

# DELHI DEVELOPMENT AUTHORITY

(MASTER PLAN SECTION)

## PUBLIC NOTICE

As per the provision of Master Plan 2021, development along Mass Rapid Transit System (MRTS) is to be taken up through Transit Oriented Development (TOD) Policy as envisaged in Transportation Chapter of MPD-2021 notified vide S.O. No. 1914(E) dated 14.07.2015 by Ministry of Urban Development, Government of India. This chapter envisages TOD policy and related development control norms. A Public Notice was issued vide S.O. 562 (E) on 23.02.16 for modifications in MPD-2021 under section 11 (A) of Delhi Development Act 1957 for obtaining/ inviting objections & suggestions/ views from stakeholders/ public. Simultaneously a public notice was also issued on 23.02.16 for inviting views/ suggestions on TOD draft regulations.

The stakeholders/ public presented their objections and suggestions for modification in MPD-2021 to Board of Enquiry & Hearing meeting held 05.04.16 at DDA-Vikas Sadan. Based on the recommendations of the Board of Enquiry and Hearing as well as the modifications in TOD draft regulations, Delhi Development Authority invites objections/suggestions on these MPD-2021 modifications from stakeholders/ public by placing these on DDA website at [dda.org.in](http://dda.org.in).

Any person having any views/ suggestions with respect to the proposed modifications may send the objections/ suggestions in writing to the **Commissioner-cum-Secretary, Delhi development Authority, B-Block, Vikas Sadan, New Delhi-110023**, within a period of **Thirty (30) days** from the date of issue of this Notice. The person making the suggestions/ views should also give his/ her name address and telephone. Contact number (s), Email ID which should be legible.

The text of MPD-2021 indicating the proposed modifications shall be available for inspection on all working days with the period referred above at the **Office of the Dy. Director, Master Plan Section, 6th Floor, Vikas Minar, I.P. Estate, New Delhi- 110002**

F.20(7)2015/2015- MP/Pt-III

Sd/-

Dated: 24.04.2016

Commissioner-cum-Secretary,  
Delhi Development Authority

Place: New Delhi

**MODIFICATIONS IN MPD-2021**

MPD- 2021		
(1)	(2)	(3)
S. No.	Existing provisions	Proposed Amendments/ Modifications
Chapter 13.0 DELHI URBAN AREA 2021		
1.	<p><b>Para: 3.3.1.1 Planned Areas</b> i) About 500 m. wide belt on both sides of centre line of the existing and planned/approved MRTS Corridors will be designated as Influence Zone which will be identified in the respective Zonal Development Plans, except for those corridor lying within Low Density Residential Area (LDRA) of Urban Extension.</p>	<p><b>Para: 3.3.1.1 Planned Areas</b> i) About 500 m. wide belt on both sides of centre line of the existing and planned/approved MRTS Corridors is designated as Influence Zone which has been identified in the respective Zonal Development Plans, along with stations, except for the exclusions mentioned in para (vi) below. The same will be updated by DDA from time to time.</p>
2.	<p><b>Para: 3.3.1.1 Planned Areas</b> ii) Entire approved layout plan of a scheme will be included in the zone if more than 50% of the plan area falls inside the influence zone. In case of large schemes, block/ pocket boundary may be considered as one scheme for this purpose.</p>	<p><b>Para: 3.3.1.1 Planned Areas</b> ii) Entire approved plan of a TOD integrated scheme will be included in the zone if more that 50% of the plan area falls inside the influence zone. The TOD integrated scheme to be submitted by DE will be of the area under his ownership/ entitlement and not of the adjoining area.</p>
3.	<p><b>Para: 3.3.1.1 Planned Areas</b> v) Higher FAR and height can be availed of through the preparation and approval of comprehensive integrated scheme.</p>	<p><b>Para: 3.3.1.1 Planned Areas</b> v) Higher FAR and height can be availed of through the preparation and approval of comprehensive TOD integrated scheme. Wherever height is restricted by any regulatory authorities like AAI, NMA in order to enable the DE to utilize the permissible FAR, a relaxation in ground coverage and setbacks, without compromising the green public open space viz 20%, in such TOD integrated scheme shall be allowed subject to the clearance from Fire department as per Delhi Fire Services Act.</p>
4	<p><b>Para: 3.3.1.1 Planned Areas</b> vii)TOD norms will not be applicable to the following areas: -Lutyens' Bungalow Zone, ChanakyaPuri -Civil Lines Bungalow Area. -Monument Regulated Zone (As per ASI guidelines). -Zone-O</p>	<p><b>Para: 3.3.1.1 Planned Areas</b> vi) TOD norms will not be applicable to the following areas: - Lutyens' Bungalow Zone, ChanakyaPuri (as per layout plan of New Delhi Municipal Council,L&amp;DO). - Civil Lines Bungalow Area (as per layout plan of North Delhi Municipal Corporation,DDA). - Monument Regulated Zone (As per ASI guidelines Development in Monument Regulated Zones shall be allowed under TOD Policy, subject to compliance of NMA's restrictions, if any. If part of any scheme contains a Monument Regulated Zone, the benefit of the FAR can be taken within areas outside the regulatory boundaries within the scheme). - Zone-O (as notified by DDA) - Low Density Residential Area (as notified by DDA).</p>
5	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b> The basic objective of redevelopment is to upgrade the area by implementing specific schemes on the basis of existing physical and socio-economic conditions in the following way:</p>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b> The basic objective of redevelopment is to upgrade the area by implementing specific schemes on the basis of existing physical and socio-economic conditions in the following way. In TOD integrated schemes, only paras (i), (ii), (iv), (vi), (viii), (ix), (x), (xi), (xiii), (xiv) and (xv) shall be applicable.</p>

