



# DELHI DEVELOPMENT AUTHORITY

(UTTIPEC)

## 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 Transit Oriented Development (TOD) policy and development control norms for TOD. As per this notification, DDA has prepared the draft detailed regulations for operationalization of the TOD which have been approved by Authority in its meeting held on 17.02.2016. **These regulations along with the suggestions received from Indian Railway Station Development Corporation (IRSDC) in this regard have been put up on the DDA's website i.e. <http://dda.org.in> for obtaining/ inviting suggestions/ views from stakeholders/ public within a period of Thirty days (30) from the date of issue of this Notice.**

Any person having any views/ suggestions with respect to the proposed Regulations may send their views/ suggestions in writing to Director (Plg.) UTTIPEC, Delhi development Authority, 2nd Floor, Vikas Minar, I.P. Estate, New Delhi - 110002 or through email at [dir.uttipec@gmail.com](mailto:dir.uttipec@gmail.com). The person making the suggestions/ views should also give his/ her name address and telephone. Contact number (s), Email ID which should be legible.

sd/-

(D.Sarkar)

Place: New Delhi

Dated: 23.02.2016

File No. F.20(7)/2015-MP/Pt.-1

Commissioner-cum-Secretary  
Delhi development Authority

Please Visit DDA's website: [www.dda.org.in](http://www.dda.org.in) or Dial Toll free No. 1800110332

**Proposed Transit Oriented Development (TOD) Regulations as envisaged in Transportation Chapter of MPD-2021 notified vide S.O. no. 1914 (E) dated 14.07.2015.**

*In exercise of powers conferred by Section 57 of the Delhi Development Act, 1957 (61 of 1957), the Delhi Development Authority with the previous approval of the Central Government, hereby makes the following regulations in pursuance to Notification No. S.O. 1914 (E) dated 14<sup>th</sup> July, 2015:-*

**CHAPTER 1:  
GENERAL**

**SHORT TITLE AND COMMENCEMENT:**

- i. These regulations shall be called the **“Transit Oriented Development (TOD) Regulations”**.
- ii. These regulations shall come into force with effect from the date of publication of this Notification in the Gazette of India.
- iii. All words and expressions used in these regulations but not defined shall have the meaning assigned to them in the Delhi Development Act, 1957, the Master Plan in force, and the Delhi Municipal Corporation Act, 1957 and The New Delhi Municipal Council Act, 1995, as the case may be.
- iv. If any question arises relating to the interpretation of these regulations, it shall be decided by the Central Government.

**DEFINITIONS**

In these regulations, unless the context otherwise requires,

- i. **“Authority” or “Delhi Development Authority”** means the Delhi Development Authority constituted under section 3 of the Delhi Development Act, 1957.
- ii. **“Competent Authority (CA)”** - the competent authority shall be appointed by the concerned local bodies under their respective acts for implementation of these regulations.
- iii. **“Developer Entity (DE)”** means an individual land owner, group of land owners, cooperative societies, / Government Agencies voluntarily agreeing to participate in a TOD scheme.
- iv. **“Amalgamation”** means the process of combining one or more parcels of land together for consideration of scheme as one parcel of land.
- v. **“Integrated Scheme/Plan”** means an area which contains different landuses combined in one TOD scheme for the purpose of planning.
- vi. **“Transferrable Development Rights”** means the rights of development accrued in favour of one or more developer entity which can be traded inter-se.

## CHAPTER 2: APPLICATION PROCESS

### **Steps I - Ascertain Eligibility:**

**2 (1)** (a) Once delineation of TOD Zone in the Zonal Development Plans of Delhi is completed and notified by DDA, the entire delineated zone shall be considered open for TOD development i.e. **developer** entity satisfying the eligibility conditions prescribed in MPD-2021 and these regulations shall be eligible to prepare and apply for approval of TOD schemes to the competent authority.

(b) However, even in the absence of the delineated TOD Zone, MRTS/ Government Agencies may prepare TOD schemes having a minimum plot size of 3000 sq.m., with all other development norms applicable as per the MPD-2021.

Note: It is suggested that there could be a fully automated self-evaluation system for any site/ scheme area, to be self-tested by potential applicants based on the eligibility criteria provided in the MPD-2021, as follows:

- i. Any applicant may plot their site on a geo-spatial interface and check the same against the geo-spatial reference (kml) files made available by the Govt. containing in the following geo-referenced information:
  - Delineated TOD Zone on Zonal Development Plans
  - Road Network data of Delhi with ROW width information
  - 'Exception' Areas where TOD is not applicable (as per MPD-2021)
  - Areas where 'special regulations' are applicable.
  - Agency responsible for layout plan approval/ building sanction.
- ii. Applicants may upload the geo-location of their site on the online database to check and receive an automated report containing all relevant information regarding the site such as zonal plan landuse, special regulations (if any), concerned local body, etc.
- iii. Options may be explored to provide online-report summary to potential applicants from the website itself, based on auto-evaluation of the site as per eligibility criteria for participation in TOD.

**2 (2)** (a) Preparing the TOD scheme: After ascertaining eligibility, the developer entity (DE) may prepare a TOD schemes based on the criteria specified in the MPD-2021 and these regulations and submit for approval of competent authority, as per the norms notified in the Master Plan and these notifications.

**(b)** In order to participate in TOD, individual/ group of owners may need to partner with other adjoining land owners/ property owners to form a Developer Entity (DE), and prepare a single contiguous scheme of minimum 1 Ha. Integrated TOD schemes larger than 2 Ha. may comprise of individual plots which may be non-contiguous, but within 250 metres of each other.

**2 (3) Applying for approval:** The approval by the competent authority shall comprise of three stages (1) Layout Plan for Integrated Scheme (2) Sanction of building plans for different blocks, and (3) Issuance of completion certificate cum occupancy certificate for different blocks. A stringent monitoring mechanism for public spaces, public roads, public parking, etc. is required, post completion.

## **Step II - LAYOUT PLAN FOR INTEGRATED SCHEME APPROVAL**

**2 (4)** Competent Authority (CA) shall be under the Chairmanship of the Head of the Department of Planning of the concerned local body. All concerned stakeholders from the following departments shall be part of the CA for approval of TOD schemes, including (but not limited to) the following:

- a. Engineering Dept, (concerned local body)
- b. Delhi Urban Arts Commission
- c. Dept. of Urban Development, GNCTD
- d. Dept. of Transport, GNCTD
- e. Planning Dept, DDA
- f. Land Management, DDA
- g. Delhi Jal Board
- h. Delhi Fire Services
- i. Dept. of Power, GNCTD
- j. Airport Authority of India (AAI)
- k. Delhi Urban Shelter Improvement Board, GNCTD
- l. Public Works Dept. GNCTD
- m. National Monument Authority
- n. Others as necessary

**2 (5)** If the applicant is seeking building sanction as part of the application of layout plan/ TOD scheme approval, the CA may refer the approved scheme directly for Building sanction within the Local body, for processing as part of the single window software-based clearance system for TOD projects.

