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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

21/7/2017
GM
PCE
A LDRM

No. 2015/LML-I/19/2

New Delhi, Dt.: 17/07/2017

NWR

✓ General Manager,
All Zonal Railways.

Principal Chief Engineer,
All Zonal Railways.

Sub.: Procedure for issue of 'No Objection certificate' for construction/redevelopment of Government and private building on land adjoining railway boundary.

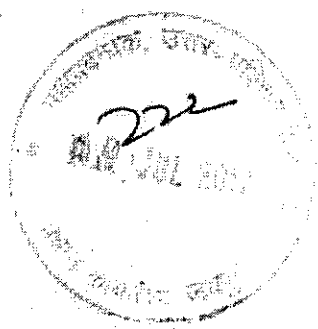
Ref.: Central Railway's letter No. W.419.L.NOC.GENL (IV) dated 29/06/2017.

Please refer to Board's letter of even No. dated 25/06/2015 on the above cited subject wherein it has been mentioned in para 2 (a) that who had asked for NOCs were asked to submit three documents, one of them read as "Clear title of land in favour of applicant supported by all related documents" now it has been decided that this should not be insisted upon but Railway must ensure that the building/part of building should not lie on railway land.

Please acknowledge receipt.



(Ramesh Kumar)
Director/Land & Amenities
Railway Board



REN/6-5

Pl. Circulate
to all concerned
put up a copy

7/2

ost/land

Pl. Circulate

00/07

PCE
25

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

PCE'S OFFICE

NWR-JAIPUR New Delhi, dated 25.06.2015

⑧

03 JUL 2015

CTE
CBE
CPBE
Secy. to PCE

CTE/TMC
CTE/TS
CGE
PCE

No. 2015/LML-I/19/2

General Manager
All Zonal Railways.

Principal Chief Engineer
All Zonal Railways.

Sub.: Procedure for issue of 'No Objection Certificate' for construction/ redevelopment of Government and private building on land adjoining railway boundary.

Ref.: Railway Board's letter No.2008/LML/19/17 dated 16.2.2010 and No.94/LM(L)/14/22 dated 29.8.95

The construction of Government and private buildings near the railway land is governed by para 827 of the Indian Railways Works Manual (IRWM). The basic intention behind the stipulations of the para is to safeguard Railway's interest in such a manner that no future encroachments take place and there is no accrual of easement right such as, Right of Way, Right to discharge sullage and storm water, etc. on railway land over a period of time. Although, it has been mentioned that an open space of approximately 30 metres between the Railway land boundary and the nearest edge of the building (the exact space to be left being governed by the local conditions) be suffice, it is also stipulated that in cities and towns, where land is valuable, it is not expected of the land owner of a plot to leave a large vacant space between his building and the railway boundary and it is deemed that Railway's interest will be adequately safeguarded if sufficient vacant space is left so as to ensure development of any future road access and drainage outside the railway land and to avoid request for surrender of railway land for such facility at future date. The duties and role of railway officials regarding dealing with utilisation of land as adjoining the railway land boundary have been clearly defined in para 827 of IRWM 2000.

2.0 Railways NOC is required for construction of building within 30 metres from railway boundary as per para 827 of IRWM. Instructions with regard to issue of "No Objection Certificate" (NOC) for construction/ redevelopment of Government and private building on land adjoining railway boundary have been issued vide above referred letters. It is observed that Railways are following different procedure and in some zonal railways too much time is taken in granting NOC. Hence a need is felt to streamline the

02 JUL 2015

procedure. The Party be asked to submit the following documents along with request letter duly forwarded by State Government/ Local authority to the concerned Divisional office.

- a) Clear title of land in favour of applicant supported by all related documents
- b) Detailed drawing of the building showing complete layout (including height, width and length).
- c) Structural stability certificate by a Civil/Structural Engineer.

3.0 After receipt of request, the site verification is to be done by the field units. Field officials should check and certify the width of railway land and distance of plots from railway boundary. Rail level, ground level, etc. shall be taken. Sufficient open space be left between Railway boundary and nearest edge of building to ensure that it will not result into accrual of various easement rights as mentioned in para 1.0 above. Plot should be marked in the sketch with reference to KM post and permanent structures. Railway land width shall be verified with the certified land plan.