6	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>i) Influence Zone along MRTS Corridor and the Sub-Zones for redevelopment and renewal should be identified on the basis of physical features such as metro, roads, drains, high tension lines and control zones of Monuments / Heritage areas, etc. and designated as TOD Zone with additional norms applicable as per Section 12.18.</p>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p><i>"Deleted"</i></p>
7	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>iii. b)</p> <p>1. Cluster Block approval may be given to DE for a minimum area of 3000 sq.m. only if an approved influence zone plan or integrated scheme for the area exists. The owners should pool together and reorganise their individual properties so as to provide minimum 30% of area as common green/ soft parking besides circulation areas and common facilities.</p> <ul style="list-style-type: none"> <li>• In TOD Zone, 20% of the public recreational/ open space which shall be designed, developed and maintained by the DE and will remain open for general public at all times, failing which it will be taken over by Public agency. The location of such space will be tentatively indicated in the plan as mentioned in clause 12.18.1.</li> <li>• At least 20% of land shall be handed over as constructed roads/ circulation areas to the Government/ local body for public use. However FAR can be availed on the entire amalgamated land parcel.</li> <li>• Land to be surrendered as roads/ public spaces to the extent of at least 10% shall be along one side, to be consolidated with the adjacent plot wherever applicable.</li> </ul>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>iii b)</p> <p>1. Cluster Block approval may be given to DE for a minimum area of 3000 sq.m. only if an approved influence zone plan or integrated scheme for the area exists. In TOD Zone, cluster block approval shall not be applicable except for government agencies. The owners DE should pool together and reorganise their individual properties so as to provide minimum 30% of area as common green/ soft parking besides circulation areas and common facilities.</p> <ul style="list-style-type: none"> <li>• In TOD Zone, this shall not be applicable.</li> </ul>
8	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>iv) Amalgamation and reconstitution of the plots for planning purpose will be permitted.</p>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>iv) Amalgamation and reconstitution of the plots for planning purpose will be permitted in all redevelopment schemes, including TOD.</p>
9	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>v) To incentivise the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR on individual plots subject to a maximum of 400 shall be permissible in all redevelopment projects, except in TOD Zone where TOD norms shall be applicable. Higher FAR shall however not be permissible in redevelopment of Lutyens Bungalow Zone, Civil Lines Bungalows Area and Monument regulated Zone.</p>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>v) To incentivise the redevelopment a maximum overall FAR of 50% over and above the existing permissible FAR on individual plots subject to a maximum of 400 shall be permissible in all redevelopment projects, except in TOD Zone where TOD norms shall be applicable. Higher FAR shall however not be permissible in redevelopment of Lutyens Bungalow Zone, Civil Lines Bungalows Area and Monument regulated Zone. In TOD Zone, para 3.3.1.1. shall prevail.</p>
10	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>x) Subject to preparation and approval of integrated/ comprehensive Redevelopment schemes and provision of parking and services, a minimum 10% of the FAR may be for commercial use and 10% of the FAR for</p>	<p><b>Para: 3.3.2 POLICY FOR REDEVELOPMENT SCHEMES</b></p> <p>x) Subject to preparation and approval of integrated/ comprehensive Redevelopment schemes and provision of parking and services, a minimum 10% of the FAR may be for commercial use and 10% of the FAR for community</p>