- i. In case the DE applies for scheme approval and building sanctions within the same package, fast-track approval may be considered by the competent authority.
- ii. If clearance is obtained only for TOD scheme, then individual plot owners (of min. 3000 sq.m.) may apply for building sanction separately, but as part of the approved integrated TOD scheme only.
- iii. If EIA and other approvals are already obtained for the integrated schemes, then such approvals for individual projects would not be required later.
- iv. After all approvals are obtained, construction must be completed within 5 years for projects  $\leq 10$  Ha, or within 7 years for all larger projects, failing which all approvals would need to be renewed.
- v. The development/ redevelopment of public spaces, public roads, etc. shall be permitted as per approved layout plan of the integrated scheme and handed over to local body before issue of completion/ occupancy certificate for the project.

**2 (6)** The DE shall satisfy the following conditions in order to participate in TOD scheme:

- i. **The Developer Entity shall have valid and lawful title or GPA holding to, and be in lawful physical possession of, the land area for which TOD scheme has been prepared, except public land and roads;**

- ii. in the case of a group of land owners:
  - a. each one of them shall have a valid and lawful title to, and be in lawful physical possession of, his respective land which is offered for the TOD scheme;
  - b. there should be a valid and legally enforceable agreement between all the land owners constituting the Developer Entity to participate in apply for and abide by and be bound by the terms and conditions of TOD schemes;
  - c. **In case of redevelopment schemes within TOD zone, in cases where 100% of flats have been converted to freehold, the entire amalgamated plot of land shall be over-archingly automatically considered as freehold, without levying of any additional conversion charges by anybody or any further paperwork/ application/ sanction.**

**2 (7)** Developer Entity shall submit an application for participation in TOD scheme in the prescribed format and submit the requisite documents as prescribed thereunder to the concerned local body, either online or in hard copy; including the following:

- I. At least 2 sets of the prescribed application form along with payment of the fee and certified copies of the documents as may be prescribed.
- II. Scrutiny / processing fee of the prescribed fee based on the area of the scheme (on which FAR shall be availed) as prescribed by the local body;
- III. Bank Guarantee from a Nationalise bank equivalent to twenty-five percent of the External Development Charges as may be prescribed;
- IV. Undertaking to pay the first instalment equivalent to twenty percent of the External Development Charges as may be prescribed before the approval of the Layout Plan/ TOD scheme;
- V. At least two sets of drawings in the following submission format (along with digital files):
  - a. Dimensioned plan of the land/ scheme area coming forward under the proposed TOD scheme on a scale of 1:1000 showing the boundaries and dimensions, the locations of existing streets, existing buildings/ plots/ premises that shall be participating in the scheme, and relevant physical features, etc.
  - b. Base map with site surroundings/ context, main access roads (Including min. 18m mandatory road access), Metro station, bus stops, etc. on at least 1:1000 scale at A1-size or on any sized sheet showing the neighbouring context upto approx. 1km around the site.
  - c. Photo-documentation of site and surroundings, main access roads, nearby parks, etc.
  - d. Multi-modal Integration plan at 1:500 scale or larger (applicable only for MRTS station sites)
  - e. Conceptual TOD scheme at 1:1000 or larger, showing the following:
    - i. Public Open Spaces: location and design
    - ii. Street network including for vehicular and pedestrian/ NMT movement, use of setbacks for providing connections to surrounding neighbourhoods and transit stops/stations, etc.
    - iii. Location and type of Active Frontages

- iv. Distribution and planning of uses:
    - Location of retail and commercial dominated buildings.
    - Location and mix of various residential typologies.
    - Location of Social Infrastructure
    - Tentative location of EWS.
  - v. Decentralized Infrastructure and sustainable design Strategies:
    - Energy efficiency/ demand reduction strategies
    - Zero-waste strategies
    - Water budgeting: Strategies to reduce water demand and balance supply-demand; Zero-discharge plan; Landscape strategy including working landscapes.
    - Proposed services plan including infrastructure development works to be executed.
    - Explanatory note/ report indicating physical infrastructure development works to be executed in phases including arrangements and sites for disposal and treatment of storm and sewage water, rain water harvesting, solid waste management, water recycling, etc.
  - vi. Traffic Impact Assessment and mitigation strategies
  - vii. Seismic protection strategies as per location of TOD scheme on micro-zonation plan;
  - viii. Phasing Plan along with infrastructure development works of each phase.
- VI. The documents shall be self-attested by Developer Entity who shall at all times remain liable for any false information, misrepresentation, or error of any nature whatsoever and in addition to being proceeded against in accordance with law, the application of Developer Entity shall be deemed to be void *ab initio* and shall automatically stand rejected and any action that has been taken pursuant to the such application shall stand automatically revoked.
- VII. The local body may in its sole discretion reject any application considering the overall efficacy of TOD in a particular zone based on planning parameters and requirements.
- 2 (8)** After receipt of the application in the prescribed form complete in all respects, CA shall examine the submitted TOD scheme from the point of view of all relevant aspects including:
- a) location and extent of the land;
  - b) conformity with the land use, TOD norms and development controls;
  - c) proposed layout plan of the area with respect to the Master Plan/ Zonal Plan;
  - d) proposed plan regarding infrastructure development works to be executed.
- 2 (9)** Competent Authority shall issue the approval of scheme to the DE specifying the details of the land for public roads, public parks, amenities, etc. that are to be handed over to the local body, post completion. Issue of layout plan approval shall be subject to payment of the 25% of EDC charges as mentioned above,

subject to compliance with the conditions mentioned in these regulations; the provisions of the Master Plan, Zonal Development Plans, and any other statutory provisions and guidelines issued from time to time.

**2 (10) Environmental Impact Assessment (EIA) clearance for the layout of the TOD scheme needs to be obtained by the DE separately.**

**Step III - SANCTION OF BUILDING PLANS (AS PART OF INTEGRATED TOD SCHEME)**

**2 (11)** Competent Authority shall create a single window system with the cooperation of other authorities/ agencies for according expeditious clearances and approval of detailed Layout/ Building Plans.

**2 (12)** Developer Entity shall within twelve (12) months of receipt of Layout Plan approval for integrated TOD scheme, apply for sanction of building plans for participating plots to the concerned local body, under a computerised single window system.

- (1) Developer Entity shall submit the detailed service plans and Building Plans as per Building bye-laws, and prevailing standards, as part of the online computerized single-window approval system. This system shall include all approvals such as Fire clearance, DUAC approval, Structural safety, services, sanitation, geo-technical, Airport Authority (height clearance), etc.
- (2) The following detailed plans are to be provided:
  - a) services plans indicating the positions of sewers, storm water channels water supply and any other public health services;
  - b) detailed specifications and designs of sewerage, storm water and water supply schemes with estimated cost of each;
  - c) detailed specifications and designs for disposal and treatment of storm and sewage water with estimated cost of each;
  - d) solid waste management and disposal plan;
  - e) detailed specification and designs for electric supply including street lighting;
  - f) Fire-fighting scheme; and
  - g) such other information/document as may be prescribed.
- (3) The structural safety of the proposed buildings shall be certified by licensed structural Engineer.
- (4) Relevant provisions of building bye laws shall be complied.
- (5) In case of any conflicting provisions between the redevelopment/other norms and TOD norms within the MPD-2021, the norms (and development code) of TOD shall prevail, for any site/scheme falling within TOD Zone.
- (6) If EIA and other approvals (such as DUAC, NMA, etc.) are already obtained for the integrated TOD schemes, then such approvals for individual projects within scheme would not be required, subject to adherence to approved scheme..

