

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

No. 2022/GS/Stn. Dev.-I/08/70

New Delhi, dated: 25.08.2023

**The General Managers,  
All Zonal Railways.**

**Sub:** Preparation of Master Plans of Station Development Works.

**Ref:** Railway Board's letter no. 2022/Stn.Dev.-I/08/70 dated 29.04.2023.

1.0 Instructions for Preparation of Master Plans for Station Development works have been issued vide letter referred above. One of the important objectives of station development is that the station itself and the area around the station is developed as a City Centre. It is to be appreciated that the cities have generally grown around station whereas the constructions at and around stations are several decades old with low height, sparsely distributed construction leading to low utilization of prime land. In view of the prime location of the station with respect to the city, it provides an opportunity to go for dense utilization and redevelop the entire area in such a manner that the whole place becomes much more useful for the citizens and in turn brings value to Railways.

2.0 This implies preparation of Master Plan for redevelopment of the entire area fully utilizing the potential for multi-storeyed construction with planning for phased construction. While construction of individual or group of multi-storey buildings may be carried out from time to time as per phasing, the common infrastructure and utilities are to be so planned as to provide for scaling up the infrastructure with minimum duplication of works.

3.0 Therefore, in continuation to earlier instructions, it is hereby advised that the Master Planning of the Station Plot should be such that property development at the station plot can be maximized in phases (as per the market demand). Planning shall be such that Railway functions are not adversely affected in various phases and duplication of works/efforts is minimized. To achieve these aims, it is essential that:

- i. Height of the station buildings including property development component is maximized as far as possible. Footprint of the station building may be minimized, however, care should be taken to ensure that passengers' requirements are met adequately. Construction over tracks should generally be confined to provision of Roof Plaza/Foot Over Bridges only. Size of the Roof Plaza may be decided on case to case basis as per the footfall, size of station, requirements of site, constructability considerations etc.
- ii. As far as possible all Railway operational spaces / Station Control Centers should be accommodated/co-located in the station buildings or one or two

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- other buildings requiring proximity to work-space or on requirement of handling of heavy materials/workshops etc.
- iii. Entire Master plan should be well designed for utilities and inter-connectivity between different components so that the station becomes the 'City Centre'.
  - iv. Outside the station building, the plots marked for property development should be developed to their maximum potential in phases as per market demand. These identified plots in Master Plan should be well secured against encroachments in initial phase itself.
  - v. The usage of various property development should be adequately diverse keeping in view the requirements of the city. Generation of public spaces for social life should also be planned. Wherever feasible the master plan should provide for connectivity between the two sides of the city for the non-travelling citizens also.
  - vi. Special care must be taken for design of high-rise buildings with respect to requirements of users, aviation, fire, heritage, local context etc. Provision for independent entry to floors envisaged for property development may be kept as per requirement duly ensuring segregation of ticketed and non-ticketed areas.
  - vii. The circulating area and Parking for the station building should be well designed so that the valuation of commercial space in the station building is not adversely affected on account of access and parking as far as possible.
  - viii. Sample sketches of the scheme are attached herewith. These are overly simplified cases, developed for communication of the concept only, however each case must be designed as per the site requirements.
  - ix. Efforts should be made to keep the Master Plan compatible with Transit Oriented Development (TOD) norms as far as possible.
  - x. The Master Plans which are yet to be presented to Railway Board as per earlier instructions may be suitably reviewed as per above instructions.
  - xi. The works in progress, in general, may not be affected due to above instructions. Judicious changes wherever required may be carried out with approval of General Manager and following other applicable rules.
  - xii. All the Station Buildings should be Super ECBC compliant as per the latest Energy Conservation Building Code (ECBC) issued by Bureau of Energy Efficiency (BEE) along with use of energy efficient appliances.
  - xiii. Adequate renewable capacity should be planned. Efforts should also be made towards attaining Shunya (Net Zero Energy)/ Shunya+(Net Positive Energy) certifications of BEE as far as possible.
  - xiv. Adequate provision of Cloud based monitoring of Electrical Assets may be done.
  - xv. Adequate provision of Lifts/Escalators may be made as per requirement as well as keeping in mind the future expansion.
  - xvi. Availability of adequate EV charging infrastructure for Electric Vehicles may be ensured.
  - xvii. Adequate planning may necessarily be ensured for adequately built parcel handling facilities with the independent entry/exit.

  
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4.0 Proper planning for convenient interchange between various modes of transport should be carried out. The planning of mass public transport such as metro, buses, monorail, light rail etc. should be closely integrated with the station and brought as close to the station as feasible.

