

CENTRAL RAILWAY

HEADQUARTER OFFICE
ENGINEERING BRANCH
MUMBAI C.S.T.



No: W.419.L.NOC.EODB

Dt. 27.03.2017

Shri. V.P. Chithore

Chief Engineer (D.P.), MCGM.

Sub: - "Ease Of Doing Business"- Issuance of construction permits.

Ref: - (1). Railway Bd's letter No. 2014/LML-II/19.2 dated 23.2.2017 & 7.3.2017.

(2) Minutes of the meeting issued by MCGM vide No. CHE/DP/35123/Gen dated 9.3.2017.

(3) This office letter vide even No. dated 21.3.2017.

In continuation to and with partial modification to the letter under Ref (3) dated 21.3.2017, para wise remarks & detailed information is offered herewith to the letter under Ref (2) in connection with "Ease Of Doing Business"- Issuance of construction permits.

1. a) Shri. R.K.Jain, DEN/LM of Mumbai division has been appointed as nodal officer to co-ordinate the works. His mobile no. is 8828119215 and email id is rki6025@gmail.com
- b). Online linkage to be provided by MCGM to Shri. R.K.Jain, DEN/LM only.
- ❖ Area of central Railway falling under MCGM is up to KM 31.600 along CSTM-Kalyan section, KM 12.020 along CSTM-Bandra section and KM. 24.500 along CSTM- Vashi section and is under the jurisdiction of DEN/LM, Mumbai division.
- ❖ The following parameters are to be considered while scrutinizing the case.
 - (i). There should be at least a minimum clear horizontal distance of half the height of the building at each stage of the building from Railway track boundary in MCGM area, where the height of the proposed building is taken from Rail level of the nearest Railway track and Railway track boundary is the horizontal distance of 6 M+ height of Railway embankment at the point of consideration from the centre line of the Railway track nearest to the proposed

building or the actual Railway land boundary from the centre line of the Railway track nearest to the proposed building, whichever is less.

- (ii). All the proposals for construction / development / redevelopment of the building / structure falling within 30 M from the Railway boundary will require the NOC from the Railway.
 - (iii). A minimum clear distance of 3 M. from the nearest edge of the building to Railway boundary should be available.
 - (iv). The conditions as given in "Annexure – A" are to be drawn in OPT drawing to be submitted along with NOC proposal.
- ❖ The documents as per Checklist for building NOC as given in "Annexure – B" are to be submitted along with the application.
 - ❖ Sr.EDP Manager of Central Railway, shri. Jogendra Yadvendu is the IT person concerned to deal with the software issues. His mobile No. is 8828110166 and email id is yadvendu@gmail.com
2. The details of payment of fees towards the issuance of the NOC are given in the "Annexure – D". The requisite fee is required to be deposited at the time of application. Details of account for the payment by the party through the municipal gateway for payment to where it is to be credited will be informed shortly.
 3. Suitable arrangements will be made to verify the buffer zone marked in MCGM's software. Kindly arrange provide the soft/hard copy of the same to the DEN/LM, Mumbai division, CSTM, Mumbai, Maharashtra under advise to this office, so that the same may be verified.
 4. It is once again clarified that the Buffer zone is 30 M from the Railway land boundary.
 5. Online building NOC approval system of Railway will be developed and made available to MCGM in due course.
 6. Necessary arrangements will be made and advised to MCGM for integration of software in due course.
 7. The response time for granting Railway NOC is 60 days.

DA- Annexure A,B,C & D

बृहन्मुंबई महानगर पालिका			
प्रमुख अभियंता (विकास नियोजन)			
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Nand Ram
(Nand Ram) 27/03/17
Dy.Chief Engineer/G
CHEDP/ES/Gen dt 6.4.17
कार्यकारी अभियंता (विकास नियोजन)
Dy Chief Engineer (CP) WJ, II/Gh/ES/SP. cell

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बृहन्मुंबई महानगरपालिका
 उपप्रमुख अभियंता (इ.प्र.) शहर
 यांचे कार्यालय

दिनांक 10 APR 2017

सर्वसाधारण
 जाह्यवना
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कार्यकारी अभियंता (ईमारात प्रस्ताव) शहर १/२/३/विशेष

11-04-17

उप-प्रमुख अभियंता (ई प्र) शहर

बृहन्मुंबई महानगरपालिका
 कार्यकारी अभियंता
 इमारात प्रस्ताव (शहर) १ यांचे कार्यालय

दिनांक 12 APR 2017

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Hc(Desp)