## **Step IV - ISSUE OF COMPLETION CERTIFICATE:**

- 2 (13)** Developer Entity shall execute and complete the development in accordance with, *inter alia*, the approved layout plan of integrated TOD scheme, the building sanctions for individual blocks, and provisions of the Master Plan and these regulations.
- 2 (14) Completion and occupancy certificate for any building (which is part of an approved TOD scheme) shall be issued by concerned local body only after ensuring that the development of the service lanes/ public roads, public parks, public amenities, etc., both existing and proposed, are completed as per approved TOD scheme and handed over to the local body for further maintenance.** The following needs to be ensured at various stages:
- i. DE shall make appropriate site arrangements during to ensure that existing movement patterns through the site are addressed and kept functional even during the course of construction/ completion of the project.
  - ii. TOD schemes must ensure local movement patters through the site are maintained/ enhanced and local body must ensure that post construction, these public routes, facilities, etc. remain open and usable to the public at all times.
  - iii. Relaying of services within the TOD scheme area shall be undertaken by the DE in consultation with concerned agencies, as per the approved integrated scheme.
- 2 (15)** Part completion certificate for premise/building level plan within any approved phase of development may be issued by CA as per the Building Bylaws in force at the time, subject to obtaining the part / full completion certificate for infrastructure development works of that phase.
- 2 (16)** Grievances at any stage shall be sorted out through the Grievance Redressal Committee as may be constituted by Competent Authority and decision of the Committee in this regard shall be final. The Committee shall address all grievances related to land ownership disputes, location of return of land for roads/ public spaces/ amenities; approval of layout / building plan including applicability of development control norms and any other matters related to development.
- 2 (17)** Considering that any delay in completion/ implementation of the individual blocks comprising an approved TOD scheme by the Developer Entity shall undermine the implementation of TOD Policy, the following measures shall be applicable:
- i. The validity of the approvals for TOD scheme as well as building sanctions shall be five years for schemes <10 ha. and seven years for larger schemes, counted from the date of its issuance of all approvals. Within this period, all the prescribed infrastructure development works shall be completed and completion certificate shall be obtained.
  - ii. In the event of non-completion of the project beyond within this period, the validity of the sanctioned layout plan/ building plan shall be deemed



cancelled, and re-approvals have to be taken by DE before any (re)development work is taken up.

- 2 (18)** Competent Authority may in accordance with law acquire any land which is required for effectuating effective TOD in the city, which has not yet been offered for TOD schemes. This may be required for the creation of continuous new street networks, public spaces, amenities, etc. necessary for integrated development with the rest of the city.
- 2 (19)** **The competent authority shall recover the additional FAR charges and balance EDC (excluding the first instalment equal to 20% of EDC) from the DE in a staggered manner in 4-6 instalments, before the issue of completion certificate to the DE.**

### **CHAPTER 3: CONDITIONS FOR APPROVAL**

**3 (1) Conditions for approval of layout plan of integrated TOD scheme:**

- A. All the TOD schemes under these regulations shall conform to the Master Plan of Delhi - 2021, statutory provisions and other guidelines issued from time to time.
- B. The MRTS Influence Zone shall be designated as TOD Zone as per MPD-2021 and TOD norms and development shall be applicable as per MPD-2021. All new/redevelopment projects undertaken within TOD zone must be as per the norms outlined in Section 12.18 and Chapter 3 and 17 of the Masterplan of Delhi 2021, and these regulations.
- C. If any land owners do not wish to develop/ redevelop their land/ property, they may choose to refrain from participation in TOD. However, in case (re)development is taken up, they shall not be permitted to avail of higher FAR under any other provisions other than the norms of TOD as per MPD-2021 and these regulations.
- D. Transit Oriented Development (TOD) Agency or local body may in accordance with law acquire any land which is required for effectuating Transit Oriented Development (TOD) in any zone and which has not been offered for taken up for development/ redevelopment but is required for public purpose.**
- E. All TOD schemes shall be located on existing roads having a minimum width of 18m ROW.
- F. TOD schemes shall be prepared by the developer entity and submitted to the competent authority for approval. The development under the approved TOD scheme shall be completed within a period of five years.

In case of delay in completion of development, the competent authority shall have right to recover penalty from the developer entity calculated on the basis of commercial value of the unused additional FAR granted for the TOD scheme based on the prevailing circle rates of transfer of property in Delhi.

- G. Integrated/ comprehensive TOD schemes > 2 Ha may comprise of individual plots which may be non-contiguous, but within 500 metres of each other.
- a. Entire approved layout plan of a TOD scheme will be included in the zone if more than 50% of the plan area falls inside the influence zone. In case of large TOD schemes, block/ pocket boundary may be considered as one scheme for this purpose.
  - b. In case of TOD schemes with existing service lanes/ public roads/ public drains/ public parks, etc., the area may be permitted for inclusion in the scheme. However, no FAR/ coverage shall be granted on the existing public areas, and the same shall be retained/ used only as public area.
    - i. The dimensions of existing public roads (in terms of both length and area) as currently existing on ground shall be retained and improved. In addition the developer entity shall provide for public use additional roads/streets as per the norms keeping in view the requirement of the scheme.
    - ii. The dimensions of existing public areas (in terms of area) as currently existing on ground shall be retained/ ensured and improved. This shall be in addition to the other green public open space that the DE must provide as part of the TOD scheme development, for public use.
    - iii. Carrying capacity of existing natural drains (in cu.m.) shall not be decreased.
    - iv. 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.
- H. In case of MRTS agencies (DMRC/ RRTS/ Railways), the Operational areas for Transportation such as tracks, yards, depot, etc. shall not be considered as part of TOD scheme area for calculation of FAR/ ground coverage/ min. scheme area for application of TOD norms. Metro yard shall be considered the same as metro yard/ station/ Depot.
- I. 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, as long as they are kept open for general public at all times.
- J. If the integrated scheme is having different land use plots, Mix will be proportionate to area of land. The predominant land use shall prevail.
- K. Green Public Open Space:
- c. The 20% Green Public Open Space, having direct access to at least one public RoW, shall be developed and maintained by the DE, at its own cost for public use within the TOD scheme area in addition to pre-existing green/ recreational areas. The DE shall also develop a corpus sufficient to maintain the Green Public Open Space at least for five years.

In case of failure of the DE to maintain the Green Public Open Space as stated above, the concerned local authority shall be entitled to take over the maintenance and/or hand over the maintenance to the RWA/ any other community organization.

It is clarified that green area provided over basements or concretized areas shall not be treated a part of Green Public Open Space within the percentage mentioned above required to be developed by the DE.