4.0 A drawing showing all the aspects as mentioned in para 3.0 above and other aspects like drainage arrangements, access arrangement to building, height, length, width of building and distance between Railway boundary & nearest edge of building be prepared, which will be jointly signed by all concerned.

5.0 On receipt of verification from the field units, further scrutiny of the request is to be done in the division. The proposal may also be got verified, if required, from construction units to confirm that the land is not under acquisition.

6.0 The proposal of NOC duly approved by DRM should be sent to headquarters. The plan should be signed by CE/G (or SAG officer dealing with the subject in headquarters) in token of his approval. After approval of CE/G (or the SAG officer dealing with the subject in headquarters), one copy of the plan be kept in HQ for record and the original plan be returned to the Division for issuing the NOC.

7.0 Whenever a NOC application is received in railway, the case should be thoroughly examined duly verifying the site conditions and taking into consideration factors such as safety to trains, land boundaries, disposal arrangements for waste, road

availability etc. Disposal of wastes such as sewage & Sullage water and disposal from septic tank should be away from the railway land.

8.0 The total 60 days is the time limit for granting NOC. Railway should keep a continuous watch on construction along the railway boundary and ensure that no construction is allowed without railway's NOC. A data base of NOC cases shall be maintained by the railways.

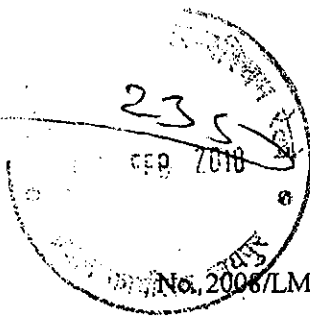
9.0 As regards compliance of provisions of development control regulations or other rules issued by State Government/ Local authorities in this regard, it is for the State Government/ Local authority to examine and ensure compliance of the same. The provisions of IRWM are not meant to unnecessarily restrict the utilisation of the land adjoining railway land on the plea that such land may be required for future development of the railway system. *In case land is required by Railway at a future date, it is only fair that the same is acquired after paying due compensation for the land and the built up property thereof.*

10.0 In case of high rise buildings/ buildings with basements, where deep digging is involved in close proximity to Railway track. Railway should examine the drawings and construction methodology and ensure that under no circumstances safety of Railway track is affected during or after construction. If necessary, Railway may stipulate site supervision/ inspection, etc., by Railway official during construction stage as well as inspection during lifetime of the building to ensure that building/basements do not affect the safety of trains.

Please acknowledge receipt of the letter.


(Ramesh Kumar)
Director (Land & Amenities)
Railway Board.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)



No. 2008/LML/19/17

General Managers
Principal Chief Engineers
All Zonal Railways

19 FEB 2010

RECEIVED

RB/L&A No. 091/2010

New Delhi, dt. 16.02.2010.

Per Tamara General

Cell P1.

Str

25/2

Circular to G.O.
for compliance
2-11

Sub:- Issue of No Objection Certificate for construction / redevelopment of Government and Private building on land adjoining Railway boundary.

1. A number of representations have been received regarding granting of No Objection Certificate for undertaking construction/redevelopment of buildings in land adjoining Railway land.
2. Instructions have already been issued in this regard in the past vide Board's letter No. 94/LML/14/22 dated 29.08.1995; stating that as the land in urban area has become very valuable, Railways should adopt a pragmatic approach, examine building plans ensuring that layout of the building should not result into accrual of various easement rights.
3. The issue has again been examined in Board. The duties and role of Railway officials regarding dealing with utilization of land adjoining Railway land boundary have been clearly defined in Para 827 of IRWM 2000. Railways need to examine the proposal for construction/redevelopment of buildings/structures on adjoining land in an objective and pragmatic manner in terms of Railway rules/instructions accordingly. If after examining the proposal, Railway is of the opinion that the proposed structure will not lead to accrual of any easement rights, issuance of NOC can be considered. As regards compliance of provisions of development control regulations or other rules issued by State Govt./Local Authorities in this regard, it is for the State Govt./local Authority to examine and ensure compliance of the same.
4. In case of high rise buildings or buildings with basements or where deep digging is involved in close proximity to Railway track, Railway should examine the drawings and construction methodology and ensure that under no circumstances safety of Railway track is affected during or after construction. If necessary, Railway may consider stipulations of site supervision, inspection, etc., by Railway during construction stage as well as inspection, during lifetime of the building to ensure that building / basements do not affect Railway's train operations.

