

[To be Published in the Gazette of India Extraordinary, Part – II, Section 3, Sub Section (ii)]
DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

PUBLIC NOTICE

The following modifications which the Delhi Development Authority/Central Government has proposed to make in the Master Plan-2021 under Section 11-A of DD Act 1957, are hereby published for public information. Any person having any objections/ suggestions with respect to the proposed modifications may send the objections/ suggestions in writing to the Commissioner-cum-Secretary, Delhi Development Authority, 'B' Block, Vikas Sadan, New Delhi-110023 within a period of **Forty Five (45) days** from the date of issue of this Public Notice. The person making the objections or suggestions should also give his/her name, address, telephone / contact number and e-mail ID which should be legible.

Modifications:

MPD- 2021		
(1)	(2)	(3)
S.No.	Existing provisions- MPD 2021	Proposed Amendments- MPD 2021
Chapter 3.0 DELHI URBAN AREA 2021		
1.	<p>3.3.1.1 Planned Areas - A. Influence Zone along MRTS Corridor</p> <p>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:</p> <p>i) to vii)</p>	<p>3.3.1.1 Planned Areas - A. Influence Zone around MRTS node</p> <p>Influence Zone around MRTS node 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.</p> <p><i>i) to vii) "Deleted"</i></p>
2.	<p>3.3.2 Policy For Redevelopment Schemes</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</p>	<p>3.3.2 Policy For Redevelopment Schemes</p> <p>i) Influence Zone around MRTS node 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 /</p>

<p>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> <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</p>	<p>Heritage areas, etc. and designated as TOD Node with additional norms applicable 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 approval may be given to DE 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"> • <i>Deleted</i> <p>b) 2. Individual buildings shall be given sanction by the concerned authority within the framework</p>
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<p>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><u>c) The norms of Group Housing with respect to ground coverage, basement, parking, setbacks etc. (except FAR) shall be applicable in all areas except TOD Zone where TOD norms shall be applicable.</u></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 norms shall be applicable as per Section 12.18.</p> <p>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</p>	<p>of cluster block approval as per applicable policy.</p> <p>c) The norms of Group Housing with respect to ground coverage, basement, parking, setbacks etc. (except FAR) shall be applicable in all areas except ‘Intense Development Area’ of TOD where TOD norms shall be applicable.</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> <p>xv) “Deleted”</p>
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	<p>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.</p>	
Chapter 4.0 SHELTER		
3.	<p>Annexure- 4.0 (I)</p> <p>Note:</p> <p>i) Transit Oriented Development (TOD) policy would not be applicable to the influence zone of MRTS corridors lying within the villages falling in Low Density Residential Area.</p>	<p>Annexure- 4.0 (I)</p> <p>Note:</p> <p>i) <i>“Deleted”</i></p>
Chapter 12.0 TRANSPORTATION		
4.	<p>12.4.1 Synergy Between Transport And Land Use</p> <p>The concept of Metro Rail System. 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. The concept of Transit Oriented Development (TOD) needs to be adopted such that maximum number of people can live, work or find means of recreation within walking/ cycling distance of the MRTS corridors/ stations.</p> <p>TOD is essentially any development, macro or micro, that is focused around a transit node, and facilitates complete ease of access to the transit facility, thereby inducing people to walk and use public transportation over personal modes of transport.</p> <p>TOD is generally characterized by compact, high-density, mixed use development near new or existing high quality public</p>	<p>12.4.1 Synergy Between Transport And Land Use</p> <p>The concept of Metro Rail System. In 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. The concept of Transit Oriented Development (TOD) needs to be adopted such that maximum number of people can live, work or find means of recreation within walking/ cycling distance of the MRTS nodes/ stations.</p> <p><i>“Deleted”</i></p>