5.0 This issues with the approval of Board (MI, MOBD, MF, CRB&CEO).

DA/- as above



(Srinivas Malladi)  
(DIR/GS/SD-IV)

**No. 2022/Stn. Dev.-I/08/70**

**New Delhi, dated 25.08.2023**

Copy forwarded for information and necessary action to:

1. The PFAs all Indian Railways.
2. The Principal Directors of Audit, all Indian Railways.
3. Dy. Comptroller and Auditor General of India (Railways), Room No.224, Rail Bhavan, New Delhi.



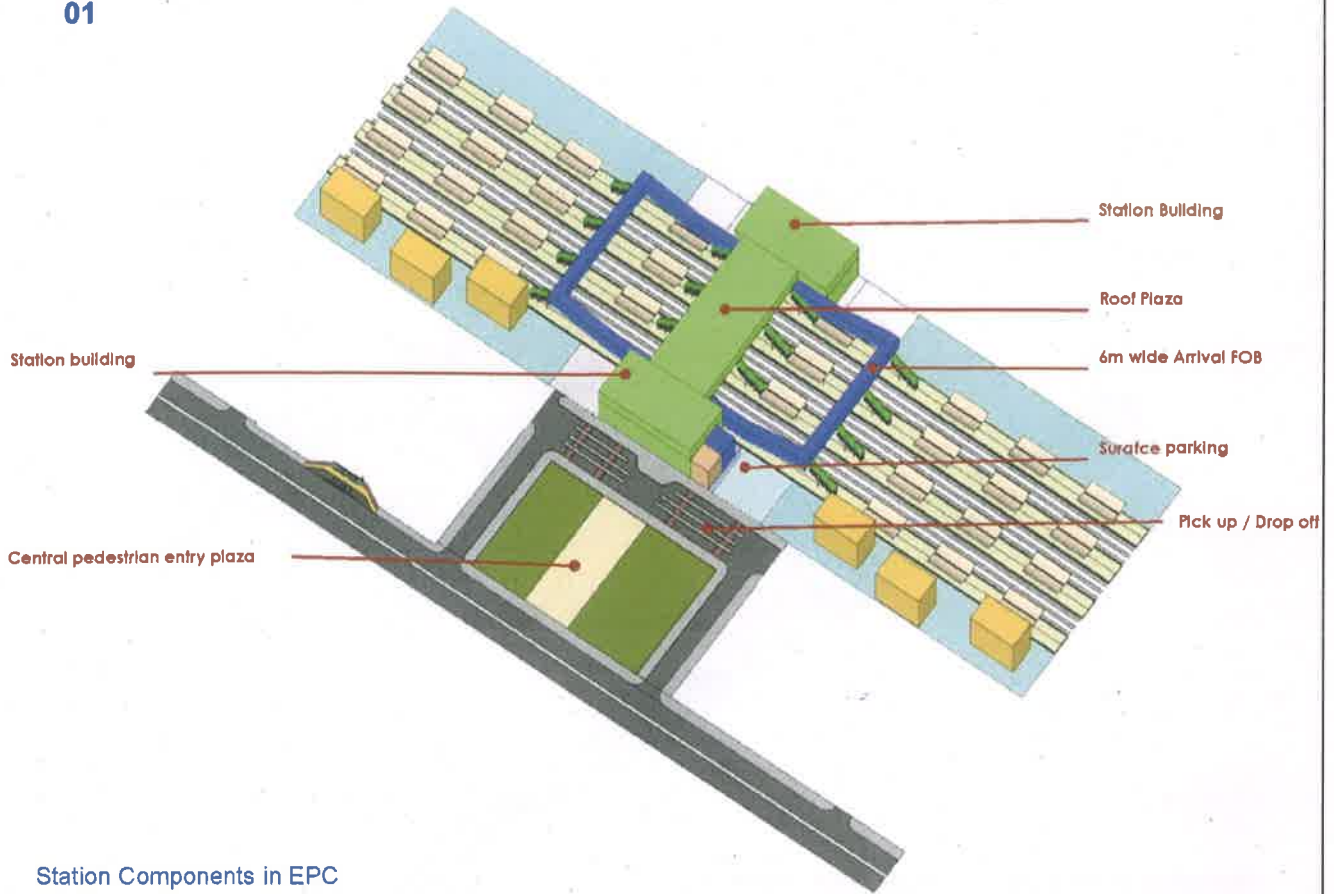
**for Member Finance, Railway Board**

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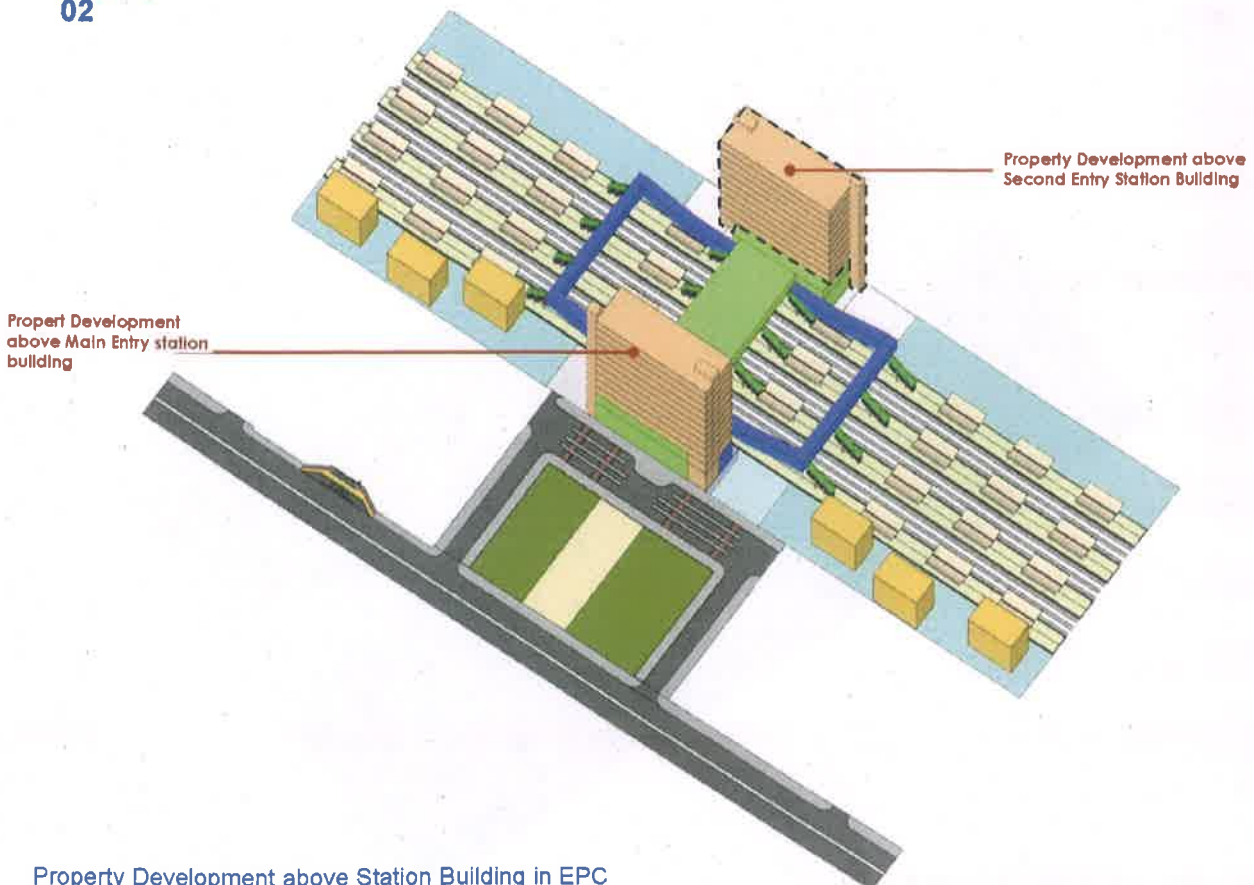
1. PCEs, CCMs, CEEs & CSTE, DRMs all zonal railways.
2. EDPM, EDF(X)-II, EDF(B), ED/Tele, ED/Signal, ED/EEM, DF(X), DTC(G), DDF(B), DDF(X)-II, F(X)-II, TG-IV, Tele, Signal, Electrical(G) and Budget Branches Railway Board.