Please acknowledge receipt.

(Signature)

(M. K. Panda)
Dy. Director (Land & Amenities)
Railway Board.

CAGE

The matter is related to safeguarding the railway interest on the land adjoining railway boundary. The policy on the subject are being dealt by General Secn. So, may be sent to CGE.

C:\Documents and Settings\newuser\Desktop\LML.doc

DS/LM

Placed on
Policy file &
circulated to all
divisions

27/11/10

ACQUISITION, MANAGEMENT & DISPOSAL OF LAND

other purpose but does not include buildings or places forming part of an installation;

2) Any public road or a Railway line which is not used exclusively as an oil siding; and

3) Overhead high tension power lines.

(ii) In the case of underground storage tanks, it is not necessary to maintain any safety distances around the storage tank.

(iii) 1) Petroleum class A means Petroleum having its flashing point below 23 degree C.

2) Petroleum class B means petroleum having a flash point of 23 degree C and above but below 65 degree C.

3) Petroleum class C means petroleum having a flash point of 65 degree C and above but below 93 degree C.

Flashing point of any petroleum means the lowest temperature at which it yields a vapour which gives a momentary flash when ignited. It is determined in accordance with the provisions of the Petroleum Act.

(iv) The area of land which is licensed for the purpose of an oil installation on which rent is to be paid should be the whole area including the safety areas prescribed in sub-para (g).

826 Laying Of Oil Pipelines

a) *Laying of oil pipe lines for installation other than those for bulk oil installations :-*

i) No oil pipe line for conveyance of petrol or other oil is permitted on railway land without the special sanction of the Chief Engineer/ Chief General Engineer.

ii) Where the sanction to the project has been obtained, a set of rules for the laying, construction and maintenance of pipe line from the point of view of safety of the travelling public and railway property shall be drawn up by the Railway administration in consultation with the Commissioner of Railway Safety before the work on the project is permitted.

The pipe line shall comply with all the relevant provisions of the petroleum rules relating to transport of petroleum by pipe lines vide para V of Chapter III of the Petroleum Rules, 1976.

b) Licensing of land for laying of pipe line, sewer line etc. to State Government and local bodies can be approved by G.M. with FA&CAO's concurrence. However, for other agencies, permission of Railway Board would be required.

827 Construction of Government and private buildings near Railway land

a) 1. While it may be realised that Railways have a prior right of acquisition and utilisation of land adjacent to Railway boundaries, the Railway Administration can only insist on previous intimation being given by the revenue authorities or the local Govt. when such lands are assigned for specific purposes. For the prevention of encroachments on railway land such as by the erection of buildings and platforms and the gradual accrual of easements such as right of way and a right to discharge sullage or storm water

ACQUISITION, MANAGEMENT & DISPOSAL OF LAND

over Railway land, it is desirable that sufficient open space be provided between the railway boundary and the nearest face of any structure erected on adjoining land.

2. The interest of the Railways will be suitably safeguarded by providing for:

i) an open space of approximately 30m being left between the railway boundary and the nearest edge of a building constructed on adjacent land, the exact space to be left being governed by local conditions; and

ii) intimation regarding proposed construction on lands adjacent to the railway boundary being given to the railway authorities at least 90 days before the commencement of erection work.