	<p>transportation infrastructure that provides housing, employment, entertainment and civic functions within walking distance of the transit system. Pedestrian-oriented design features of TODs encourage residents and workers to use their cars less and ride public transit more.</p> <p>The primary goals of TOD are to:</p> <ol style="list-style-type: none"> 1. Reduce/ discourage private vehicle dependency and induce public transport use – through policy measures, design interventions & enforcement. 2. Provide public transit access to the maximum number of people through densification and enhanced connectivity. <p>A dynamic city-level integrated transport-land use model for Delhi needs to be prepared to assess transportation and land use planning needs of the city. It is proposed that integrated redevelopment schemes of the influence area of MRTS stations be prepared based on TOD principles.</p>	
5.	12.4.2. Transit Oriented Development (TOD) Principles	12.4.2. “Deleted”
6.	<p>12.9. Rail</p> <ul style="list-style-type: none"> • Incentives such as TOD may be provided to ring railway at particular stations which may overlap with Metro stations or Railway terminals, in order to generate cross-subsidy for improvement of the system. 	<p>12.9. Rail</p> <p>“Deleted”</p>
7.	<p>12.11. Intercity Passenger Movement</p> <p>12.11.1. Rail</p> <p>RRTS stationsto commuters. Since RRTS is a Mass Rapid Transit System, Transit Oriented Development (TOD) along RRTS corridors shall be permissible as per the provisions of the Master Plan.</p>	<p>12.11. Intercity Passenger Movement</p> <p>12.11.1. Rail</p> <p>RRTS stations to commuters. Transit Oriented Development (TOD) around identified RRTS stations shall be permissible as per the provisions of Chapter 20.</p>
8.	<p>12.14.3.6. Multi-Level Parking for Public Buses</p> <p>iv. If the bus depot site lies with the MRTS influence zone, Norms as per 12.18.1-2 shall</p>	<p>12.14.3.6. Multi-Level Parking for Public Buses</p> <p>iv. Bus depot/ terminal only if identified as</p>

	be applicable.	TOD node to be developed as per TOD norms.											
9.	Table 12.7 Development Controls for Transportation [Development Controls (4)]												
	<p>S. No. 2. All Rail Terminals / Integrated Passenger Terminals/ Metropolitan Passenger Terminals may be developed as per TOD norms, subject to traffic and transportation studies related to surrounding road network.</p>	<p>All Rail Terminals / Integrated Passenger Terminals/ Metropolitan Passenger Terminals shall be developed as per following:</p>											
		<table border="1"> <thead> <tr> <th>Area under Operation (%)</th> <th>Area under building (%)</th> <th>FA R</th> <th>Floor area that can be utilised for passenger accommodation</th> </tr> </thead> <tbody> <tr> <td>70</td> <td>30</td> <td>100</td> <td>15%</td> </tr> </tbody> </table>	Area under Operation (%)	Area under building (%)	FA R	Floor area that can be utilised for passenger accommodation	70	30	100	15%			
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	<p>Only identified Rail Terminal/ Integrated Passenger Terminal Metropolitan Passenger Terminal to be developed as per TOD norms.</p>												
	<p>S. 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.</p> <p>S. No. 5 e. 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.</p> <p>S. 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.</p>	<p>S.No.4D. Bus depot/ terminal only if identified as TOD node to be developed as per TOD norms.</p> <p>S. No. 5 e. However, ISBT only if identified as TOD node to be developed as per TOD norms.</p> <p>S. No. 8 “Deleted”</p>											
10.	<p>Table 12.7: Development Controls for Transportation</p> <p>Development Controls for Metro Stations</p>	<p>Table 12.7: Development Controls for Transportation</p>											