The said Green Open Public Space shall be fully permeable and usable for natural methods of detention/ retention, water treatment and ground water recharge. Tree planting shall be as per approved guidelines.

- d. As per TOD scheme, the additional 10% green/recreational area shall be developed by the DE for exclusive use of the occupants may include circulation areas, roads, plazas, tot-lots, green spaces, gardens, common areas, etc., may be created on top of structured/ concretized areas such as basements, podiums, terraces, plazas, etc.
- e. TOD schemes/sites having any metro stations, shall be eligible for relaxation in ground coverage norms to a maximum of 10%. In such cases, the required green public open space requirement shall be fully compensated by creating green areas at terraces, podiums, etc. within the scheme area.
- f. All open spaces shall be planned for and be accessible to different income groups, age-groups and activity types and shall be universally accessible.

L. Parking:

- a. No free (un-paid) on-street parking for private vehicles is permissible within TOD Zone.
- b. Fully subsidized parking facilities for IPT<sup>1</sup> and NMT<sup>2</sup> modes shall be mandatory at all Terminals, stations and bus stops; on all roads of 18m and above and near all major public buildings and destinations. It shall also be permissible on all public roads having vehicular movement. . In areas where provision of adequate IPT/ NMT parking is not possible within RoW, setbacks surrendered as public roads may be used for the purpose. Parking spaces for differently-abled to be provided as per relevant codes and applicable law.
- c. Parking spaces may be provided and leased/ sold separately (“unbundled”) from the rent or sale price of a property, giving a financial incentive to individuals to reduce private vehicle ownership and use alternative modes. This would also make housing units more affordable for non-car owners.
- d. 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.
- e. At-grade parking: No boundary wall shall be permitted around parking lots though permission may be given for fencing or cordoning off with low growing landscape, so that visual connection between parking lot and adjacent footpath is maintained. Only permeable materials to be used for surface parking.

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<sup>1</sup>IPT = Intermediate Public Transport.

<sup>2</sup>NMT = Non-Motorized Transport.

- f. No parking shall be permitted on, within or under any designated 'green public open space'.

M. Connectivity:

- a. DE shall ensure that all new roads / streets must intersect to create junctions and integrate with the surrounding network to augment connectivity. There shall preferably be no dead-end roads. .
- b. Safe at-grade crossings to be provided for pedestrians and NMT at all junctions and mid-block crossings.
- c. Skywalks developed by the DE for connecting different blocks/buildings/parcels shall be counted as public pedestrian connections where at-grade pedestrian/NMT connections are not feasible (e.g. across railway tracks, metro/road viaducts, large roads/ etc.)
- d. All new public streets shall be as per Street Design Regulations; Annexure-12.0(I) of MPD-2021.
- e. In case new pedestrian/ NMT networks need to be added in built-up/ developed areas to meet the desired network density within a TOD scheme, appropriate incentives in the form of tradable FAR shall be permissible to land/property owners not willing to redevelop their plots as per TOD. For this purpose, existing large blocks/ properties through which pedestrian/ NMT Networks are to be added, TDR rights shall be given to the private owner who foregoes land for the public use. The new street or connections added shall conceptually adhere to the overall Influence Zone Plan or integrated TOD scheme for the area.
- f. In existing areas, where a fine network of pedestrian movement already exists, it shall be preserved as far as possible.

**3 (2) Other conditions for sanction of building plan as per integrated TOD scheme:**

- i. The concerned local body shall work out the mechanism for implementation of the TOD scheme in time bound manner and the recovery of stipulated levies/charges in phases.
- ii. Permissibility of basements shall be as per MPD-2021.
- iii. Green Buildings: Incentives and requirements for green buildings shall be as per Chapter 17: Development Code of MPD-2021.
- iv. 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.
- v. Any public amenities provided as part of the development such as public toilets, skywalks, bridges, etc. shall be free of FAR, subject to the condition that they remain open and accessible to public at all times of the day failing which the concerned local authority shall take over the same. The norms for public toilet provisions for all public areas within the TOD scheme shall be as per norms laid down by the Authority.
- vi. All norms such as setbacks, ground coverage, etc. shall apply to the entire TOD scheme/ scheme boundary, and not to individual plots.

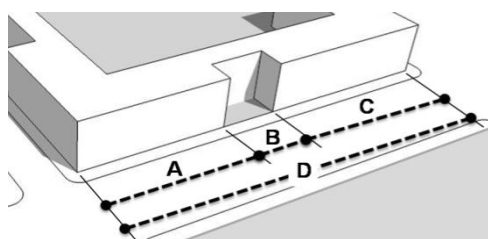
- vii. Podiums<sup>3</sup> shall not be considered as part of ground coverage if the top of the podium is used as a green/recreational open space or sports fields.
- viii. EWS housing:
- a. EWS provision shall be mandatory for any TOD scheme, irrespective of the landuse.
  - b. EWS Housing unit size to be ranging between 32-40 sqm. but may be flexible in plan to allow use in the form of dormitories, hostels, rental homes, etc.
    - 50% of the EWS Housing Stock shall be retained by Developer Entity (DE) and disposed only to the Apartment owners, at market rates, to house Community Service Personnel (CSP) working for the Residents / Owners of the Group Housing. These will be developed by DE at the respective Group Housing site / premises or within the overall TOD scheme area.
    - Remaining 50% of DUs developed by DE to be sold to DDA for EWS housing purpose will be sold to DDA / Local Bodies at base cost as per prevailing CPWD index rates (plus cost of EWS parking) which shall be enhanced as per CPWD escalation index at the time of actual handing over and can be developed by DE at an alternate nearby site. Necessary commercial and PSP facilities shall also be provided by the DE within the overall TOD scheme.
    - The EWS housing component created by the DE shall be subject to quality assurance checks, as prescribed in this regard by Govt./DDA. The final handing/taking over of this component shall be subject to fulfilling the quality assurance requirements.
    - The DE shall be allowed to undertake actual transfer/transaction of saleable component under its share/ownership to the prospective buyers only after the prescribed land and EWS housing component is handed over to the DDA/Delhi Govt.
  - c. Parking norms of 0.25 ECS/ 100 sqm of BUA to be provided for EWS.
  - d. EWS houses built under the scheme shall be allotted only on license basis as per the terms and conditions fixed by the local bodies.
  - e. EWS housing in TOD schemes shall be handed over to a service manager selected by the local bodies as per the criteria fixed by them. Various typologies such as dormitories, hostels, etc. may be included as part of EWS.
  - f. Guidelines for EWS housing typologies may be prepared by local bodies.
- ix. Parking facilities:
- a. Parking may be in the form of stack parking, demarcated on-street parking (on the new roads or existing roads that are part of the TOD scheme), 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.
  - b. Floor area which is counted in the FAR should be counted for parking ECS calculations.
  - c. DE shall provide at least 50% of all parking facilities within TOD schemes as 'public parking' facility. Appropriate signage shall be displayed' for it.

