



(MASTER PLAN SECTION) PUBLIC NOTICE

Delhi Development Authority/Central Government has proposed '**Draft Policy for Transit Oriented Development (TOD) in Delhi- As a Modification to MPD-2021**' under Section 11-A of DD Act 1957. The draft policy is hereby put up in public domain on DDA's website i.e. www.dda.org.in (under 'HOT LINKS' and 'PUBLIC NOTICES') for inviting objections/suggestions with respect to the proposal.

Any person having any objections/suggestions with respect to the proposed draft policy may send the same in writing to the Commissioner-cum-Secretary, Delhi Development Authority, 'B' Block, Vikas Sadan, New Delhi-110023, within a period of **Forty Five (45) days** from the date of issue of this Notice. The person making the observations/views/suggestions should also give his/her name, address, telephone/contact number(s) and e-mail id which should be legible.

The text of draft policy shall also be available for reference at the Office of the Dy. Director, Master Plan Section, 6th Floor, Vikas Minar, IP Estate, New Delhi-110002, on all working days within the period referred above.

Sd/-

File No: F.20(7)2015/MP

(D. Sarkar)

Date: 09.03.2019

Commissioner-cum-Secretary

Place: New Delhi

Delhi Development Authority

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Modifications:

MPD- 2021		
(1)	(2)	(3)
S. No.	Existing provisions- MPD 2021	Proposed Amendments- MPD 2021
	Chapter 3.0 DELHI URBAN AREA 2021	
1.	3.3.1.1 Planned Areas - A. Influence Zone along MRTS Corridor	
	Influence Zone along MRTS corridor is envisaged as intensive development zone. The concept of Transit Oriented Development shall be adopted for development within the Influence Zone, such that maximum number of people can live, work or find means of recreation within walking / cycling distance of the MRTS corridors / stations. The scheme for Development / Redevelopment of Influence Zone shall be prepared on the basis of the following: i) to vii)	Influence Zone along MRTS corridor is envisaged as intensive development zone. The concept of Transit Oriented Development shall be adopted for development within the Influence Zone, such that maximum number of people can live, work or find means of recreation within walking / cycling distance of the MRTS corridors / stations. The scheme for Development / Redevelopment of Influence Zone shall be prepared as per Chapter 20.0 Transit Oriented Development.
2	3.3.2 Policy For Redevelopment Schemes	
	<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>iii)(a) Planning Permission for an area of around 4 Ha. However, in TOD Zone, comprehensive schemes shall be considered for a minimum area of 1 Ha. This permission may not be required in case an approved layout/ Redevelopment/ Regularisation plan exists.</p> <p>b) 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 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>	<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 Node with additional norms applicable as per as per Chapter 20.0 Transit Oriented Development.</p> <p>iii)(a) Planning Permission for an area of around 4 Ha. However, in Influence Zone of TOD Node, TOD schemes shall be considered as per Chapter 20.0 Transit Oriented Development. This permission may not be required in case an approved layout / Redevelopment / Regularisation plan exists.</p> <p>b) 1. Cluster Block for a minimum area of 3000 sq.m. 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"> • Deleted