	community facilities with a view to trigger a process of self-generating redevelopment. <ul style="list-style-type: none"> <li>In addition, within TOD Zone, a minimum of 30% of overall FAR shall be mandatory for Residential use. This component comprises of 50% units of size ranging between 32-40 sq.m. and the balance 50% comprising of homes ≤65 sq.m. Indicative mix of uses within Zonal Plan landuses falling within TOD Zone are shown in Table 12.8.</li> </ul>	facilities with a view to trigger a process of self-generating redevelopment. In TOD Zone, norms as per 12.18 shall prevail.																																																		
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11.	<b>12.9 Rail</b> <ul style="list-style-type: none"> <li>Incentives such as TOD may be provided to ring railway at particular stations which may overlap with Metro stations or Railway terminals, in order to generate cross-subsidy for improvement of the system.</li> </ul>	<b>12.9 Rail</b>  <p><i>"Deleted"</i></p>																																																		
<b>12 Table 12.7: Development Controls for Transportation</b>																																																				
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18	<b>Para 12.18.3.</b> i. Of the area taken up for development as integrated scheme, at least 20% of land shall be handed over as	<b>Para 12.18.3.</b> i. Of the area taken up for development as integrated scheme, at least 20% of land shall be used as un gated																																																										

	<p>constructed roads/ circulation areas to the local body/ road owning agency for public use. However FAR can be availed on the entire amalgamated land parcel.</p> <p>ii. Land to be surrendered as built roads/ public spaces to the extent of at least 10% shall be along one side, to be consolidated with the adjacent plot wherever applicable.</p> <p>iii. The roads handed over to govt. will be designed, developed, maintained and kept encroachment free by the DE and will remain open for general public at all times. Efforts shall be made to provide appropriate property tax rebates to Developer entities for keeping the roads/ public spaces encroachment free.</p> <p>iv. Road Networks to be planned with a vehicular route network of approximately 250m c/c and pedestrian network of approximately 100m c/c. Additional thoroughfares should be provided as required.</p> <p>v. The Authority will prepare/approve plans for TOD Zones indicating the ROW's, public spaces, build-to lines and connectivity links to Metro Stations and probable areas where amalgamation can take place with land parcels of 1Ha or more. The regulations/ guidelines for creating arcades, boulevards, paseos, woonerfs and other active streets shall be tentatively indicated in the influence zone plans prepared/approved by the Authority.</p>	<p>constructed roads/ circulation areas for common use. However FAR can be availed on the entire amalgamated land parcel.</p> <p>ii. The roads will be designed, developed, maintained and kept encroachment free by the DE and will remain open for common use at all times. Efforts shall be made to provide appropriate property tax rebates to Developer entities for keeping the roads/ public spaces accessible for common use.</p> <p>ii. Road Networks to be planned with a vehicular route network of approximately 250m c/c and pedestrian network of approximately 100m c/c. Additional thoroughfares should be provided as required.</p>
19	<p><b>Para 12.18.4.</b></p> <p>i. 20% of the area of the amalgamated plot shall be designated as green Public Open Space which shall be designed, developed and maintained by the DE/agency and will remain un-gated and open for general public at all times, failing which it will be taken over by Public agency. The location of such space will be tentatively indicated in the plan as mentioned in clause 12.18.1.</p> <p>ii. The location and design guidelines for such spaces shall be tentatively indicated in the influence zone plans prepared by the Authority.</p> <p>iii. In addition to the above, at least 10% of plot area shall be in the form of Green/ Recreational area for the exclusive use, including circulation and common areas. In plots less than 1 Ha, this may be provided in the form of accommodation reservation i.e. as part of common terraces, rooftops, podiums, etc.</p> <p>iv. Areas indicated as Master plan level/ Zonal Level Recreational will remain unchanged.</p>	<p><b>Para 12.18.4.</b></p> <p>i. 20% of the area of the amalgamated plot in TOD integrated scheme (TODIS) of 4 Ha and above, shall be designated as green Public Open Space which shall be designed, developed and maintained by the DE/agency and will remain un-gated and open for general public at all times, failing which it will be taken over by Public agency. The location of such space will be tentatively indicated in the plan as mentioned in clause 12.18.1.</p> <p>ii. In addition to the above, at least 10% of plot area shall be in the form of Green/ Recreational area, including circulation and common areas. In plots less than 1 Ha, this may be provided in the form of accommodation reservation i.e. as part of common terraces, rooftops, podiums, etc.</p> <p>iii. Areas indicated as Master plan level/ Zonal Level Recreational will remain unchanged.</p>
20	<p><b>Para 12.18.6.</b></p> <p>ii As the TOD development will take place through redevelopment and reconstruction, no levy on additional FAR is applicable except additional services charge.</p>	<p><b>Para 12.18.6.</b></p> <p><i>"Deleted"</i></p>

