

- (vi) If in the basement, the transformers shall be adequately protected against fire by a high velocity water spray or a CO₂ flooder of suitable capacity, depending upon the size of the transformer.
- (vii) The switchgears, if any shall be housed in a separate room with suitable fire resistance walls.
- (viii) The transformers shall be located only in the periphery of the basement or ground floor, observing suitable clearances.
- (ix) DCP or CO₂ portable fire extinguishers of a minimum capacity of 10 kg. shall be kept near the doorway housing the transformer.
- (x) All indoor transformers shall be subjected to periodic inspection and shall be replaced in good time so that there is no fire risk.
- (xi) The room shall be well ventilated so that the transformer remains cool.
- (xii) The room shall have emergency and automatic lighting with independent power supply.

47. Layout and sub-division Rules.— (1) This rules seeks to ensure access to plots by way of roads and private passages, creating hierarchy of roads depending on the road length and intensity of developments in the area and also to provide adequate linkages to the existing roads and further to provide proper circulation pattern in the area, providing required recreational spaces such as parks or playgrounds, and providing spaces for common amenities such as schools, post and telegraph offices, fire stations, police stations etc.

- (a) The minimum width of the public street or road on which the site abuts or gains access shall be 7.2m. for residential layout developments and 9m. for industrial layout developments. For subdivisions the minimum width of the passage or public streets or road on which the site abuts or gains access shall be as required for different uses and types of developments.
 - (b) The minimum width stated above shall be the existing width of the road and not the street alignment prescribed.
- (2) When layout site abuts a National or State Highway or Bye Pass Road, a Service Road of having a minimum width of 7 m shall be provided which shall include 1m wide median having width of 0.5m to 1.0m and to a height of 0.30m to 0.45m separating the main road from the service road. There would not be any necessity to obtain an NoC from the National or State Highway authorities for any such layout development.
- (3) The width of the streets or roads and passages in the layouts or subdivisions or amalgamations shall conform to the minimum requirements given below:
- (a) **Residential developments.—**

Description (1)	Minimum width (2)	Remarks (3)
A. Passage		
(i) In Economically Weaker Section areas and continuous building areas:	1.0 metre 1.5 metre	The passage will remain private
a) For single plot		
b) For two to four plots		

(ii) When it is intended to serve upto two plots and length of the passage does not exceed 40 metres.	3.0 metres	The passage will remain private
(iii) When it is intended to serve up to four plots and length of the passage does not exceed 80 metres.	3.6 metres	-Do-
(iv) When it is intended to serve up to ten plots and length of the passage does not exceed 100 metres.	4.8 metres	-Do-
B. Streets and Roads		
(i) Streets of length does not exceeds 120 metres	7.2 metres	All streets shall become public
(ii) Streets of length more than 120 meters but below 240 metres	10.0 metres	All streets shall become public
(iii) Roads of length more than 240 metres but below 400 metres	12.0 metres	All streets shall become public
(iv) Roads of length between 400 metres to 1,000 metres	18.0 metres	All streets shall become public
(v) Roads of length more than 1000 metres	24.0 metres	All streets shall become public

Note

- (1) In case of layout the minimum extent of plot shall be 32 sq.mts. for EWS and 72 sq.mts. for other category of plots.
- (2) Minimum width of the road within a layout that is extendable to the adjacent land parcels shall not be less than 9 m in width.

(b) Industrial Development

Description (1)	Minimum width of passage (2)	Remarks (3)
(1) When it is intended to serve only one plot and length of the passage does not exceed 100 metres	5.0 metres	The passage will remain private
(2) When it is intended to serve two to five plots and the length of the passage does not exceed 120 metres	7.2 metres	The passage will remain private
(3) When it is intended to serve more than 5 plots	12.0 metres	The street shall become public.

Note:

Notwithstanding anything contained above the competent authority reserves the right to revise layouts proposed by the applicant and applied for sanction in order to provide for better or adequate linkages and proper circulation pattern considering local conditions etc.

(4) Cul-de-sacs can be provided when their length do not exceed 60 metres. At the closed end, they shall be provided with a turnaround area of 9m. x 9m. or provisions for reversing cars satisfying standards.

