

**GOVERNMENT OF INDIA  
URBAN DEVELOPMENT  
LOK SABHA**

UNSTARRED QUESTION NO:3831  
ANSWERED ON:12.08.2015  
Regulations and Development Norms  
Khadse Smt. Raksha Nikhil;Sathyabama Smt. V.

**Will the Minister of URBAN DEVELOPMENT be pleased to state:**

Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether Floor Area Ratio (FAR) to Floor Space Index (FSI) is much lower in the country compared to the international cities;
- (b) if so, the corrective action taken/being taken by the Government in this regard;
- (c) whether the Government proposes to revise/amend the Regulations and Development Norms in the metros especially from the Economically Weaker Sections (EWS) housing perspective and if so, the details thereof;
- (d) whether the Government has increased the FAR in Delhi for constructions such as metro to sort out the issue of traffic congestion;
- (e) if so, the details thereof and the details of present and previous FAR?

**Answer**

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT  
(SHRI BABUL SUPRIYO)

(a): Yes, Madam. Floor Area Ratio (FAR) to Floor Space Index (FSI) is much lower in comparison to International Cities. For example,

Delhi, Mumbai and Chennai have FSI of 1.2 to 3.5, 1.5 and 1.33 respectively whereas New York, Seoul, Hong Kong and Singapore have FSI of 17, 10, 5 and 10 respectively.

(b): Delhi, Mumbai, Chennai, Bangalore, Pune have proposed a higher FSI in their Development Plans.

(c): As per the Guidelines issued by Ministry of Housing and Urban Poverty Alleviation on 'Housing for All', it has been provided that State can revise the Development Control Regulations in which builders can build houses for eligible Slum dwellers who are unauthorisedly occupying the Government land free of cost on a Public Private Partnership (PPP) model. The State land or additional FSA and TDR (Transferable Development Rights) provided by State Government and some part of the line can be exploited for commercial purposes.

(d): Ministry of Urban Development has approved the Transit Oriented Development Policy for Delhi which proposes a significantly higher FAR of 400 on the entire amalgamated plot being developed/redeveloped in the TOD zone.

(e): The details is at Annexure. The maximum FAR for Delhi is proposed to be now 400 as against the existing FAR ranging from 150 to 350 depending on the location.

\*\*\*\*

Annexure  
(Reply to part (e) of the Question)

TOD (Transit Oriented Development) Policy for Delhi

â€¢ The TOD policy for Delhi has been approved by the Urban Development ministry which proposes a significantly higher FAR of 400 on the entire amalgamated plot being developed/redeveloped in the TOD zone. However, these higher norms can be availed only for plots of area of 1 Ha or more for which a comprehensive integrated scheme has to be prepared. In contrast, the minimum scheme area for undertaking redevelopment outside TOD zone is 4 Ha. Within an approved scheme area in TOD Zone, development can be taken up in phases for minimum plot size of 3,000 ? at a time. Minimum scheme area for development by Mass Rapid Transit System (MRTS) agencies such as DMRC, Rapid Rail Transit System (RRTS) and Railways will be 3,000 ?.

â€¢ Additional FAR may be availed only through Transferable Development Rights (TDR), for schemes larger than 1 Ha.

â€¢ Entire approved layout plan of a scheme will be included in influence zone if more than 50% of the plan area falls inside the influence zone.

â€¢ It will be mandatory to use a minimum of 30% of overall FAR for residential use, a minimum of 10% of FAR for commercial use and a minimum of 10% of FAR for community facilities. Utilization of remaining 50% FAR shall be as per the land use category designated in the Zonal Plan. For example, in residential use zone, of the remaining 50% of overall FAR, at least 20% will be for residential use and other uses are permitted up to 30%. Similarly in commercial use zone, of the remaining 50% of overall FAR, at least 40% will be for commercial use and other uses are permitted up to 10%.

â€¢ There shall be a mix of Housing types for a wide range of income brackets within communities with shared public spaces/ greens/ recreational facilities/ amenities, which will minimize gentrification and create more community oriented developments.

â€¢ The mandatory residential component covering 30% FAR shall wholly comprise of units of 65 ? area or less. Out of these half of the FAR, i.e. 15% of the total FAR, has to be used for units of size ranging between 32-40 ?. Over and above this, an additional mandatory FAR of 15%, i.e. FAR of 60 has to be utilized for Economically Weaker Sections (EWS). The size of EWS units will range between 32-40 ?. This is a significant pro-poor and pro middle class measure which will further the objectives of 'Housing For All' Mission.

â€¢ For example, in a 1 Ha (10,000 ?) plot, the permissible FAR of 400 amounts to 40,000 ?. Out of this, it will be mandatory to provide 30% i.e. 12,000 ? for units of 65 ? area or less. Out of this 12,000 ?, 50% i.e. 6,000 ? has to be used for units ranging between 32-40 ?. Over and above these, it shall be mandatory to use 15% of permissible FAR i.e.  $40,000 \times 0.15 = 6,000$  ? for EWS units ranging between 32-40 ?. Thus, in a TOD development/ redevelopment on 1 Ha area, 18,000 ? (45%) of built up area has to be used for providing housing units for the poor and middle class.

â€¢ 20% of land shall be used for roads/ circulation areas. 20% area for green open space shall be kept open for general public use at all times. Further, 10% area of green area may be for exclusive use.

â€¢ MRTS agencies have been exempted from providing the mandatory 30% residential component which is part of the TOD norms applicable to all other Developer Entities (DEs).

â€¢ Computerized single window clearance system shall be adopted for approval of TOD projects.

â€¢ Increase in safety especially for women and children using public transport or walking at night shall be facilitated through changes in key Development Code aspects such as revised setback norms, dispensing with boundary walls, having built to edge buildings with active frontages which provide 'eyes-on-the-street', etc."

\*\*\*\*\*