<ul style="list-style-type: none"> • 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. • 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. • 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. <p>b) 2. Individual buildings shall be given sanction by the concerned authority within the framework of cluster block / integrated scheme approval. Computerized single window clearance system shall be adopted for approval of TOD projects, the details of which shall be included in the regulations for operationalisation of TOD policy which shall be notified by DDA separately.</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 allowed for commercial use and 10% of the FAR for community facilities with a view to trigger a process of self-generating redevelopment.</p> <ul style="list-style-type: none"> • 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 land uses falling within TOD Zone are shown in Table 12.8. <p>xiv) The land use shall be governed as per the Master Plan / Zonal Development Plan. The non-residential use will be permitted as per the provisions of the Mixed Use Regulations and Special Area Regulations. The MRTS Influence Zone shall be designated as TOD Zone and</p>	<p>b) 2. Individual buildings shall be given sanction by the concerned authority within the framework of cluster block approval as per applicable policy.</p> <p>x) Subject to preparation and approval of integrated / comprehensive Redevelopment schemes and provision of parking and services, upto 10% of the FAR may be allowed for commercial use and 10% of the FAR for community facilities with a view to trigger a process of self-generating redevelopment.</p> <ul style="list-style-type: none"> • Within TOD Node, the permissible mix of uses within FAR utilization and indicative mix of uses shall be as per Chapter 20.0 Transit Oriented Development. <p>xiv) The land use shall be governed as per the Master Plan/ Zonal Development Plan. The non-residential use will be permitted as per the provisions of the Mixed Use Regulations and Special Area Regulations.</p>
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	norms shall be applicable as per Section 12.18. xv) The detailed Regulations for operationalisation of the TOD policy including process and timeframe for participation shall be framed separately in a time bound manner. In order to make the Policy people friendly and transparent, the detailed Regulations shall be put up in Public domain for inviting views of the stakeholders giving 30 day time in the newspapers and website since it involves development through participation.	<i>xv) Deleted</i>
Chapter 12.0 TRANSPORTATION		
10.	12.4.1 Synergy Between Transport And Land Use In this context the MRTS corridors upto 500 m depth on either side from centre line of MRTS would require selective re-development and redensification / intensification of existing land uses based on site conditions.	12.4.1 Synergy Between Transport And Land UseIn this context area mostly falling within 500 m radius around the transit station shall be delineated as the Intense Development Area. All TOD Schemes will be limited to this 500m Intense Development Area as per the policy.
Table 12.7 Development Controls for Transportation [Development Controls (4)]		
11.	Sl. No. 4D. All bus depots/ terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension. Sl. No. 5e. However, ISBTs within Influence Zone of MRTS corridors to be developed per TOD norms (Section 12.18) except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension. Sl. No. 8 In case the Metro Yard falls within the Influence Zone of MRTS corridors, it may be developed as per TOD norms (Section 12.18.1 & 2) only if more than 50% of the Yard area lies within Influence Zone of MRTS corridors and/or they are developed as multi-storey yards.	Sl. No. 4D. All bus depots/ terminals within Influence Zone of MRTS corridors excluding in Zone-'O' to be developed as per TOD norms except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension. Sl. No. 5e. However, ISBTs within Influence Zone of MRTS corridors to be developed per TOD norms except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension. Sl. No. 8 In case the Metro Yard falls within the Influence Zone of MRTS corridors, it may be developed as per TOD norms only if more than 50% of the Yard area lies within Influence Zone of MRTS corridors and/or they are developed as multi-storey yards.
14	Para 12.18. Development Control Norms for Transit Oriented Development (TOD)	<i>"Deleted"</i>
Chapter 17.0 DEVELOPMENT CODE		
15.	CLAUSE 4.0 USE ZONES DESIGNATED • TOD ZONE The TOD Zone shall be delineated in all relevant Zonal Plans as per 3.3.1.1 A. This Zone shall allow	<i>"Deleted"</i>

	flexibility in provision of a mix of various uses within the same plot, with the exception of polluting and potentially hazardous uses and activities as per C2 and PS2. Norms shall be applicable as per 12.18.	
16.	<p>Table 17.1 Minimum Setbacks</p> <p>Note:</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>iii) The setbacks are subject to requirements of height and ventilation as per building byelaws. TOD Schemes shall be planned as per above setback norms, while endeavouring to ensure that all dwelling units get a minimum 2-hour solar access in at least one habitable room on the shortest winter day, and have the option for natural ventilation. Relevant additions to building byelaws shall be made.</p> <p>vii) In TOD schemes, any edge of plot facing an existing public ROW >18 m shall be considered as “front”.</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>Table 17.1 Minimum Setbacks</p> <p>Note:</p> <p>ii) <i>“Deleted”</i></p> <p>iii) The setbacks are subject to requirements of height and ventilation as per building byelaws.</p> <p>vii) <i>“Deleted”</i></p> <p>viii) <i>“Deleted”</i></p> <p><i>Remaining footnotes to be renumbered accordingly.</i></p>
17.	<p>Clause: 8(4) PARKING STANDARDS</p> <p>Table 17.2: Parking Standards</p> <p>6. All Use Premises within TOD Zone</p>	<p>Clause: 8(4) PARKING STANDARDS</p> <p>Table 17.2: Parking Standards</p> <p><i>“Deleted”</i></p>

TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY

RATIONALE

1. Transit-Oriented Development (TOD) is an innovative urban paradigm that involves leveraging existing and upcoming public transit infrastructure and associated large number of users, to ensure sustainable mobility and maximized utilisation of land through compact mixed-use development.
2. A TOD approach in Delhi will help in systematically densifying strategic transit nodes; bringing people and jobs closer to mass transit and leading to much needed integration of land uses, densities and transport in the city. It will result in compact, walkable, mixed-use developments within influence zones of transit stations. This is a critical paradigm shift that can potentially improve public transit ridership, reduce vehicular congestion, and reduce greenhouse emissions and pollution in the long term.

3. TOD is an important strategy for unlocking the latent economic potential and land values in brownfield areas of the city. It will facilitate the regeneration of selected nodes/areas in the city through planned intensification of uses and activities, infusion of new infrastructure and improvements in the public realm. Moreover, TOD will allow Delhi to capitalise on the large-scale investments being made into public transit infrastructure - Metro Rail, Regional Rapid Transit System (RRTS), etc., by facilitating the development of new housing stock and economic centres around strategically located transit nodes and opening up opportunities for value capture.