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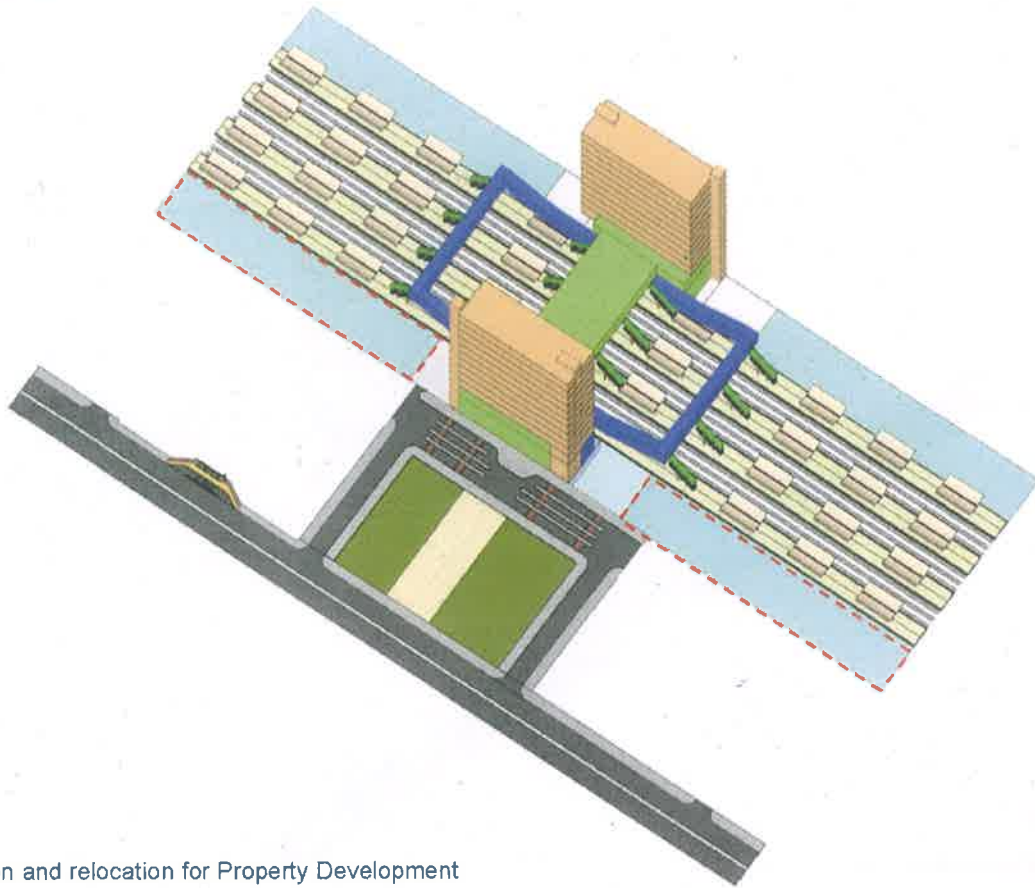
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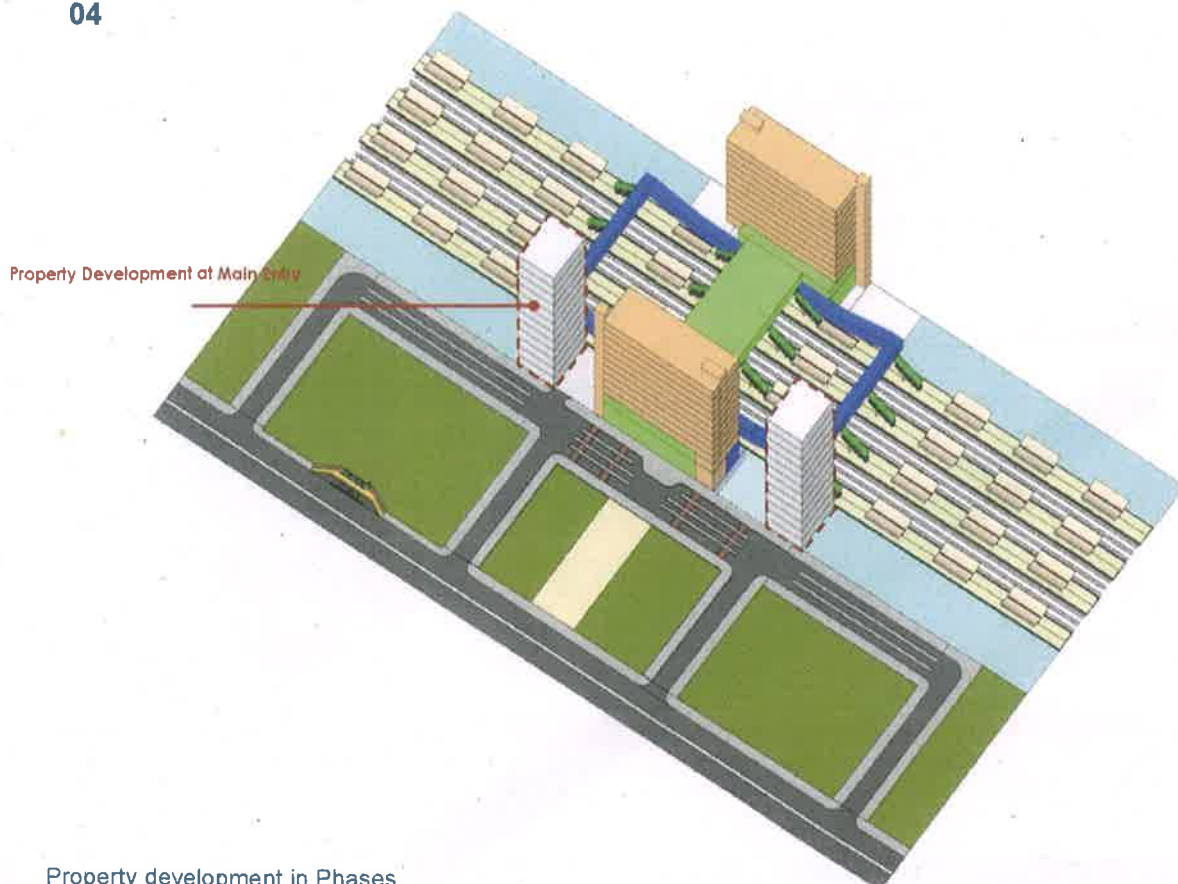
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Demolition and relocation for Property Development