	<p>and Railway Stations / Terminals:</p> <p>2.This enabling provision of property development would have the following broad development controls:</p> <p>i. TOD norms as per Section 12.18 and 17.0 Development Code shall apply to all property development of metro/ railway stations, except for those corridors lying within Low Density Residential Area (LDRA) of Urban Extension.</p>	<p>Development Controls for Metro Stations:</p> <p>2.This enabling provision of property development would have the following broad development controls:</p> <p>i. 25% ground coverage and 100 FAR, including area under Metro Station with no height restrictions and subject to approval of the statutory bodies such as ASI, Airport Authority, DUAC etc.</p> <p>ii. In addition to the requirement of parking for Metro Stations, parking for the commercial component will be @ 2 ECS per 100 sq.m.</p> <p>iii. The development shall be undertaken in a composite manner and DMRC shall obtain approval of all the concerned local bodies/ agencies.</p> <p>iv. TOD norms as per Chapter 20.0: Transit Oriented Development (TOD) Policy shall apply to property development of metro station, only if such metro station is identified as TOD Node.</p>
11.	12.18. Development Control Norms for Transit Oriented Development (TOD)	<i>“Deleted”</i>
Chapter 13.0 SOCIAL INFRASTRUCTURE		
12.	<p>Table 13.2: Development Controls for Health Facilities</p> <p>FAR:</p> <p>For plots falling under Influence Zones of MRTS/ Major Transport Corridors such as Metro and BRT Corridors, 50% more FAR should be available.</p>	<p>Table 13.2: Development Controls for Health Facilities</p> <p>FAR:</p> <p><i>“Deleted”</i></p>
Chapter 17.0 DEVELOPMENT CODE		
14.	<p>CLAUSE 4.0 USE ZONES DESIGNATED</p> <p>• TOD ZONE</p> <p>The TOD Zone shall be delineated in all relevant Zonal Plans as per 3.3.1.1 A. This Zone shall allow 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</p>	<p>CLAUSE 4.0 USE ZONES DESIGNATED</p> <p><i>“Deleted”</i></p>

	PS2. Norms shall be applicable as per 12.18.																	
15.	<p>Table 17.1 Minimum Setbacks</p> <p>Minimum Setbacks for integrated TOD schemes:</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 bylaws 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>“Deleted”</p> <p>Note:</p> <p>ii) “Deleted”</p> <p>iii) The setbacks are subject to requirements of height and ventilation as per building byelaws.</p> <p>vii) “Deleted”</p> <p>viii) “Deleted”</p>																
16.	Table 17.2 Minimum Active Frontage and built to ROW line requirements	“Deleted”																
17.	<p>Table 17.2: Parking Standards</p> <p>6. All use premises within TOD Zone</p>	<p>Table 17.2: Parking Standards</p> <p>“Deleted”</p>																
18.	<p>TABLE 17.4: Indicative On-site Parking (ECS) Requirements for Projects</p> <table border="1"> <thead> <tr> <th>Modes</th> <th>Distribution by modes per 1 ECS/100 sq.m. of Built Up Area within TOD Zone.</th> </tr> </thead> <tbody> <tr> <td>Cars/ Taxi</td> <td>0.60</td> </tr> <tr> <td>2 Wheelers</td> <td>0.10</td> </tr> </tbody> </table>	Modes	Distribution by modes per 1 ECS/100 sq.m. of Built Up Area within TOD Zone.	Cars/ Taxi	0.60	2 Wheelers	0.10	<p>TABLE 17.4: Indicative On-site Parking (ECS) Requirements for Projects</p> <table border="1"> <thead> <tr> <th>Modes</th> <th>“Deleted”</th> </tr> </thead> <tbody> <tr> <td>Cars/ Taxi</td> <td></td> </tr> <tr> <td>2 Wheelers</td> <td></td> </tr> <tr> <td>Cycles</td> <td></td> </tr> <tr> <td>Buses/ Shared</td> <td></td> </tr> </tbody> </table>	Modes	“Deleted”	Cars/ Taxi		2 Wheelers		Cycles		Buses/ Shared	
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	Cycles	0.10	Vans	
	Buses/ Shared Vans	0.10	Commercial Vehicles	
	Commercial Vehicles	0.10		

The text indicating the proposed modifications shall be available for inspection at the office of Dy. Director (MP), Delhi Development Authority, 6th floor, Vikas Minar, I.P. Estate, New Delhi on all working days during the period referred above. The text indicating the proposed modifications is also available on DDA's website i.e. www.dda.org.in.

File no. F. 20 (7)2015/MP

Date: 28.02.2020

New Delhi

S/d-
(D. SARKAR)
COMMISSIONER-CUM-SECRETARY,
DELHI DEVELOPMENT AUTHORITY