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<sup>3</sup>Podium = multi-level structure parking facility with a usable terrace on top, which is integrated with habitable buildings

All parking facilities shall be shared for different neighbouring uses as per different peak hours of demand/requirement. Illustration: An office facility that is vacant in the evening may be used by cinemas, restaurants or neighbouring residences as a paid shared parking facility and vice versa. This will facilitate efficient utilization of scarce land and resources round-the-clock.

- d. Secured cycle parking facilities (which are mandatory as part of the ECS requirement) shall be provided at least every 50-100 m.
- x. Setbacks and Frontage:
- a. Setbacks shall always remain unblocked and shall be reserved to be used as built public roads for service/ fire access and public movement under the control of the local body.
  - b. Since main entries of buildings need to be from the main streets where zero setbacks are permitted, it shall be ensured that steps, stoops, etc at ground level do not encroach upon footpaths or any part of public RoW.
  - c. 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 local bodies. .
  - d. Additional recessed walking zones may be created at the edges of the plot boundary (e.g. arcades, colonnades, etc.) while maintaining the transparency of the inner façade edge condition.
  - e. Residential frontages shall have balconies/ verandas and active spaces facing the street. Higher plinth levels may be used to create privacy for ground floor windows.
  - f. At least one primary pedestrian entry to each building/complex shall be located from the main/ primary street.
  - g. Parking, trees, utilities and any other activities may be permitted by the local bodies within setbacks subject to availability of free movement space of emergency & other vehicles and shall be planned as per Street Design Regulations of MPD-2021.
  - h. Minimum active frontage requirement as per Table 17.2 of the MPD-2021 is to be calculated as follows:



**Figure 1: Calculating % of building frontage at setback line =  $(A+C)/D \times 100$**

- xi. Green Public Open Space (POS):
  - a. Minimum width of any public open space shall be 10m ( $\pm 10\%$ )
  - b. POS should touch the primary access road(s) for the TOD scheme on at least one side and preferably on two opposite ends.
  - c. POS should preferably not be located longitudinally along major ROWs.
  - d. Parking is not permitted under or within the minimum 20% public open space requirements which is to be kept public and un-gated at all times of the day. All public open spaces must be used as multi-functional spaces such as

natural treatment systems/ working landscapes/ sports fields, edible landscapes, etc.

- e. The mandatory min. 20% POS requirement should be distributed amongst all parcels (comprising a TOD scheme), while taking care to provide at least one large consolidated POS at one location which can accommodate active sports facilities like badminton courts/ tennis courts/ basketball courts/ soccer fields/ etc. as far as possible.
- f. In respect of the development to be undertaken by the Developer Entity, adequate solid waste management facilities (preferably zero waste), rainwater harvesting, and waste water recycling shall be mandatory with provision for storage for surface run-off water to improve the depleting ground water levels.

#### CHAPTER 4:

### MECHANISM FOR CREATION AND MAINTENANCE OF PUBLIC AMENITIES IN TODs

#### 4 (1) FAR charges and External Development Charges (EDC) in TOD schemes (Ring Fenced)

- (i) Two types of charges shall be levied for sanction/ completion of TOD schemes:
  - a. **Additional FAR charges** – The DE shall pay the charges to the DDA on per sq.m. basis based on the additional FAR permissible & proposed to be constructed as per the approved TOD scheme. These charges will be as per standard rates, irrespective of landuse/ use premises.
  - b. **External Development Charges (EDC) – The External development charges (EDC) shall be charged by the concerned local body/ GNCTD for infrastructure upgradation depending on whichever agency is responsible for implementation of the work.** External development charges shall include cost of augmenting water supply & sewerage distribution; efficient solid waste management, wastewater recycling; consistent and efficient power supply; new public utilities, communication lines, landscaping and any other additional infrastructural costs identified from time to time. The local body shall maintain a separate account for maintenance and allocation of funds collected to the service providing agencies in proportion to the expenditure incurred/ to be incurred by them for maintaining and upgrading the services within the TOD scheme area forthwith upon receipt of the EDC fees from the applicant.
- (ii) The competent authority shall recover the additional FAR charges and balance EDC (excluding the first instalment equal to 20% of EDC) from the DE in a staggered manner in 4-6 instalments, before the issue of completion certificate to the DE.
- (iii) Concerned local body shall utilize the funds accrued from TOD schemes in ring-fencing within the influence zone, for the upgradation of the infrastructure, etc. so that local funds are invested locally for TOD developments benefit, immediate surroundings and local people. The expenditure from TOD fund shall be as a capital expenditure for TOD schemes only and not on expenditure of any other kind.

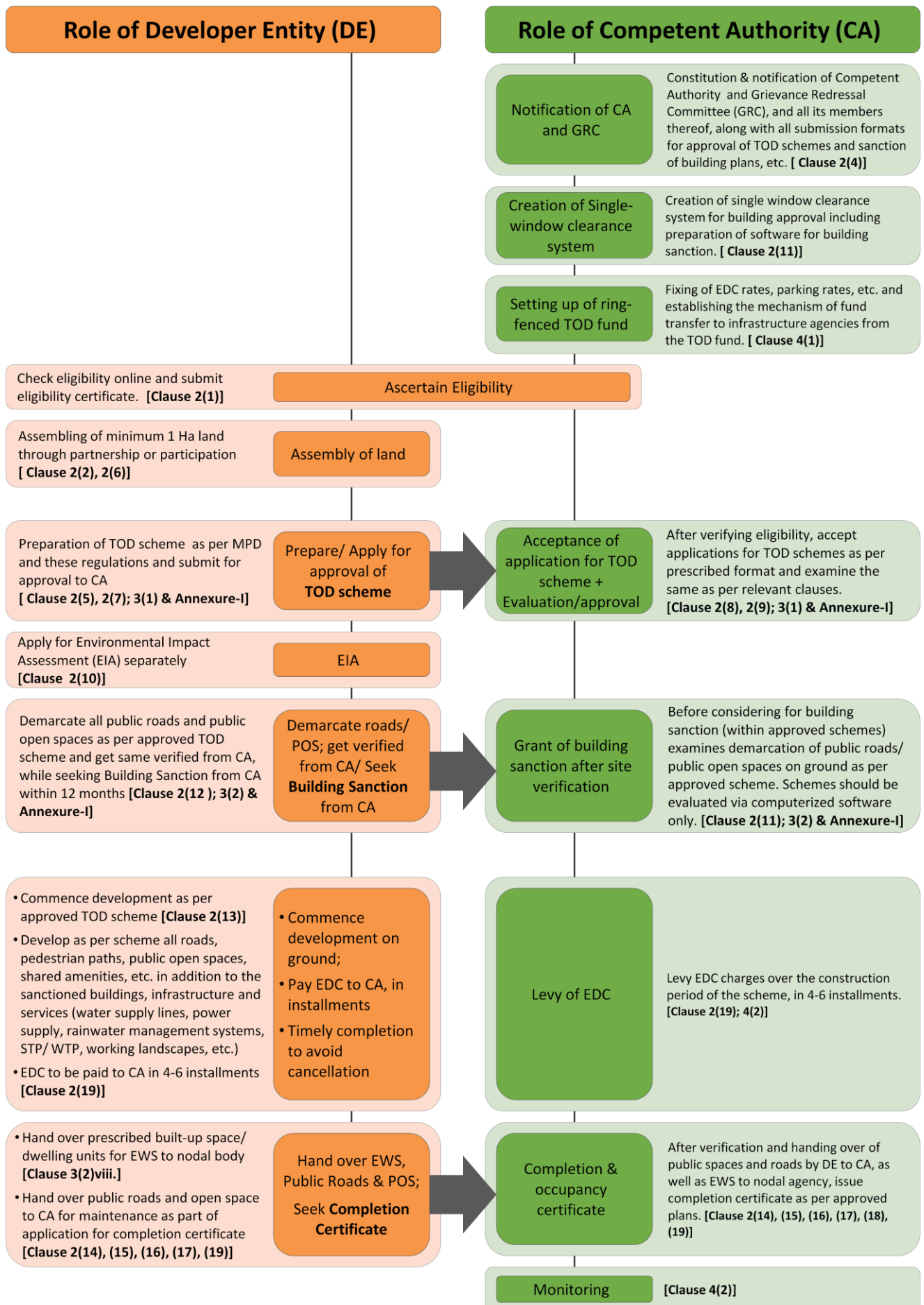
- (iv) In case of surplus funds received by way of EDC charges, FAR charges, auction of advertisement rights and donations received for upgradation of the amenities shall be invested in high interest yielding government securities and the accrued interest shall also be utilized for upgradation of amenities of the TOD scheme.
- (v) Public parking charges collected by the local body in the TOD zone shall be invested locally for creation, upgradation and maintenance of public roads, especially footpaths, cycle tracks, public transport systems (like buses, cycle sharing, etc.) and all public amenities available/ to be provided within the public RoWs within TOD zone.