GUIDING PRINCIPLES

4. The TOD Policy for Delhi will create the most intense development areas in the city, providing the highest permissible norms for FAR and mix of uses. In order to maximise the opportunities and manage the impacts of such intense developments, the Policy will be implemented strategically in transit nodes with high development potential ('TOD Nodes') as notified by the DDA. This will enable the creation of well-planned growth centres, developed as per the highest levels of services and sustainability principles, and capable of developing into future economic drivers and cultural hubs for the city.
5. DDA/UTTIPEC will undertake a rapid assessment of the development potential of the various transit nodes in the city and notify a limited number of TOD Nodes on the basis of their strategic importance and ease of implementation.
 - 5.1. Such transit nodes shall be along Metro Rail, Railway, RRTS or any public transit systems (e.g. bus rapid systems in the future) having the capacity to carry more than 10,000 peak hour per direction traffic (PHPDT).
 - 5.2. Strategic nodes will be identified on the basis of the following broad considerations:
 - 5.2.1. The selected nodes shall have sites that can be readily taken up for redevelopment such as vacant or underutilised government-owned lands, government housing, commercial centres, industrial estates, etc., within the Influence Zones (as defined in Clause 11). Availability of such sites for priority redevelopment will ensure that DDA/UTTIPEC can take up trigger projects to provide the necessary impetus for gradual intensification of the entire node;
 - 5.2.2. They shall have a good mix of greenfield and low-density brownfield sites. This will ensure that all the selected nodes have the capacity to intensify;
 - 5.2.3. Their location shall be strategic – either as economic/cultural hubs for the city or as potential triggers for development/regeneration of under-developed areas in the city.
6. Additionally, transit nodes where adequate interest has been expressed by landowners to undertake development as per the norms of this Policy will also be considered for notification as TOD Nodes.
 - 6.1. Interested applicants who wish to develop at any other transit node (not already notified as a TOD Node) as per the norms of the TOD policy and who meet the requirements of this Policy, may express their interest to DDA/UTTIPEC through an application comprising of the following:

- Map showing the sites proposed to be redeveloped as a 'TOD Scheme' as per the conditions set out in Clauses 19 to 26,
 - List of land owners with details of location and area of land proposed under the TOD Scheme,
 - Letters of consent from all landowners involved.
- 6.2. Any node where one or more such applications, adding up to at least 8 Ha of land are submitted, will be considered for notification as a new TOD Node by DDA. This will be over and above the nodes identified by DDA/UTTIPEC as per Clause 5.
7. DDA/UTTIPEC may revise/update the list of identified TOD Nodes periodically to include such additional nodes identified on the basis of demand and any other strategic nodes identified in the future.
8. DDA/UTTIPEC shall take up few of the following TOD Nodes on a pilot basis:
- Dwarka Sector 21 Metro Station
 - Rohini Sector 18 Metro Station
 - MayurVihar Extension Metro Station
 - Mukundpur Metro Station
 - Sarojini Nagar and INA Metro Stations (combined)
9. The TOD Policy will only be applicable in the Influence Zones (as defined in Clause 11) of such notified TOD Nodes. All lands/properties within the respective Influence Zones are eligible to undertake development as per the norms of this Policy, provided they fulfil the requirements for undertaking TOD Schemes as set out under Clauses 19 to 26.
10. The following key outcomes will be targeted through this Policy.
- 10.1. Optimised density and diversification of uses and activities:
This will be facilitated through enhanced densities and higher FAR norms, and promotion of compact mixed-use development. This will be complemented with commensurate augmentation of infrastructure, and application of stringent norms for environment conservation and public space provision. Such an approach will result in achieving an optimum mix of activities and higher job densities close to public transit systems, unlock the development potential of these areas and facilitate value capture.
- 10.2. Enhanced mobility:
- 10.2.1. Pedestrian and NMT friendly environment - providing highest priority to pedestrians and NMT and lowest to private cars, through strategies such as restricted vehicular carriageways, limited car parking norms for all developments, restricted and high-priced public parking, enhancing/providing pedestrian and NMT facilities, etc.
- 10.2.2. Improved connectivity and network density – enhancing the connectivity in the area through traffic management plans, augmentation of transport infrastructure, street improvements and creation of a network of pedestrian and NMT routes.
- 10.2.3. Modal shift - providing efficient multi-modal integration and interchange to improve last mile connectivity and walkability, inducing modal shift in favour of public transport over time.
- 10.3. Improved public realm:

Generation of a vibrant and safe public realm with barrier-free universal access, achieved through articulation of built form and public open spaces/greens, improvement of streetscapes, and implementation of various place-making strategies.