A. E. (BP) (City) I, II, III, VI

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 E.E.(BP) (City) 13/04

Annexure - A

<p>The height of the proposed building structures varying in different stages with minimum different clear horizontal distances between <u>railway land boundary</u> to nearest edge of the proposed building structures as under as shown in the drawing bearing No.</p>				
1	St ag es	Maximum height of the proposed building from <u>Ground level</u> to top of roof slab in m.	Maximum height of the proposed building from <u>Rail level</u> to top of roof slab in m.	The minimum clear horizontal distance provided between <u>railway boundary</u> to nearest edge of the proposed building in m.
		GROUND LEVEL	RAIL LEVEL	LAND BOUNDARY
				TRACK BOUNDARY
2	The parameters/dimensions mentioned vide Sr. No. 1 above should be strictly followed/adhered at site.			
3	No construction material is allowed to store/stack on the railway land by the builder during construction of buildings/structures.			
4	In no case encroachment on railway land should be allowed during the construction of these proposed building/structure.			
5	No access will be provided to the proposed building/structures from railway land or proposed building/structures to railway land.			
6	Sewer and drain should be connected to the municipal sewer line and drain should not be directed towards railway track.			
7	Drainage and storm water from railway land should not be obstructed, proper drainage arrangement along with arrangement of discharge to be shown in drawing.			
8	Responsibility for the safety of the proposed buildings will rest with the owner/developer.			
9	The design and construction work of the proposed buildings should be followed as per relevant I.S. codes.			
10	No foundation of any structure, whatsoever, should come under the railway land, and not obstruct track stability.			
11	Signal visibility to the train drivers is not obstructed due to construction of these proposed buildings.			
12	Adequate precaution/safety should be taken for excavation work, so that it may not cause any damage to railway boundary wall and railway track.			
13	The excavation work should not be carried out in rainy/monsoon season.			
14	If buildings/structures are not constructed as per approved drawing by railway or detection of any deviation to drawing will lead to cancellation of NOC granted by railway and necessary action will be taken immediately.			
15	The applicant/Party will inform to concerned ADEN of railways about commencement of work within 60 days, giving reference of NOC issued by Railways.			

[Handwritten Signature]

16	Complete safety should strictly be ensured in respect of any crane working towards railway land involved during the construction work. The builder/owner will be fully responsible for any loss caused to the railway or any one during the course of constructions as well as after constructions.
17	Railways has right to inspect the worksite during construction stage as well as during lifetime of building/structure to ensure safety of railway assets and train operation.
18	All the data/ documents related with Ownership of land is rest with the Applicant to prove. Railway NOC does not mean the Ownership of land.
19	NOC should be given to get necessary clearance from State Govt./ Municipality etc. It is no way authorizing the applicant the ownership of said land. The Railway land boundary shown is for indicative purpose.
20	The Party will construct the common boundary wall at its own cost as per the Drawing and directions of railway where railway boundary is adjacent to private party plot. The Demarcation would be done by railways.
21	It is certified based on the sanctioned Plans / Works for new line and surveys available with the Division that the land is not required for Railways own development in the foreseeable future.
22	The Protection System- Phased Implementation of excavation should be ensured while excavation is being carried out for Basement, Deep foundation, and proper protection for Nallah should be ensured.
23	No Plantation of Trees should be done in the vicinity of Railway Track i.e. 10 mts. from Railway Track which could eventually grow up to height detrimental to safe operation of Rail Traffic.
24	It will be the Responsibility of Society/ Agency (To whom NOC is issued) to cut or Trim tree/Tree branches to protect loss of life due to Electrocutation, likely to fall on the live conductors and disruption of Rail Traffic due to Earthed conducting items touching / coming in the Vicinity of induction zone of 110 KV./ 25KV./ 1500 V high voltage traction supply. lapses causing disturbance to the train operation are to be dealt as per the provisions of the Railway Act 1989 / INDIAN PENAL CODE and all others relevant Acts/ rules etc.
25	In case of delay in Cutting /Trimming of Tree branches by the Land owner to the safe distance from Railway Track within 7 days from the date of notification by Railways Authorities, Railway will take action to remove such obstructions with a Rightful entry in the premises of Land/Plot/ Property. The land owner has to bear the entire cost of such Activities. Railway has the right to recover the cost from the land owner as a Penal action.

N. S. D. D.

Annexure – B

Checklist for building NOC proposal

Sr. No.	Details of Particulars
1	Letter of Municipal Corporation stating requirement of NOC from Railway.
2	Application along with fee receipt.
3	Detailed Original Paper Tracing (OPT) Drawing showing Elevation of Bldg, Section of Bldg, Rail Section, Location Map, detailed Site plan, Standard Conditions for issuance of approval of NOC etc. duly signed by Applicant & Architect / Engineer.
4	Associated Building drawings submitted by applicant.
5	7/12 record, Property Card, Sale Deed, registered agreement, power of attorney etc. to establish the clear title of Land in favour of the Party.
6	Structural Stability Certificate issued by Structural Designer / Architect as per proforma in "Annexure C".
7	Authorization letter by owner / developer of the plot in favour of structural Engineer / Architect.

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Annexure – C

Structural Stability Certificate

This is to state that the structure of the Building of of the project, plot No., CTS No.at locationis designed so as to have Earthquake Resistance in accordance with Indian Standard Code being IS: 1893 (Part I) 2002* Criteria for Earthquake resistance design structure and IS: 4326:1976 " Code of Practice for Earthquake resistance design and construction of Building and other relevant codes. The above building is designed considering the vibration due to the movement of the Railway Trains which are plying in the vicinity. Dynamic effect of vibration due to Railway Track is taken in to account while designing the Structure.

Structural Engineer
(Name & signature)

Developer
(Name & signature)



Annexure – D

The details of fees to be deposited towards the issuance of the NOC.

A) For building / structure (in vertical direction)

Sr.No.	Description	Application fees
1	The building up to G+2 story	Rs. 2000/-
2	The building up to G+2 story to G+9 story	Rs. 5000/-
3	Above G+9 Story	Rs. 10,000/-

B) For building / structure (in lateral direction for row houses type having number of units.)

Sr.No.	Description	Application fees
1	Up to five units	Rs. 2000/-
2	06 to 20 Units	Rs. 5000/-
3	Above 20 units	Rs. 10,000/-

Pranesh Kumar