(5) Splay: -

A splay at the intersection of two or more streets or roads shall be provided subject to the minimum dimensions given below:

Sl. No	When the narrower road is of width	Min. splay
1	Upto 9.0m.	1.5m. x 1.5m.
2	More than 9.0m. Upto 12m	3.0m. x 3.0m.
3	More than 12m. Upto 30.5m	4.5m. x 4.5m.
4	More than 30.5m.	6.0m. x 6.0m.

(6) Reservation of land for recreational purposes in a layout or sub-division for residential, commercial, industrial or combination of these uses shall be as follows.

Extent of layout (1)	Reservation (2)
For the first 3000 square metres	Nil
Between 3000 square metres and 10,000 square metres	10 per cent of the area excluding roads or in the alternative he shall pay the guideline value of equivalent land and excluding the first 3000 square metres as per the valuation of the registration department. "No such area reserved shall measures less than 100 square metres with a minimum dimension of 10 metres."
Above 10,000 square metres	10 per cent of the area excluding roads. It is obligatory to make the reservation and no equivalent land cost in lieu of the same is acceptable.

- (a) The land for community recreational purposes shall be restricted to ground level, in a shape and location to be specified by the competent authority. The land so reserved shall be free from any construction by the layout owner or developer.
- (b) The building and use of land shall conform to the conditions that may be imposed while sanctioning the layout. The space set apart for commercial, institutional, industrial or other uses shall be used only for the purpose set apart. However conversion of the use of these non-residential use sites can be considered and decided on its merits when it is proved by the developer that demand for the same does not exist.
- (c) Structures for watchman's booth, gardener's instrument room, public toilet and police booth for the purpose of maintenance and toilets may be permitted with total floor area not exceeding 5 percent the total OSR area in one place.
- (d) Public Parking lot may be permitted in basement below the OSR.
- (e) Rain water harvesting water tanks and STP may be permitted below the OSR.
- (7) (a) The space set apart for roads (except those which may remain private) and the 10% area reserved for recreational purposes shall be transferred to the Local

- Body free of cost through a registered gift deed before the actual sanction of the layout. The exact mode of conveyance should be consistent with the relevant enactment and regulations.
- (b) In cases of industrial estates developed by Government department or agencies, the competent authority reserves the right to allow them to retain the spaces set apart for roads and the recreational spaces as parks or play grounds and maintain them for the purposes to the satisfaction of the competent authority.
- (c) The competent authority reserves the right to reserve space for recessed bus stops as part of the road space in the layouts exceeding 2 hectares, where found necessary on public interest and this part of the road space also be transferred free of cost as stated in the clause (a) above.
- (8) One per cent of layout area excluding roads, additionally, shall be reserved for "Public Purpose" in all layouts. Within the above ceiling 0.5% of area shall be transferred to the Local Body and 0.5% of area shall be transferred to the TANGEDCO free of cost through a registered gift deed before the actual sanction of the layout.
- (9) In cases where the extent of the residential layout exceeds 10,000 sq.m. (1 hectare) ten per cent of layout area (excluding roads) shall be developed as EWS plots and the owner or developer or promoter shall sell these plot only for this purpose. No conversion or amalgamation shall be permissible in these cases of EWS plots at any point of time.
- (10) When the area of land proposed for subdivisions is 20 hectares or more the competent authority may reserve at least 3 percent of the total area for commercial purposes.
- (11) The cost of laying improvements to the systems in respect of road, water supply, sewerage, drainage or electric power supply that may be required as assessed by the concerned authority, namely, the local body and Tamil Nadu Electricity Board, shall be borne by the applicant.
- (12) Notwithstanding anything stated above, layouts for EWS housing, site and services schemes, and Slum improvement may be approved subject to certain conditions as may be stipulated by the Competent Authority.

48. Transferable Development Rights.— (1) In certain circumstances, the development potential of the whole or a part of the plot or site may be separated from the land itself and may be made available to the land owner in the form of Transferable Development Rights (TDR) excepting in the case of existing or retention users, or any compulsory reservation of space for public purpose or recreational use or EWS or social housing etc. in the cases of subdivisions or layouts or Non High Rise Buildings or or High Rise Buildings or such other developments prescribed in these rules.

- (2) Transferable Development Rights (TDR) shall apply to cases, where a private land is required for-
- (i) any road widening or new road formation as proposed and notified by the local body or the Government department or agency
- (ii) any traffic and transport infrastructure development such as bus stops or Bus stands, metro rail, Bus Rapid Transits System etc.