11. The Influence Zone of each TOD Node will have two components.
 - 11.1. 'TOD Planning Area' –an area mostly falling within 800m radius around the transit station. Actual boundaries of the TOD Planning Area will be delineated and notified by DDA/UTTIPEC through a realignment of the 800m notional circle with closest roads, natural and topographical features, railway lines, etc. as applicable.
 - 11.2. 'Intense Development Area' – an area mostly falling within 500m radius around the transit station. All TOD Schemes will be limited to this 500m Intense Development Area as per the provisions of Clauses 19 to 26.
12. DDA/UTTIPEC will prepare an 'Influence Zone Plan (IZP)' for the delineated TOD Planning Area of each notified TOD Node as prescribed in the Regulations. For this purpose, DDA/UTTIPEC may appoint expert consulting firms/institutions to expedite the process of IZP preparation. Preparation and due approval of IZPs will be a prerequisite for sanction of any TOD Schemes. In case the notified TOD Nodes are in close proximity with overlapping TOD Planning Areas, such areas shall be planned as a corridor with an integrated IZP that combines the TOD Planning Areas of the stations.
13. The IZP will be customized to the site characteristics and context of each TOD Node, and detail various area improvement works such as upgrading public streets to include multi-utility zones, and facilities for IPT, pedestrian and NMT facilities, multi-modal integration, provision of public parking, urban furniture, signage, public conveniences, street vending zones, etc. The IZP shall integrate any other plans or schemes proposed for the area such as plans for enhancing walkability, street improvement, Parking Management District Plans, infrastructure augmentation, etc. Any Multi-Modal Integration (MMI), over station development or station area development projects proposed around the transit stations by concerned transit agencies will also be included in the IZP.
14. The IZP will be prepared through a consultative process involving the respective local bodies, transit agencies, service providing agencies, land/property owners in the influence zone and other stakeholder groups using the area.
15. The IZPs will be updated/revised periodically to reflect the changes in the TOD Nodes due to development/redevelopment activity and to ensure that they continue to meet adequate standards of services and quality of life.
16. Interested land owners who wish to undertake development/redevelopment at any notified TOD Node may apply as a 'Developer Entity' (DE) by preparing a 'TOD Scheme' as per the provisions of Clauses 19 to 26 of this Policy and procedures set out in the Regulations.
17. The DE can be a government or private land/property owner, a group of land/property owners, or an entity (developer/business/corporate entity) representing a group of land/property owners who intend to plan and develop a TOD Scheme.

- 17.1. If the DE comprises of multiple entities, they have to come together through a valid and legally enforceable agreement between all the constituent land owners to participate in, apply for, and abide by and be bound by the terms and conditions of the respective TOD Schemes. Each constituent member of a DE shall have a valid and lawful ownership of and be in lawful possession of land in the TOD Scheme.
18. Participation under the TOD Policy is voluntary. Land/property owners within the notified TOD Nodes may upgrade/redevelop their existing buildings as per the existing permissible FAR without participating within the TOD Policy. However, the Development Control Norms of enhanced FAR, ground coverage and mix of uses and any others as specified in this Policy and Regulations can only be availed by implementing approved TOD Schemes.

TOD SCHEMES

19. TOD Schemes coming up for development under the Policy must fulfil the following criteria in order to be eligible.
- 19.1. A TOD Scheme must cover a minimum area of 1 Ha. At least 50% of the scheme area must fall within the Intense Development Area of a notified TOD Node.
- 19.2. A TOD Scheme must be accessible from an existing road having a minimum width of 18m ROW, of a continuous length equivalent to at least 25% of the perimeter of the scheme.
- 19.3. A TOD Scheme can be constituted of separate plots adding up to 1 Ha that may be non-contiguous. However,
- 19.3.1. The separate plots should be connected by either:
- Public roads (not more than 30m ROW)
 - Public drains (not more than 10m width)
 - Public parks (not exceeding the open space hierarchy of 'tot lots' as per MPD)
- 19.3.2. The area delineated as such with connecting roads, drains or parks shall be a contiguous area that can be taken up as a single TOD Scheme.
- 19.3.3. The area under public roads/ public drains/ public parks will not be considered for meeting the 1 Ha requirement or computation of permissible FAR/ ground coverage.
20. Existing PSP plots within the TOD Node cannot be part of any TOD Scheme. However, in order to meet the additional requirement for health, education and other PSP facilities to cater to the enhanced densities in TOD Nodes, all PSP plots within the TOD Node shall be permitted to apply as stand-alone TOD Schemes and avail an additional FAR of 50% over and above the permissible FAR or 300, whichever is more. The following additional conditions shall apply.
- 20.1. Mix use norms set out in Clause 40.1 shall not be applicable to such sites, and the existing use premise shall be retained.
- 20.2. Redevelopment of such sites within a TOD Node as per enhanced FAR can be taken up only after TOD Schemes of up to 8 Ha (not including the area under PSP plots for which applications are being submitted) have been approved for the node.
- 20.3. The redevelopment shall be as per the Development Control Norms set out under this Policy. In case of school plots, the existing area under playgrounds shall be retained or enhanced within the same plot.
21. Amalgamation and reconstitution of plots will be permitted for all TOD Scheme areas.