21	<p><b>12.18.7. Impact Assessment</b></p> <p>Once the Influence Zone plans for TOD areas are prepared by DDA indicating the street networks, indicative amalgamations areas, location of public spaces, active edges, etc. a complete assessment of traffic generation and its dispersal, requirement of services, mitigation measures for environment impact will be done and got approved from bodies concerned so that the redevelopment process through TOD can be effective and beneficial for general public. Challenges arising during implementation need to be addressed progressively.</p>	<p><b>12.18.7. Impact Assessment</b></p> <p>The concerned local body will prepare, wherever required, and approve layout plans for TOD Zones indicating the ROW's, public spaces, district level social infrastructure, etc.</p>
22	<p><b>Annexure-12.0 (I)</b></p> <p>Mass Rapid Transit System (MRTS) may be defined as any public transit system having the capacity to carry more than 10,000 peak hour peak direction trips (PHPDT).</p>	<p><b>Annexure-12.0 (I)</b></p> <p>Mass Rapid Transit System (MRTS) may be defined as any public transit system having the capacity to carry more than 10,000 peak hour per direction trips (PHPDT). In all instances, the term MRTS includes Metro/ RRTS/ Railway.</p>
<b>Chapter 17.0 DEVELOPMENT CODE</b>		
23	<p><b>Table 17.1 Minimum Setbacks</b></p> <p><b>Note:</b></p> <p>ii) TOD schemes shall be located on existing roads having a minimum width of 18m ROW. (12m ROW for redevelopment areas, Slum Rehabilitation / Special Area and Villages).</p> <p>v) The Technical Committee of DDA may relax setbacks, ground coverage and height in special circumstances except in TOD integrated schemes.</p> <p>viii) For integrated TOD schemes, the main building facade(s) shall face the public street(s) without setback and have an active frontage as per Table 17.2 below, to facilitate visual surveillance of streets.</p>	<p><b>Table 17.1 Minimum Setbacks</b></p> <p><b>Note:</b></p> <p>ii) TOD schemes shall be located on existing roads having a minimum width of 18m ROW.</p> <p>v) The Technical Committee of DDA may relax setbacks, ground coverage and height in special circumstances except in TOD integrated schemes.</p> <p>viii) For TOD integrated schemes, the main building facade(s) shall face the public street(s) without setback and have an active frontage as per Table 17.2 below, to facilitate visual surveillance of streets.</p>
24	<p>Table 17.2: Minimum Active Frontage* and built-to ROW line requirements.</p> <p>i) Access and all other provisions shall be made as per Delhi Fire Service Act.</p> <p>ii) In the new layouts, underground pipelines for fire hydrants on the periphery, exclusively for firefighting services shall be provided. Necessary provisions for laying underground/ over ground firefighting measures, water lines, hydrants etc. shall be made by Authority/ local body.</p> <p>iii) In all TOD projects, boundary walls along any edge facing a public open space viz. pathway, road, park, etc. shall be prohibited. In case enclosure of sites is required, translucent fencing shall be used.</p>	<p>Table 17.2: Minimum Active Frontage* and built-to ROW line requirements for TOD integrated schemes.</p> <p>ix) Access and all other provisions shall be made as per Delhi Fire Service Act.</p> <p>x) In the new layouts, underground pipelines for fire hydrants on the periphery, exclusively for firefighting services shall be provided. Necessary provisions for laying underground/ over ground firefighting measures, water lines, hydrants etc. shall be made by local body.</p> <p>xi) In all TOD projects, boundary walls along any edge facing a public open space viz. pathway, road, park, etc. shall be prohibited. In case enclosure of sites is required, translucent fencing shall be used.</p>
25	<p><b>Clause: 8(4) PARKING STANDARDS</b></p> <p>Notes:</p> <p>** Planned commercial centres may be developed/ redeveloped as per integrated schemes, in which mixed use component may be introduced along with comprehensive PMD plans, feeder systems, public spaces, etc. Activities permitted shall be as per Table 5.1 of the Master Plan.</p>	<p><b>Clause: 8(4) PARKING STANDARDS</b></p> <p>Notes:</p> <p>** Planned commercial centres may be developed/ redeveloped as per integrated schemes, in which mixed use component may be introduced along with comprehensive Parking Management Districts (PMD) plans, feeder systems, public spaces, etc.</p>