3. The lands adjoining the railway boundary will be either privately owned or nazul and will be either included in a municipal area or not. Regarding private lands not included in a municipal area, there appears to be no method of enforcing the provisions mentioned above. As regards private lands included in a municipal area, the provisions can be made applicable by incorporating them in the municipal bye-laws and if the state governments have no objection, the municipal committees of the state may be asked to frame bye-laws to this effect. As regards nazul lands, both inside and outside municipal areas, it is suggested that if the state governments have no objection, suitable provision may be made in the conditions governing transfer, at the time of making grants".

b) In cities and towns where land is valuable and the cost high, it is not expected of the owner of a plot to leave a large vacant space between his building and the Railway boundary. The Interests of the Railway would be adequately safeguarded if sufficient vacant space is left so as to facilitate future road and drainage developments outside the railway land to avoid requests for surrender of railway land for access at a future date. Railways should insist on barest minimum distance. Barest minimum distance shall be ascertained by examining building plans and ensuring that the lay out of the building shall not result into accrual of various easement rights as mentioned above.

c) It is necessary that the Chief Engineer should arrange with each State Authority to frame rules in connection with the following:-

i) The procedure to be adopted for obtaining the Railway Administration's opinion before consenting to the assignment of land adjacent to railway limits for any specific purposes.

ii) The extent of open space to be left outside the railway boundaries for Government owned and privately-owned lands. Such orders may be issued by the State Governments in the form of government circulars or government orders, copies of which should be carefully recorded in the offices of the Chief Engineer, Divisional Engineer and Assistant Engineer.

d) Construction of a building or other structure near a station yard or between stations adjacent to the railway limits and within the zone specified in the said government circulars or orders, should be

ACQUISITION, MANAGEMENT & DISPOSAL OF LAND

intimated at its commencement by the Section Engineer (P.Way/Works) to the Divisional Engineer and Assistant Engineer by telegram and copies to the local authority, furnishing brief particulars with Kilometrage and the distance of the structure from the railway boundary. This action should be immediately followed by a brief report and a sketch of the construction. On receipt of the report, the Divisional Engineer should address the local authority to arrange stoppage of the construction.

828 Earning From Railway Land And Its Monitoring

Once a year each AEN will arrange a detailed survey of existing sources of earnings like grass, fruit trees, fish ponds etc., from Railway land including outstanding dues to be recovered.

Immediate action for issue of auction notice etc., will be taken to have the maximum earnings out of these sources. Targets will be set under the following heads and the same will be advised to Headquarters for the corresponding year, based on the survey of existing resources and outstanding dues (including those of commercial department) to be recovered.

- i) Licensing of land for grow more food
- ii) Sale of grass rights
- iii) Sale of fruits of trees
- iv) Sale of fishing rights
- v) Sale of dry and matured trees
- vi) Licensing of land for Teh Bazari and for shopping purposes.
- vii) Licensing of land for other purposes.
- viii) Licensing of land to oil companies.
- ix) Way leave facilities and easement rights along road and rail approaches.

Section Engineer (P.Way/Works) and AENs during routine trolley inspection will make entries of such sources in their diaries which will also be checked by higher officers during inspection.

Monthly progress of earnings under above heads shall be reported by Section Engineer (P.Way/Works) and AEN to Divisional Office who shall report the same to headquarters.

PPPPPPPP

**GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)**

No. 84/LM(L)/14/22

New Delhi, dated 29.8.95

The General Manager,
All Indian Railways & Production Units.

Sub: Construction of private buildings near Railway Land.

Cases have come to the notice of the Board wherein private parties have been denied the grant of a 'No Objection Certificate' for undertaking construction on their properties which adjoin the railway land, on the plea that such construction would restrict future development needs of the Railway, and would result in land acquisition complexities at the time of actual acquisition.

The construction of private buildings near the Railway land is governed by Para 3728 of the Indian Railway Way & Works Manual. The basic intention behind the stipulations of the Para is to safeguard Railway's interests in such a manner that no future encroachments take place, and there is no accrual of 'easement rights' such as right of way and right to discharge sullage & storm water, etc. on railway land over a period of time. Although it has been mentioned that an open space of approximately 30m between the railway land boundary and the nearest edge of the building (the exact space to be left being governed by the local conditions) should suffice, it is also stipulated that in cities & towns, where land is valuable, 'it is not expected of the land owner of a plot to leave a large vacant space between his building and the railway boundary'; and it is deemed that Railway's interests will be adequately safeguarded if sufficient vacant space is left so as to ensure development of any future road access and drainage outside the Railway land and to avoid requests for surrender of railway land for such facility at a future date.