- 21.1. Reconfiguration of layouts of public areas like internal roads, streets and open spaces as well as houses within planned colonies, cooperative house building societies, cooperative group housing societies, and cooperative housing societies shall be permitted to allow for better layout planning and urban design, provided that the reconfigured layout provides equal or more area under open spaces and public use.
- 21.2. Public areas like roads, open spaces and drains being included within TOD Schemes as per Clause 19.3 but lying outside the limits of planned colonies, cooperative house building societies, cooperative group housing societies, and cooperative housing societies etc., shall be retained on an as-is basis as per Clauses 43 and 44.
22. In case of residential premises, the number of dwelling units may be increased in order to meet the requirements set out under Clause 38. The permissible mix of land uses in the TOD Schemes shall be as per Clause 40.
23. TOD Schemes falling in two TOD Nodes (where the influence zones of such TOD Nodes are adjacent and contiguous) can be considered for approval, provided they meet all other conditions under this Policy.
24. TOD Schemes of area lesser than 1 Ha but no less than 3000 sq. m. (contiguous) may be accepted only for land parcels that cannot be amalgamated due to the following reasons:
 - 24.1. Government lands that are surrounded by private lands or vice versa
 - 24.2. Lands that are surrounded by PSP plots, natural features, railway lines or other features such as public roads/ public drains/ public parks (exceeding the limits set in Clause 19.3.1)
25. In case of MRTS agencies (DMRC/ RRTS) and Railways, the operational areas for transportation such as tracks, depots, etc. shall not be considered as part of TOD scheme area for calculation of FAR/ ground coverage/ minimum scheme area for application of TOD norms.
26. MRTS Agencies and Railways may actively consider identified TOD Nodes for air space development over the stations/tracks, subject to structural and operational feasibility. These could be in the form of commercial (retail, offices, hospitality, etc.) and cultural/institutional spaces. The plans for such Over Station Development should be synchronized with the IZP for the area and reflect the character and intensity of surrounding development as per TOD norms. Wherever feasible, joint ventures for Station Area Development can be considered between the Railways and other adjoining land-owning agencies (both public and private).

FRAMEWORK FOR IMPLEMENTATION OF THE POLICY

27. A special committee shall be constituted under each local body as a Competent Authority (CA) for providing all approvals for IZPs and TOD Schemes under the Policy. The constitution and composition of CA will be as per the Regulations to this Policy. The CA will have the authority to reject any TOD Scheme, if the same does not meet the requirements of the Policy and Regulations, and existing building byelaws.
28. DDA/UTTIPEC will facilitate implementation of this Policy, and will have the following responsibilities:
 - 28.1. Identify and notify the list of TOD Nodes eligible for undertaking TOD development as per Clauses 5 to 8 of this Policy, and update/revise the same from time to time as required.

- 28.2. Delineate Influence Zones of notified TOD Nodes as per Clause 11 of the Policy.
 - 28.3. Prepare and update IZPs for all notified TOD Nodes as per the provisions of the Policy and Regulations in a time bound manner.
 - 28.4. Support verification of applicability of the TOD Policy on TOD Schemes submitted to the Competent Authority for approval.
 - 28.5. Purchase the EWS housing stock created by the DE for EWS housing purpose (as per Clause 39 of this Policy) for further allotment to target beneficiaries.
29. Respective local bodies will be responsible for augmentation of infrastructure such as water supply, sewerage, electricity, road network and other essential services for enhanced density. Public works for area improvement identified under the IZPs shall also be implemented by the local body in a time bound manner. All such works will be planned and executed in coordination with concerned service providing agencies. Projects for Multi-Modal Integration (MMI) within the TOD Nodes may be implemented by the concerned mass transit agency or the respective local bodies or through partnerships between these agencies.
30. In order to finance such public works, External Development Charges (EDC) and TOD Charges will be levied on the TOD Schemes as prescribed in the Regulations. All such proceeds will be ring-fenced through a separate TOD Fund that will be set up under respective local bodies. Concerned ULB shall utilise the funds accrued from TOD Schemes for upgradation of infrastructure and area improvement works in the respective TOD nodes, so that local funds are invested for the benefit of the local stakeholders. All additional charges/fees such as parking charges, advertisement revenues, etc. from the TOD Nodes will be deposited into the TOD Fund and utilised for area improvement works in the nodes.
31. Other Value Capture Finance (VCF) mechanisms such as Tax Increment Financing (TIF), betterment levy, etc. may also be adopted for augmenting public finances. The proceeds may be utilised by respective local bodies for area improvement works in the notified TOD Nodes or any other area improvement works identified under other Local Area Plans (LAPs) prepared within the jurisdiction of the local body.
32. A Grievance Redressal Mechanism will be constituted to resolve all disputes and anomalies emerging from the implementation of the Policy.
33. Concerned local bodies shall set up single window facilities for transparent and fast-track implementation of the Policy.
34. The DE shall pay all applicable fees and charges and execute the development in accordance with the approved TOD scheme, the building sanctions for individual blocks, and provisions of the Master Plan, ZDP and this Policy, as per timelines detailed in the Regulations. The DE shall also meet the EWS housing requirements (as set out in Clause 39) and develop and handover all public components of the scheme (roads, open spaces, etc. as detailed in the Development Control Norms of this Policy) to the concerned local bodies.

DEVELOPMENT CONTROL NORMS FOR TOD SCHEMES

35. The Development Control Norms of this Policy shall be applicable to all TOD Schemes and prevail in case of conflict with any other policy/provisions within the MPD.