#### **4 (2) Monitoring mechanism for Public spaces/ roads/ etc.**

- i. The public spaces/roads shall be used for public purposes only. For this purpose the local bodies may prepare the monitoring and enforcement guidelines including penalty charges etc. to prevent any encroachment or illegal activity on public spaces/roads.
- ii. The concerned local body shall also review the monitoring system for public spaces/roads and take appropriate penal action in case of violation of norms. A weekly monitoring and reporting system may be developed, preferably supported by IT based tools such as regular video-feeds etc.
- iii. Status of TOD schemes under consideration for approval/ approved, shall be uploaded daily on centralized database accessible to all local bodies. Such a database needs to be maintained in order to enable integration and coordination between various TOD projects coming up in different parts of the city.
- iv. Competent Authority may in accordance with law acquire any land which is required for effectuating effective TOD in the city, which has not yet been offered for TOD schemes. This may be required for the creation of continuous new street networks, public spaces, amenities, etc. necessary for integrated development with the rest of the city.
- v. The competent authority may amend any terms and conditions in the forms of applications, agreements, fees, required documents, and other relevant conditions as may be necessary from time to time particularly in the overall interest and efficacy of the Scheme and the TOD Policy.



**Figure 2: Flowchart depicting the procedure for application of TOD Regulations:**



## **ANNEXURE-I**

### **GUIDANCE FOR PREPARATION OF TOD SCHEMES**

#### **How to Plan?**

After ascertaining the eligibility of a scheme area for application of TOD norms, the following steps may be followed for preparation of a TOD scheme:

- Prepare a base map showing site surroundings and in particular showing location of existing/surrounding roads/ access, public parks/ recreational open spaces, existing colonies, commercial streets/establishments, nearby metro stations, bus stops, etc.
- Identify the “fronts” i.e. scheme boundaries facing a ROW of 18m or more, where zero-setbacks are applicable.
- On rest of the sides, setback norms as per table 17.2 of MPD-2021 shall apply. These setbacks are to be handed over to the govt. as public roads and need to be planned/ designed appropriately in order to provide access to the scheme and also provide public/ pedestrian thoroughfare.
- The desire lines of movement through and around the site (scheme area) shall be identified based on the surrounding/ existing road network, parkways, etc.. The proposed NMT/ road/ open space connections through the scheme shall be based on these desire lines, such that the scheme integrates seamlessly into the larger neighbourhood area and enhances the local movement/ travel networks, open space networks, storm water management systems, etc.
- SWOT Analysis – Identify the key strengths, weaknesses, opportunities and threats applicable to the site and map them spatially.
- The scheme should be designed to maximize the opportunities, based on (but not limited to) the following concepts:
  - i) Enhance connectivity and walkability through/within the scheme:**
    - Demarcate the desire lines of movement through the site from surrounding areas, e.g. streets, open spaces, parkways, etc. along which people may be walking to reach the site or walk through to reach another destination (e.g. station/ bus-stops/ markets/ schools/ social infrastructure facilities/ etc.)
    - These desire lines of movement are the ideal corridors along which to locate the proposed road/NMT networks/ pedestrian paseos/ greenways/ parkways, etc. through the site.
    - Disperse high traffic volumes over multiple human-scale streets rather than concentrating traffic on fewer major arterial streets. Create a fine network of streets that provides choice of routes for all modes, reducing distances between places as well as journey times. Mitigation strategies are to be proposed to minimize travel demand and load on existing road infrastructure.
    - Preferably the shortest and most direct access should be provided from the Metro/ bus stops to the development.

#### **ii) Capturing and enhancing the value of Parks/ recreational open spaces:**

- After locating all existing small/ large parks within the scheme area or immediate vicinity, identify potential green/ parkway corridors through the scheme area so as to enhance connectivity, views and access to all parks.
- Public open space networks through the site should facilitate public/ pedestrian thoroughfare movement without disturbing the privacy of the residents of the scheme.
- Public open spaces should be planned to also function as working landscapes.

### **iii) Location of uses**

- Commercial frontages should be located so as to continue existing frontages or create new ones along the most desirable lines of movement (esp. to/from Metro station) so that saleability and value of the scheme can be maximized.
- EWS housing should be located at areas not along high-value frontages (where they are likely to be re-sold easily).

### **iv) Location and planning of high-rise buildings**

- Highrise buildings, especially residential towers may preferably be located facing existing or proposed parks/ green open spaces/ plazas, etc. so as to provide the best views (in addition to 'eyes on the park') so that the saleability and value of the scheme can be maximized.

### **v) Planning for smart parking**

- Parking Strategy could include off-street, structure and on-street parking in such a way as to maximize turnover and use of available spaces, encourage people to use off-street parking facilities more (through appropriate pricing) so as to keep roads congestion-free and provide shared parking facilities so that parking can be used by complimentary uses during off-peak hours.
- Pedestrians, public transport, IPT and NMT modes should be prioritized over private modes in the design, management, and spatial planning of public spaces.