3. Furthermore, the provisions of the Para 3728 of the Indian Railway Way & Works Manual are not meant to unnecessarily restrict the utilisation of the land adjoining railway land on the plea that such land may be required for future development of the Railway System. In case land is required by the Railway at a future date, it is only fair that the same is acquired after paying due compensation for the land and the built-up property thereon.

.....2/-

4. In view of the above and the fact that the land in the urban conglomerates has become very valuable. Board desire that the railways should adopt a pragmatic approach and insist on only the barest possible distance between the Railway boundary and the edge of the proposed building. This minimum required distance can be ascertained by examining the building plans and ensuring that the layout of the building is of a type which will not result into a denial of the various 'easement rights' as mentioned in para-2 above.

Please acknowledge receipt.

(P.K. Wahi)
Executive Director Land Management

(32)

North Western Railway

Headquarter office
Jaipur - 302006

NO. HQ/ W/ 70/0/ Genl.

Date:-16.03.05

DRMs,

JP, AII, JU & BKN

Sub: Erection of building/ structures in the vicinity of Railway land and issue of
No Objection Certificate.

Ref. Rly. Boards letter No.94/LML/14/22 date 29.8.95 (Copy Enclosed)

Railway Board vide their letter No. 5456/W dated 24.04.46 (Copy enclosed) addressed to all provincial Govt. local administration had stipulated that an open space of 100 ft(30 mtrs) approximately on both sides of the railway land boundary should be left and the exact space should be governed by local conditions.

In order to safeguard Railway's interest, the check list (At Annexure A) is given for consideration of issue of No. Objection certificate to the owners for construction of their building / structures in the vicinity of railway land within 30 mtrs (100 ft.) from the existing boundary.

Further details pertaining the site verification & scrutiny of plan showing the proposed structure as given in Sr. No. 2 & 9 of check list information as given in the prescribed proforma vide Annexure 'B' should invariably be sent.

In addition to the above, the following points may also be kept in view while considering such proposals.

- (i) It should be certified by the division that the land is not required for railways own developmental purposes in the foresassable future.
- (ii) The party concerned would be required to submit a plan showing the location of the proposed construction in relation to the existing railway boundary, indicating the nearest kilometer post of electric overhead structure or any prominent landmark belonging to the railway. The drawing should also indicate the structural details such as foundation, height of the building in reference to the rail level and also the type of structure and drainage arrangements. The division will satisfy about the factual position at site.
- (iii) The height of the building should be restricted so that a clear space equal to half the height of the building is available between the nearest edge of the building and the railway boundary.

Page 2 Cont.

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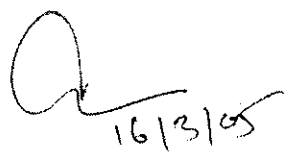
(iv) The foundation of the building should be strong enough to avoid foundation settlement and failure of the building. For multi-storied buildings, pile foundation may be preferred. In case the ground level on which the building is to be constructed is higher than the railway formation level, the same shall be examined by the railway with regard to safety and if necessary the clear distance from this railway boundary to the face of the building may be suitably increased.

(v) The visibility to the train drivers on curves should not be obstructed.

The proposal should be sent after verification of all conditions as given in annexure-A,B,C,& D being enclosed herewith. The Annexure A, B, C& D must be completed in all respect and should be signed by IOW & AEN at the bottom & countersigned by Sr. DEN/DEN concerned.

DA: As above




16/3/05
(A.K. Sethi)
Dy. Chief Engineer/General
For GM (Engg.)
NWR/Jaipur

d/c

Annexure - 'A'

The checklist to be follow before sending the proposals to HQ by the divisions for NOC

Sr.No.	Items	Yes	No	Remarks
1	Proposals for NOC forwarded by Local bodies			
2	Plan showing the location of the proposed construction duly verified by sub division office.			
3	Marking of the nearest KMs post any permanent land mark belonging to Railways			
4	Position of existing L.C gates / bridges / culverts / curves / gradient post / Inter plan etc incorporating			
5	Original tracing to be prepared by division			
6	Undertaking by the party/power of Attorney duly verified by notary.			
7	Structural stability certificate			
8	General power of Attorney given by party			
9	Site plan verified by division.			
10	Height of proposed building			
11	Position of building control line with respect to Railway boundary			
12	Obstruction of visibility for train operations.			
13	Level of plot area with respect formation level of track. (Cross section of proposed site showing track shall be submitted)			

ANNEXURE B

Site verification Report for Revenue Land survey No _____ of _____ Guntha _____ to be filled in by LOW/PW/AENs.

