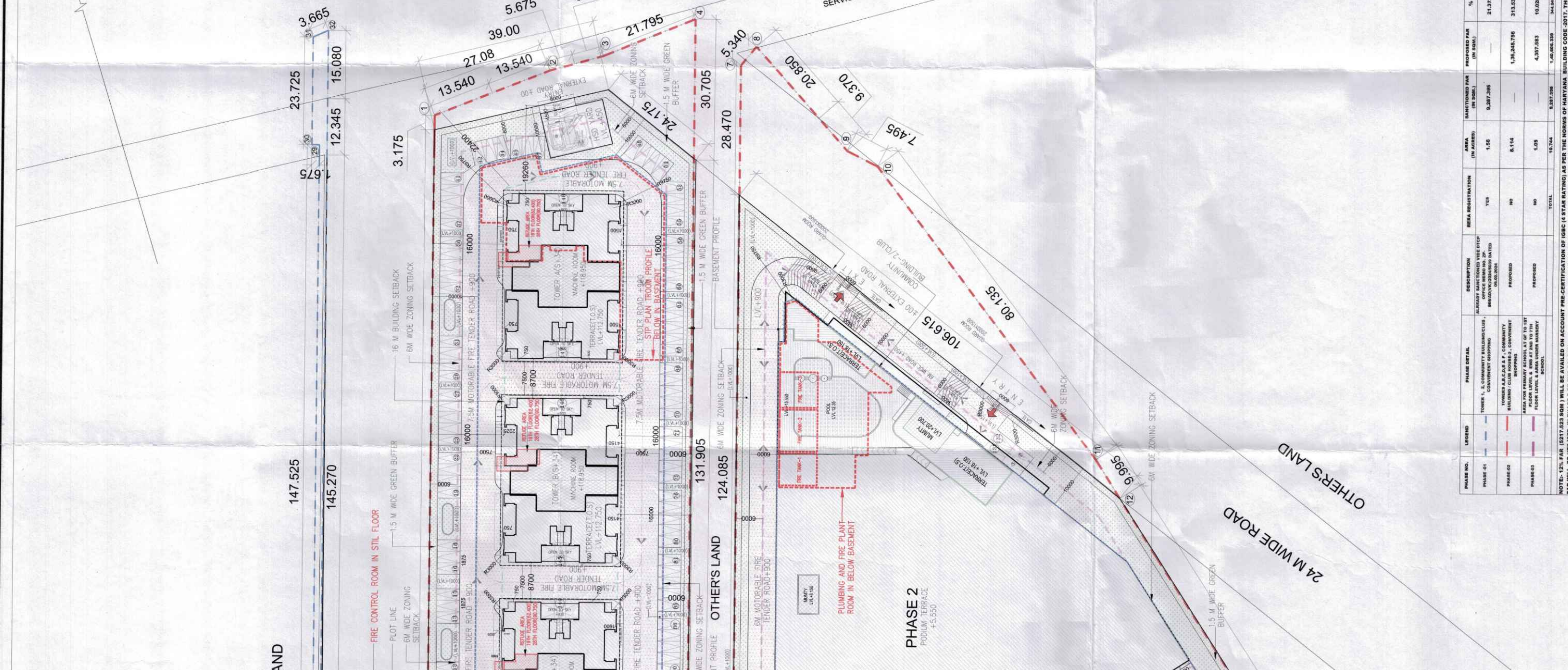
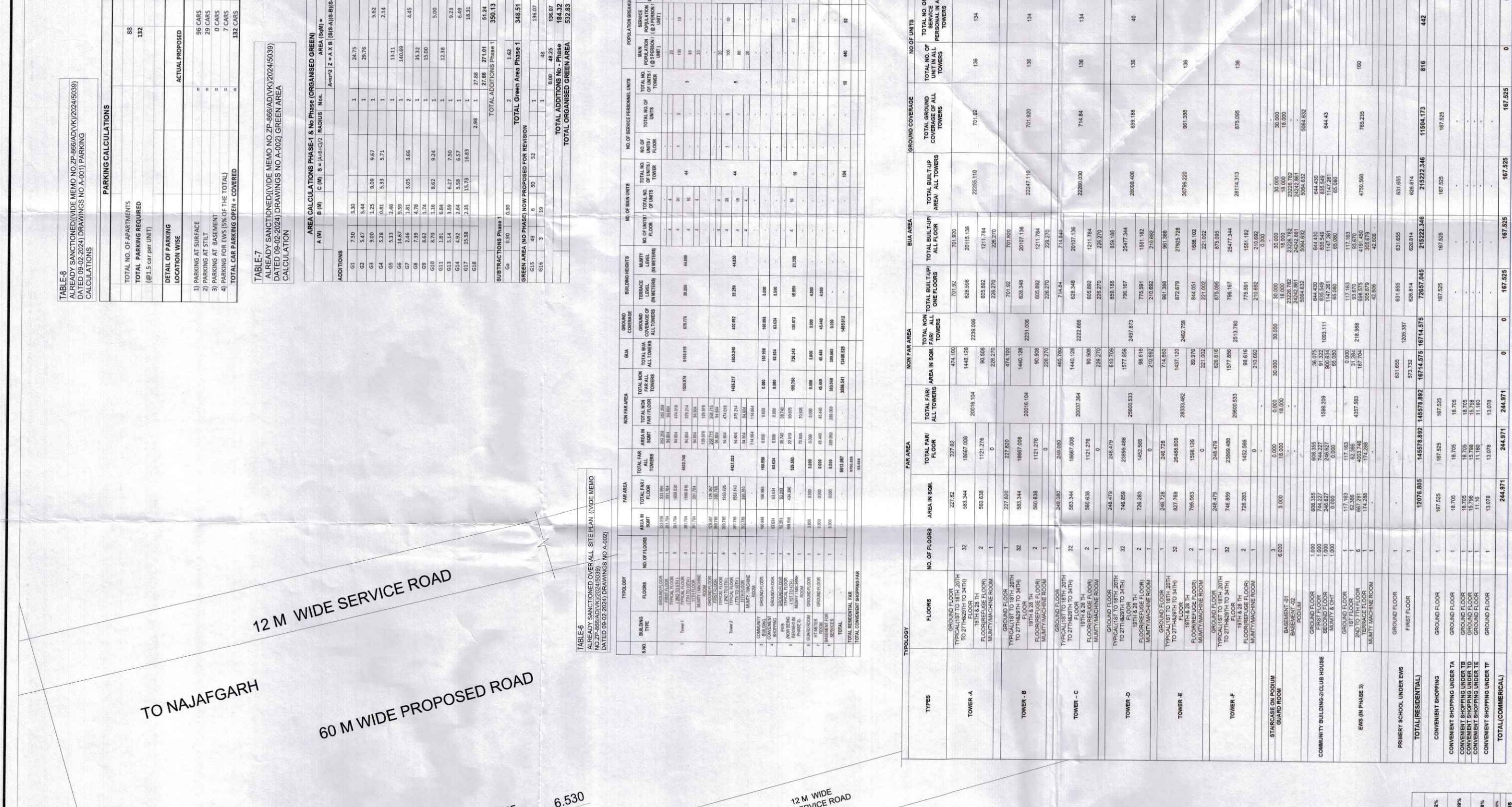


TABLE-1
TOTAL NO. OF APARTMENTS
(80% OF TOTAL)

| NO. OF APARTMENTS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|-------------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-2
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-3
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-4
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-5
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-6
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|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
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| GRAND TOTAL | 804 | | | | | | | |

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| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
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| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
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| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-13
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
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| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-14
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UNITS | NO. OF CARS | NO. OF CARS | NO. OF CARS | NO. OF CARS | | | | |
|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-15
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

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|--------------|-------------|-------------|-------------|-------------|--------|-------|---------|-----|
| 38(KT)PSE-1 | 402 | 114.48 | 182 | 06 | 92.89 | 51.63 | 402+103 | 405 |
| 38(KT)PSE-2 | 269 | 153.20 | 182 | 04 | 130.73 | 182 | 402+4 | 406 |
| 48(KT)PSE-1 | 134 | 172.02 | 182 | 02 | 144.26 | 182 | 201+102 | 203 |
| GRAND TOTAL | 804 | | | | | | | |

TABLE-16
TOTAL CAR PARKING PROPOSED FOR PHASE 2 AS PER T.O.

| NO. OF UN |
|-----------|
|-----------|