### **vi) Creation of active frontages and vibrant public spaces:**

- In order to create a variety of safe, vibrant, comfortable urban "places" within TODs, round-the clock active streets and incidental public spaces for relaxation need to be provided. Mixed land use and other informal street activities like vendors, etc. naturally provide round-the-clock activity and informal surveillance.
- There is need to create "eyes on the street" by removing boundary walls of compounds and building to the edge of the street ROW. Buildings with transparency which are built-to-edge of ROW, with no setbacks or boundary walls, and non-opaque fences help provide natural surveillance of public spaces.

### **vii) Infrastructure provision:**

Decentralized infrastructure is required for long term sustainability and resource efficiency. The TOD schemes should include:

- Water and Waste Water management strategy (water budgeting) including recycling and re-use of waste water.
- Rain water harvesting strategy, to be integrated with the Landscape and Public Open Space Strategy
- Solid Waste Management Strategy
- Energy Strategy with demand reductions strategies and use of renewable sources as feasible
- Integrated Infrastructure and Services Systems Plan indicating space requirements for all infrastructure

### **Sustainable energy efficient design:**

In order to reduce energy load of projects/ buildings, the following basic design guidelines may be considered:

At Site level:

- i. Large sites should be laid out such that habitable areas of residential buildings are preferably oriented to face North-South (within 15°) direction.
- ii. Shade from trees and building enclosures should be used to shade streets, plazas and all paved areas, to minimize Urban Heat Island (UHI) Effect.

At Building level:

- iii. In all residential buildings, each unit should preferably face the exterior, in two opposite directions. Double-loaded corridor<sup>4</sup> buildings may be avoided. Openings should be located suitably to allow for natural ventilation and daylighting of habitable rooms.
- iv. Building floor-plate depth should preferably be no more than 15 m, except for towers<sup>5</sup>. Tower dimensions may not exceed 30m in any direction. In case tower dimension is required to be more than 30m in any direction, width of tower should not to exceed 15m, in order to allow for the day-lighting and natural ventilation of spaces.
- v. Solar Envelopes studies should be used to determine heights and step-backs on buildings facing narrow street RoWs, to follow daylight norms.
- vi. Where windows are located on west or south-west facing facades, external shading must be integrated into the building design to protect windows in summer. Other energy saving measures such as new glass technology may be considered, in addition to shade protection.
- vii. "Row-type" building (refer Fig.2) should preferably be not more than 17.5m. To utilize FAR, towers in conjunction with "row-type" buildings may be considered (refer Fig.3) as a typology.

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<sup>4</sup> Building with an external corridor located on one wall of the building such that it may be provided direct openings in two opposite directions, is called a "Single-loaded" building. A building with an internal corridor, providing access to units on both sides is called a "double-loaded" corridor building.

<sup>5</sup> Tower buildings have the same norms as highrise buildings but have width to breadth ratio not greater than 1:3.

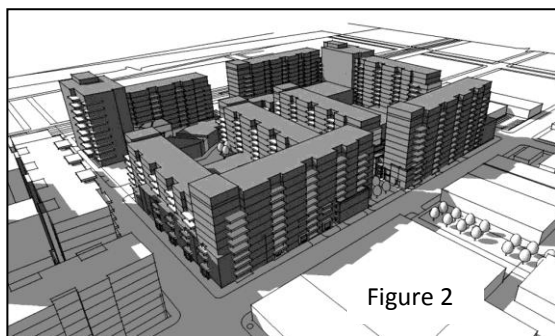


Figure 2

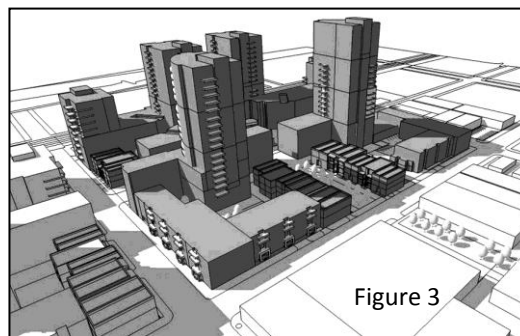


Figure 3

*Figure 2: Row Type Buildings should preferably be low-rise or mid-rise.*

*Figure 3: Towers combined with low-rise 'row-type' buildings are recommended as a typology.*

### **Sustainable landscape**

- viii. Drought resistant native species should be used to minimize water demand. Native deciduous trees are appropriate for Delhi to have dense foliage and shading in summer and sunlight penetration in winter.
- ix. Trees should be appropriately located to provide shading to buildings, streets and public spaces in summer.

### **Solid waste management**

- x. Each TOD scheme should accommodate at least one decentralized recycling, buy/sale and reuse facility, which would process all of the following:
  - o Organic Waste – Primarily food waste from kitchens, parks/ gardens and markets, can be purchased from residents, composted and sold at the centre.
  - o Dry Recyclables – paper, card, metals, plastic etc; to be purchased from residents, sorted and sold to industries recycling such waste.
  - o Hazardous Waste to be purchased from users and sent to city/regional level hazardous waste facility.
  - o Construction Waste and materials can be purchased and sold to recycling centres and/or municipalities.
  - o Residual – remaining waste to be handed to municipality for landfill.
- xi. The Waste Management Centre should preferably run on an economically feasible model. At Building level, all residential complexes should preferably have segregated garbage chutes accessible at all floors.

### **viii) Interests of Silent Majority**

TOD policy and schemes have various provisions that keep the interests of the silent majority in consideration. A few major aspects include:

- i. Provision of a mandatory mix of small dwelling unit sizes (for-sale) which shall cater to the middle-income population of Delhi.
- ii. Shared public spaces and amenities so that public investments in the area benefit a large economic section of people.
- iii. EWS provision is mandatory for any scheme, irrespective of the dominant/ zonal plan landuse.

- iv. In addition, the following uses shall be desirable within TOD Zone schemes:
- Residential uses: Affordable/ low-income housing, one and two-room apartments for sale and rent, dormitories, homes for the aged, serviced apartments for young professionals, Govt. housing for low-income employees, working women’s hostels, youth hostels, studio apartments, night shelters, etc.
  - Commercial and Civic uses: Daily-need stores like department stores, Cultural Institutions, health clubs, day-care facilities, clinics, entertainment facilities, dry-cleaners, coffee shops, small restaurants, budget-hotels, transit hotels, neighbourhood oriented retail (like clinics, cyber cafes, stationery shops, Banks, financial institutions, post offices, etc.), call centres, small institutes, training centres, health clubs, day-care facilities, clinics, entertainment facilities, dry-cleaners, etc.
  - Informal sector uses like vendors, etc.

**ANNEXURE-II  
FREQUENTLY ASKED QUESTIONS (FAQ)**

**Q1. How will increased housing stock for lower-income & middle income groups be provided through TOD? Explain the mandatory housing mix.**

In all TOD integrated schemes, a minimum of 30% of overall FAR shall be mandatory for Residential use. Additionally, this mandatory residential component shall comprise of 50% units of size ranging between 32-40 sq.m.(1 BHK) and the balance 50% comprising of homes ≤65 sq.m.(1-2 BHK). EWS FAR of 15% over and above the permissible FAR will be applicable.

The above is intended to ensure that there is an increase in affordable housing in the city for the middle income group which is currently mostly accommodated within the un-planned/ un-authorized colonies of Delhi.