1. Distance of land adjacent to Railway Land Boundary central line of track, nearest structure line Bridge/ Level crossing / culvert/ station / staff & service building - edge of structure (Distance in figure be shown in mtrs.) _____
2. In case L.C. is coming, is the visibility obstruct? Give the clear distance of the visibility for rail and road in mtrs. On either side. If the visibility is clear, please indicate specially ' CLEAR ' & in case, if same is obstructed, point out with the recommendation / suggestions of the distance for granting NOC to be considered in the interest of Railway / Govt./ General Public / Local Govt. / Road Users etc. (Impartial recommendation / suggestions) _____
3. Whether there is any ENCROACHMENT / UNAUTHORISED WORK BY ENCROACHING RAILWAY LAND, if it is yes, please indicate the distance etc. in mtrs. Of land which is encroached upon in case no encroachment, please indicate No Encroachment upon Railway Land by party _____
4. Please give the height of VENT pipe of the nearest Railway/structure/Bldg etc. and proposed the height of vent pipe of party's building which is to be erected at site by suggesting height if ground necessary _____
5. Is the land at issue adjacent to the Railway land boundary / Track/ Curve etc., outside / inside the curve? If so please give the degree of the curve etc. in case if the structure increased / developed, suggest the proposed structure - Tenement Multi proposed building to be built in the interest of Railway / Government public safety _____
6. Whether the land at issue is coming opposite of KM/TP posts or within the K.M. or T.P. Posts section of the stations in between, the correct distance be indicated _____
7. Whether the land at issue is coming opposite of R. Post Nos. or any high / low tension line of GEB or any pipe line under the track of land at issue adjacent to the Railway Land boundary / track, if the facility so granted by the Railway any farmer / etc. for the track and loading to see other etc. through the land if issue please specifically to mentioned about a later _____

RSEB

Whether the railway Land plan and the plans submitted by the party is verified at _____ correct distance etc. and if the land plan NO. etc is available _____ and plan be inserted & clarify about the encroachment / unauthorized _____

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9. Railway land plan (LCO) with its section pertains to main / Branch line or siding etc. be indicated in the plans of party and hand prepared sketch so verified at site by you, duly signed by AEN.
10. Please state about technical site conditions whether the land acquisition for the proposed Railway development / direct entry/ conversion of gauge etc. is required land for staff quarters or any service building to be constructed / proposed be clearly state.
11. Please indicate the bank of height of railway track & how much land required for future conversion of gauge - double line from MG to BG & pipe line facility along the track to be considered for outsiders, local Govt. State Govt. in further considering doubling of track etc.
12. Whether the sufficient land is available for proposed unmanned L.C. into manned / widening & construction of staff quarters for G.K. for the deposit / ACF work with etc. Bank etc. Please indicate very clearly with all technical data for its requirements.
13. Whether previously any NOC is issued If so No. & date be indicate. For any review for the distance applied and to be considered under no distance within 15.24 M.R.L.B. will & considered as per the circular issued.
14. While submitting the proposal sent for site verification on receipt from the Revenue dept. by the Divisional Office plan will be sent of AENs only (No direct receipt of plans from the party by any subordinate offices is allowed) The building control line may be proposed without any prejudice, keeping the railway's interest.
15. PWI/OW has to watch the site of colonies S. Quarts. Road etc. and in case if the Railway land is found encroached upon AEN be approached on M.H.No. W336 (Encroachment) who will refer the cases to Distt. Collectors/ DDOs from their ends and with a copy to DRM(W).
16. AEN's remarks / recommendation specially for considering N.O.C. for granting at a distances from the R.L.B. etc. remaining above issues on verification of site by subordinates. Plans should be verified and signed both by PWI/OW and AEN's concerned.
17. PWI/OW has to give the distance of the adjacent Land at issue so referred to them by DEN/AEN for the land at issue other than railway lines but of falling nearby the staff colonies / station area where the railway land is adjoining for which N.O.C. is proposed by Revenue Department.