04



Property development in Phases



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Property Development at Main Entry

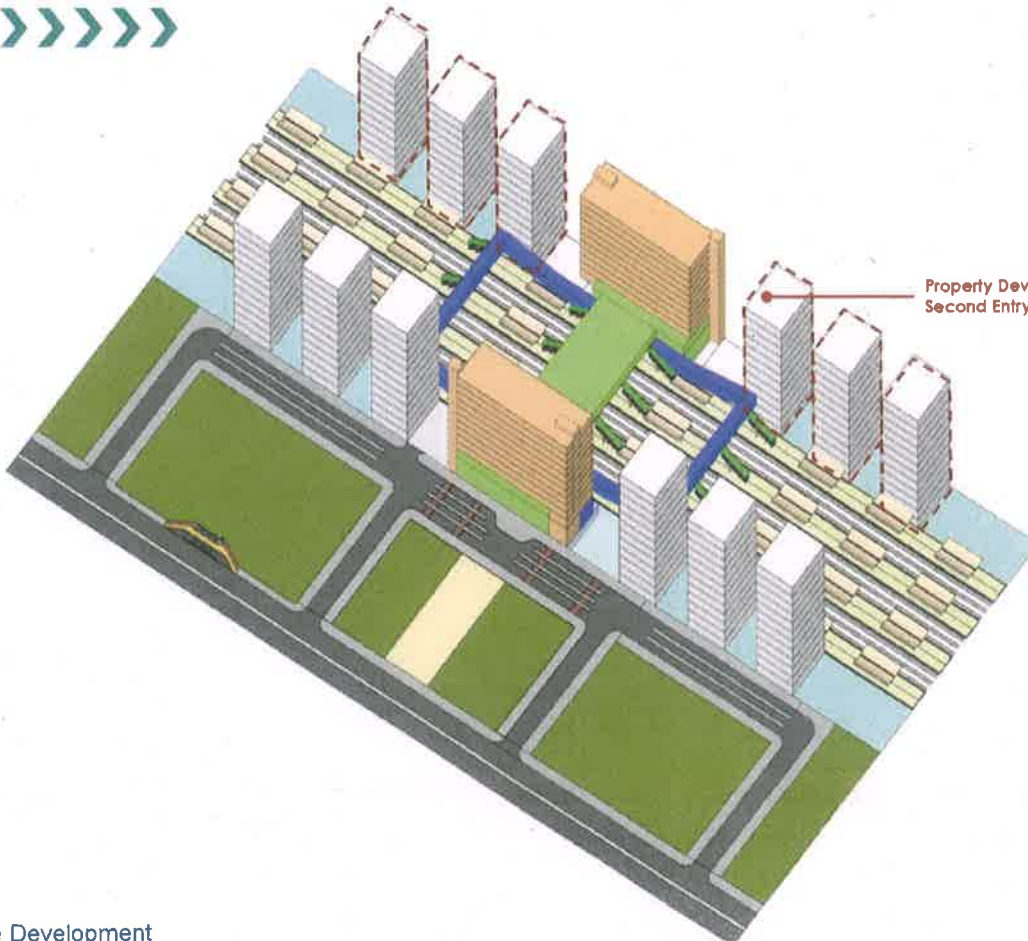


Property development in Phases



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Property Development at Second Entry



Complete Development