A minimum 10% of FAR for commercial use and minimum 10% of FAR for community facilities is also mandatory. This component shall include the requirements of the residential population in that land parcel and also serve the people visiting/ passing through the area.

Mix of uses and FAR utilization for the remaining 50% FAR shall be as per the land use category designated in the Zonal Plan.

Indicative FAR utilization and mix of uses within various land use categories falling within TOD Zone (except Recreational):

Landuse as per ZDP (At Least 50% of total FAR to be as per ZDP Use)	Indicative Mix of Uses within FAR Utilization			
	Minimum Residential*	Minimum Commercial**	Minimum Facilities**	Indicative Mix of Uses within remaining 50% FAR, as per ZDP landuse

RESIDENTIAL	30%	10%	10%	<ul style="list-style-type: none"> <li>•Of the remaining FAR, at least 20% or more (upto 70% of total) is for Residential use.</li> <li>•Other uses are permitted upto 30%.</li> </ul>
COMMERCIAL	30%	10%	10%	<ul style="list-style-type: none"> <li>•Of the remaining FAR, at least 40% or more is to be for commercial use.</li> <li>•Other uses are permitted upto 10%.</li> </ul>
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. Additional norms as per Table 12.7 are applicable.
PUBLIC AND SEMIPUBLIC FACILITIES (PSP)	30%	10%	10%	Of the remaining FAR, at least 40% or more is to be for PSP use. Other uses are permitted upto 10%.
MIXED-USE	30%	10%	10%	Remaining 50% of FAR may be for any use.

**Q2. How will the additional infrastructure requirement (water) be addressed?**

- TOD development will also see a paradigm shift in the provision of water and sewer infrastructure by making the recycling and reuse of water more feasible and efficient, and reducing both – the overall potable water demand, as well as piping/infrastructure costs. The aim would be to efficiently utilize existing water supply without putting external pressure and accommodating more people to benefit from such strategies.
- Through redevelopment, high density and mixed use shall be introduced in the city, within which local recycling and reuse shall become **much more feasible**. Residential units require more potable water (which can partly be recycled water) and generate less waste water. Comparatively, commercial developments require less potable water, but generate more waste water (which can be recycled). Therefore the two uses are symbiotic and complement each other. Due to this, approx. 60% of the overall water supplied can be recycled/ reused even at local project level, with very little piping costs, **thus significantly reducing the net additional potable water demand for TOD projects**. In cases, extra recycled water can also be used for horticulture and local ground water recharge.

- One more important feature of TOD developments is the use of “working landscapes” which shall be mandatory. Instead of decorative parks and concretized rainwater harvesting systems, it is proposed to use more biological/ plant based treatment systems. Landscapes shall serve as both relaxation areas as well as bioswales/detention/ treatment areas. All public areas would use mainly native, drought resistant species, which hardly consume any water. All these strategies, once again shall bring down water demand, water treatment costs and increase local ground water levels, also benefit the city at large.

**Q3. What are the precautionary measures being taken for earthquake resistance?**

- At present, technologically it is well known that Earthquakes affect low-rise buildings more than high rise buildings. This is because most low-rise buildings either have individual, un-braced foundations or are load bearing, neither of which are earthquake resilient.
- Earthquake protection requires specific kind of structural treatment i.e. bracing/ binding of the foundations which makes it expensive and uneconomical for low rise buildings to invest in. So it is much more economical to go high rise after investing in stronger foundations. In addition, high-rise buildings above 22 stories necessarily require pile foundations and/or rafts/ sheer walls, etc. which automatically provide earthquake protection.
- Good case examples are cities like San Francisco, Tokyo etc. which experience very frequent earthquakes on a daily basis, but are high-rise cities. On the other hand Nepal which suffered tremendous damage during earthquake, was completely low-rise.
- Therefore earthquake safety does not have anything to do with soil type or building height, it only relates to the design of the foundation.

**Q4. How will issues of pollution & congestion be addressed through TOD?**

- In Delhi, currently, due to segregated landuse planning, people tend to live in places far from their workplaces, daily needs and recreation facilities, thus creating a need for more and more travel. Due to lack of travel options on foot/cycle and public transport, people are often forced to use their cars/two-wheelers even for short trips, thereby increasing pressure on the already stressed roads (despite Delhi having the largest area under roads as compared to any city in India). With TOD planning, people will have “the choice” to live near the public transit corridor which will attract more and more offices, civic amenities, daily needs and recreational spaces, thereby decreasing their travel time significantly. A large housing stock when released near transit corridors, will also help stabilize housing prices (with high quality amenities) making it more affordable in the long run. TOD will entail dense and market-sensitive mixed activities, smaller building block sizes, finer street networks (shortcuts) which will make neighbourhoods walkable, accessible and safe.

**Q5. Regarding the voluntary or compulsory nature of the policy and how will redevelopment take place?**

- TOD Policy for redevelopment is only a voluntary policy. The residents/cooperative societies/private developers may come forward with a minimum scheme area of 1



Ha, to get the layout and services plan for TOD schemes prepared in consultation with the concerned authority for approval. Such schemes would ensure that adequate services, open space, social infrastructure and other facilities are provided for the overall population to be accommodated within the scheme. Subsequently, within the approved scheme (min. 1 ha size), individual or amalgamated plots/clusters/blocks of minimum 3000sq.m. may be taken up for redevelopment, as per the approved scheme.

- In case any individual plot/property owner does not wish to participate in Redevelopment, they may choose do so. However, at any time if they choose to develop or redevelop their property, and it is located within the TOD zone, then adherence to TOD norms and development code shall be compulsory.

**Q6. How will integration with the areas surrounding/ adjoining the TOD Zone be taken up?**

- In order to address the issues of larger public good, connectivity and integration with surrounding neighbourhoods adjoining the TOD Zone, conceptual Influence Zone Plans (IZP) need to be prepared addressing connectivity issues and new networks of roads, NMT and open space systems.
- IZPs need to indicate the public right-of-ways, public spaces, build-to lines/ preferable location of active frontages and connectivity links to Metro Stations and probable areas where amalgamation can take place for schemes 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.
- Aspects regarding electricity, water, sewer, roads, transportation, utilities, pollution, green areas etc. and disposal or reuse of debris etc. shall be suitably dealt with by involving concerned agencies/ local bodies, during the preparation of the IZPs.
- Influence zone plans shall be prepared in a phased manner, customized to site characteristics and context. Any public or private development within the Influence Zone Plan areas should adhere to the overall framework and benchmarks provided by the Plan, for faster approvals.

The Plans for Influence Zones shall be approved by the Competent Authority.

**Q7. Regarding single window clearance / fast project clearances.**

- 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, by the concerned local body. Residents/ Cooperatives Society/ Private developers etc. can come forward with an integrated TOD scheme of minimum 1 Ha size for planning approval based on which individual plots/ buildings may be taken up for redevelopment of minimum size of 3000 sq.m. Approval of projects shall be given through a single-window software based system to reduce processing time and enable faster-paced (re)development to take place in the city.