36. Permissible FAR

- 36.1. The permissible FAR for TOD Schemes will be in a range of 300-500. The minimum FAR of 300 has to be achieved for development as per TOD norms. FAR for each plot in a TOD Scheme will be 1.5 times the initially allocated FAR, up to a maximum of 500. In case the permissible FAR for a plot works out to be lesser than 300, the same will be increased to the minimum threshold of 300.
- 36.2. In order to incentivise larger redevelopment projects, any TOD Schemes with an area of 4 Ha or more will be eligible for a FAR of 500.
- 36.3. In case of TOD schemes where existing service lanes/ public roads/ public drains/ public parks, etc., have been included for maintaining contiguity (as per Clause 19.3.1), land under such areas shall not be considered for computation of FAR.
- 36.4. Any public amenities provided as part of the development such as public toilets, bridges, etc. shall be free of FAR, subject to the condition that they are maintained regularly by the DE and remain open and accessible to public at all times of the day, failing which, the concerned local body shall take over the same.
- 36.5. TOD Schemes that are not able to utilise the permissible FAR due to height restrictions, may be allowed relaxations in ground coverage as prescribed in Clause 37 and setbacks as prescribed in Clause 41, without compromising the area to be maintained under Green Public Open Space (as per Clause 44) and subject to clearance from Delhi Fire Services.

37. Ground Coverage

- 37.1. Ground coverage shall be a maximum of 40% of the entire TOD Scheme/plot area.
- 37.2. Podiums shall be considered as part of ground coverage except if the criteria given in Clause 44.3 are met.

38. Size of dwelling units

- 38.1. The total number of dwelling units in a TOD Scheme shall be increased by at least 20% of the existing number of dwelling units prior to redevelopment.
- 38.2. There is no restriction on the size of residential units redeveloped for accommodating existing dwelling units within the TOD Scheme. However, at least 50% of the built-up area remaining after accommodating existing number of dwelling units, must be used for developing dwelling units of 100 sq.m. or lesser in size.
- 38.3. In case a TOD Scheme is comprised of plots with no existing residential development such as vacant residential plots or non-residential plots, at least 50% of the built-up area under dwelling units developed as part of the residential component shall be used for developing dwelling units of 100 sq.m. or lesser in size.
- 38.4. In case of TOD Schemes comprising of a mix of existing built-up and vacant residential plots and non-residential plots, the final mix of dwelling units in the TOD Scheme will be derived by applying Clauses 38.2 and 38.3 on a plot-by-plot basis.
- 38.5. Mandatory EWS housing requirement as per Clause 39 has to be met over and above these conditions.

39. EWS Housing

- 39.1. EWS housing provision (unit size shall range between 32-40 sq.m.) shall be mandatory for all TOD Schemes, irrespective of the land use.
- 39.2. The DE shall utilize a mandatory FAR of 15% over and above the maximum permissible residential FAR for provision of EWS housing.
- 39.3. The entire EWS housing stock shall be sold to DDA.
- 39.4. Necessary commercial and PSP facilities for EWS shall also be provided by the DE.

39.5. The EWS housing component created by the DE shall be subject to quality assurance checks, as prescribed in this regard by DDA/GNCTD. The final handing/taking over of this component shall be subject to fulfilling the quality assurance requirements.

39.6. Parking norms of 0.5 ECS/ 100 sq. m. of BUA to be provided for EWS.

40. Mix of uses

40.1. In all TOD Schemes, a minimum of 30% of overall FAR shall be mandatory for Residential use, a minimum 10% of FAR for commercial use and minimum 10% of FAR for community facilities. Mix of uses and FAR utilization for the remaining 50% FAR shall be as per the land use category designated in the ZDP, as detailed in the table below:

Land Use as per ZDP (At least 50% of total FAR to be as per ZDP Use)	Permissible Mix of Uses within FAR Utilization			
	Minimum Residential	Minimum Commercial	Minimum PSP and/or utilities	Indicative Mix of Uses within remaining 50% FAR, as per ZDP land use
Residential	30%	10%	10%	Of the remaining FAR, at least 20% or more (up to 70% of total) is for Residential use. Other uses are permitted up to 30%.
Commercial	30%	10%	10%	Of the remaining FAR, at least 40% or more is to be for commercial use. Other uses are permitted up to 10%.
Industrial	30%	10%	10%	Remaining 50% of FAR to be for Industrial use.
Government	30%	10%	10%	Remaining 50% of FAR may be for any Government use.
Transportation	30%	10%	10%	Remaining 50% of FAR may be for any use after meeting all operational requirements for transportation facilities.

40.1.1. The mandatory facilities and commercial component shall cater to the requirements of the residential population in that land parcel.

40.1.2. MRTS/ RRTS/ Railways may be exempted from providing the minimum 30% Residential component applicable to all other DEs.

40.2. In case a TOD Scheme is constituted of plots with different designated land uses as per ZDP, then the overall mix of uses will be proportionate to the area of land under each land use.