Hand prepared plan / sketch with all details must be enclosed duly signed by PWI/OW which returning verified plan sent them.

OW

AEN

Countersigned by

Sr. DEN.

22

Annexure-C

CHECK LIST FOR NOC ISSUED BY CAO-C-NWR

1. CE,s case No. :
2. Land Survey No.:
3. (i) Railway line section:
(ii) Block section:
(iii) Between station from km.....to km.....
4. Proposed boundary of plots(Marked in Red colour)
(a) Distance from nearest track in mts.
(b) Distance from Railway Boundary in mts.
5. Obligatory point:
(i) Height of Bank/ Depth of cutting near plot:
(ii) Curve details (with in 1 km. on either side):
(iii) Gradient:
(iv) Details of L.C. (with in 1 km. on either side):
(v) Details of Bridge (with in 1 km. on either side)(Span, Clearance & Free Board)
6. Any other Remarks:

DRM

CE/NWR/JP

रेलवे भूमि से लगकर 30 मीटर के दायरे में आने वाले भूमि पर कोई भी निर्माण कार्य करने हेतु अनापत्ती प्रमाण पत्र प्रस्ताव में निम्नलिखित दस्तावेजों का होना आवश्यक है ।

अनु. क्रमांक	दस्तावेजों का विवरण
1.	मण्डल द्वारा अग्रेषित पत्र
2.	मूल ट्रेसिंग प्लान अनुभाग अभियन्ता, सहा. अभि., के हस्ताक्षर के साथ (*)
3.	साइट प्लान / लोकेशन प्लान अनुभाग अभियन्ता, सहा. अभियन्ता के हस्ताक्षर के साथ
4.	ऊँचाई दर्शाने वाले प्लान की फ़ैरी प्रति अनुभाग अभियन्ता, सहा. अभियन्ता के हस्ताक्षर के साथ (o)
5.	पार्टी द्वारा जमा किये गये अन्य डिजाइन संबंधी प्लान
6.	स्थिरता प्रमाणपत्र मूल प्रति
7.	क्रॉस सेक्शनल प्लान, जिसमें प्लॉट की ऊँचाई, रेल लेवल दर्शायी गयी हो, अनुभाग अभियन्ता, सहा. अभियन्ता के हस्ताक्षर के साथ
8.	अनुलग्नक ए तथा बी अनुभाग अभियन्ता, सहा. अभियन्ता, मण्डल अभियन्ता के हस्ताक्षर के साथ (■)
9.	पार्टी द्वारा दी गई अडरटेकिंग मूल प्रती, स्टैम्प पेपर पर नोटराईज होनी आवश्यक है ।
10.	जनरल पावर ऑफ अटर्नी अगर दि गयी हो तो नोटराईज होनी आवश्यक है ।
11.	भूमि संबंधित मूल दस्तावेज / सत्यापित दस्तावेज होने आवश्यक है ।
12.	लोकल बॉडीज अग्रेषित पत्र
13.	नगर पालिका अथवा तस्मद्वार दिये गये दस्तावेज होने आवश्यक है ।
14.	दृश्यता प्रमाणपत्र
15.	मुख्य प्रशासनिक अधिकारी / निर्माण को अग्रेषित पत्र की प्रतिलिपी ।

* मूल ट्रेसिंग प्लान रेलवे भूमि प्लान के साथ मिलाया जाना जरूरी है ।

o ऊँचाई दर्शाने वाले प्लान में प्रस्तावित निर्माण कार्य की ऊँचाई तथा रेलवे सीमा से विभिन्न ऊँचाईयों पर प्रस्तावित / निर्माण / स्ट्रेक्चर की देरी दर्शाना जरूरी है ।

■ अनुलग्नक ए तथा बी पूरे विवरण तथा टिप्पणी के साथ भरे जाये, ताकि मद के बारे में मागी गई जानकारी पूर्णतः स्पष्ट हो ।

उपरोक्त सभी दस्तावेज, मण्डल द्वारा निरीक्षण तथा सत्यापित करने के बाद ही अनापत्ती प्रमाणपत्र प्रस्ताव इस कार्यालय को भेजे ।