41. Building controls within premises

41.1. In all TOD Schemes, boundary walls along any edge facing a public space (such as roads, parks, etc.) shall be prohibited with the exception of high security buildings. Enclosure of sites, if required, can be provided by fences, hedges or boundary walls that maintain unobstructed visual connection between the two sides above a height of 100 cm.

41.2. Minimum setbacks applicable shall be as follows:

S. No.	Building Height (in m.)	Front (m) - all edges facing a public ROW of 18 m and above	All other sides (m)
1.	Up to 18	0	6
2.	21	0	7
3.	24	0	8
4.	27	0	9
5.	30	0	10
6.	35	0	11
7.	40	0	12
8.	45	0	13
9.	50	0	14
10.	55 and above	0	16

41.3. The setbacks shall always remain unblocked and shall be handed back to the local body to be used as public roads for service/ fire access and public movement under the control of the concerned local body. The minimum area to be handed back as public roads will be in form of setbacks given in the table above or 20% of the TOD Scheme area, whichever is greater.

41.4. The setbacks are subject to requirements of height and ventilation as per building byelaws. TOD Schemes shall be planned as per above setback norms, while endeavouring to ensure that distance between buildings is as per building byelaws and all dwelling units get a minimum 2-hour sunlight in at least one habitable room on the shortest winter day and have natural ventilation.

41.5. Active frontage requirements for building facades shall be as follows:

Facing Street Right-of-Way	Minimum percent of building frontage at built-to ROW line to have active frontage*
ROW of \geq 18m	\geq 50%
ROW of < 18m	No minimum requirement

*Active frontages include arcades, shop-fronts, entrance doorways, access points, entry/exits and transparent windows. Commercial frontages shall have minimum 50%

transparency (un-tinted) at ground floor level. The ground floor of all parking structures / podiums or stilts must be lined with active frontage facing the main streets.

- 41.6. Since main entries of buildings need to be from the main streets where zero setbacks are permitted, higher plinth levels may be used to create privacy for ground floor windows. It shall be ensured that steps, stoops, etc. at ground level do not encroach upon footpaths or any part of public ROW. However, projections (above first floor level) of balconies, chajjas, etc. which are not countable in FAR, are permitted over streets subject to clearance by the concerned local bodies.
- 41.7. 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 the concerned local body.
- 41.8. Access and all other provisions shall be as per Delhi Fire Service Act, 2007.

42. Parking Standards

- 42.1. On-street parking should be provided only where necessary within the influence zones of TOD Nodes. No free (un-paid) on-street parking for private vehicles and it should be priced higher than off-street parking.
- 42.2. Each on-street parking space shall be marked physically on ground and notified before commissioning, so as to facilitate enforcement by the law enforcement agencies.
- 42.3. All use premises within the TOD Schemes shall be permitted 1.33 Equivalent Car Space (ECS) per 100 sq.m. of floor area or as specifically prescribed by Parking Policy/Regulations for Delhi in the future. Indicative on-site parking requirements for projects are given below:

Mode	Distribution of overall parking (in percentage) *
Cars/Taxis	60
2 Wheelers	10
Cycles	10
Buses/Shared Vans	10
Commercial vehicles	10

*The above figures are indicative and may be customized on case to case basis. However, the above-mentioned proportion of cycle parking is mandatory.

- 42.4. The standards given in Equivalent Car Space (ECS) shall include parking for all types of vehicles i.e. cars, scooters, cycles, light and heavy commercial vehicles, buses etc.
- 42.5. DE shall provide at least 50% of all parking facilities within TOD schemes as 'public parking' facility. Appropriate signage shall be displayed for it.
- 42.6. Parking may be in the form of stack parking, surface parking, podium parking, basement parking, stilt parking on surface or within basements or podiums, or any other innovative methods, and it shall be counted towards ECS requirement.
- 42.7. For at-grade parking, no boundary wall shall be permitted around parking lots though permission may be given for fencing or cordoning off with low height plantation, so that visual connection between parking lot and adjacent footpath is maintained.
- 42.8. Only permeable materials to be used for surface parking. Secured cycle parking facilities (which are mandatory as part of the ECS requirement) shall be provided at least every 50-100 m.
- 42.9. No parking shall be permitted on or under any designated 'Green Public Open Space'.
- 42.10. Parking spaces for differently-abled to be provided as per Bureau of Indian Standards, National Building Code of India 2016, IRC:SP:12:2015 and MoHUA's Harmonised

43. Roads and connectivity

- 43.1. In case of TOD schemes where existing service lanes/ public roads/ public drains/ public parks, etc., have been included in the TOD Scheme area for maintaining contiguity, the following must be ensured:
 - 43.1.1. The dimensions of existing public roads (in terms of both length and area) as currently existing on ground shall be retained. In case additional land is required from the DE for improvement/widening of adjoining road(s), then the DE will be allowed to avail the FAR for the entire land parcel within the remaining plot/scheme.
 - 43.1.2. Where a public road passes through a TOD Scheme, for continuity of uses and floor-plates of buildings on adjacent blocks, connections may be provided over public Right-of-Ways in the form of bridges, covered corridors, skywalks, etc., subject to height clearance by the concerned authorities.
- 43.2. Of the area taken up for development within a TOD Scheme, at least 20% of land (including setbacks) shall be utilised for construction of roads/ circulation areas and handed over to the concerned local body/ road owning agency for public use. The DE shall provide additional roads/streets for public use within the TOD Scheme as per the following norms:
 - 43.2.1. Road networks to be planned with a vehicular route network of approximately 250m c/c and pedestrian network of approximately 100m c/c.
 - 43.2.2. Based on ground conditions, the street grid (i.e. c/c spacing between ROWs) requirement within the TOD scheme area may be relaxed by maximum 10%. Only pedestrian/ NMT networks can be considered in the form of corridors which run through/ under buildings or plots, as long as they are kept open for general public at all times.
 - 43.2.3. All such roads shall be designed, developed and handed over free of encumbrances to the concerned local body.
- 43.3. All new public streets (including those developed in the setbacks) shall be as per Street Design Regulations; Annexure-12.0(I) of MPD-2021 and relevant IRC codes.
- 43.4. DE shall ensure that all new roads / streets must intersect to create junctions and integrate with the surrounding network to augment connectivity. There shall be no dead-end roads.
- 43.5. Safe at-grade crossings to be provided for pedestrians and NMT at all junctions and mid-block crossings.
- 43.6. In existing areas, where a fine network of pedestrian movement already exists, it shall be preserved as far as possible.
- 43.7. At least one primary pedestrian entry to each building/complex shall be located from the main access street.

44. Green Public Open Space

- 44.1. Public areas currently existing on ground shall be retained as is. Such areas can be improved in terms of dimensions, area and quality. Existing public parks with a maximum size for tot-lots as per Master Plan can be relocated within the TOD Scheme provided that their area remains the same. This shall be in addition to the mandatory Green Public Open Space as per Clause 44.2.
- 44.2. The mandatory Green Public Open Spaces shall be provided by the DE as part of the TOD Scheme, as follows:
 - 44.2.1. 20% of the area of the amalgamated plot shall be designated as Green Public Open Space for public use. The DE shall design and develop the Green Public Open Space

as per approved layout plan, and hand it over to the concerned local body for maintenance. This is in addition to the 20% land area mentioned in Clause 41.3.

- 44.2.2. Additional 10% green/recreational area shall be developed by the DE for exclusive use of the occupants. This may include plazas, tot-lots, green spaces, gardens, common areas, etc., that can also be created on top of structured/ concretized areas such as basements, podiums, terraces, plazas, etc.
 - 44.3. The extent of Podium area that is used as a green/recreational open space with natural vegetation shall not be included for computation of ground coverage.
 - 44.4. The Green Public Open Space shall remain un-gated and open to general public at all times and have direct access from a major ROW (18m or above) on at least one side. The Green Public Open Space requirement shall constitute of at least one consolidated green with a minimum area of 2000 sq.m. The remaining area, if any, under Green Public Open Space can be configured as open spaces, at other locations within the TOD Scheme, with a minimum area as prescribed for a tot-lot as per the Master Plan. In case of TOD Schemes of less than 1 Ha area as per Clause 24, the Green Public Open Space shall be given as a single consolidated green.
 - 44.5. The consolidated Green Public Open Space shall not be a linear strip located longitudinally along major ROWs. The width of the consolidated Green Public Open Space along the major ROW shall be a minimum of 10m or equivalent to 20% of the length of the side adjoining the major ROW, whichever is greater. This will create usable and well-proportioned spaces for public use as well as functions such as natural treatment systems, working landscapes, sports fields, edible landscapes, etc.
 - 44.6. Parking is not permitted under or within the minimum 20% Green Public Open Space requirements.
 - 44.7. Concerned local body may utilize up to a maximum of 20% of the land reserved for Green Public Open Spaces under each TOD Scheme for provision of public utilities envisaged under the IZPs.
45. Environment
- 45.1. The entire development has to be compliant with green building norms as per UBBL and prevailing MPD.
 - 45.2. The Scheme shall have mandatory adequate solid waste management facilities (preferably zero waste), waste water recycling facilities and rainwater harvesting.
 - 45.3. Surface drainage and infiltration patterns of the area shall not be obstructed under any circumstances. In case any toe-walls are provided within the TOD scheme, adequate inlets and gaps shall be provided so as not to obstruct surface drainage/ flow of rain water, etc.
 - 45.4. All prevailing regulations and laws related to preservation and planting of green covers/trees shall apply.
46. Universal barrier-free access: All public spaces, roads, Green Public Open Spaces, parking areas, buildings, etc. within TOD Schemes and all area improvement works taken up as per the approved IZPs shall be designed for barrier free universal access as per Harmonised Guidelines and Space Standards for Barrier Free Built Environment for Persons with Disability and Elderly Persons, 2016 of the Ministry of Housing and Urban Affairs.
