



दिल्ली विकास प्राधिकरण  
**Delhi Development Authority**

एकीकृत यातायात एवं परिवहन आधारीक संरचना (योजना एवं इंजीनियरिंग) केंद्र  
Unified Traffic & Transportation Infrastructure (Planning & Engineering) Centre



F1(446)2025/UTTIEPEC /D-91

Date: 12.09.2025

**Subject: Minutes of the Third Meeting of High-Power Committee constituted for approval of Influence Zone Plans (IZP) with respect to the TOD Nodes – (a) Jangpura RRTS Station and (b) Nizamuddin/ Sarai Kale Khan (Birsa Munda Chowk) Multi-Modal Transit Hub held on 25.08.2025.**

The third meeting of the High-Power Committee was held under the Chairmanship of Vice Chairman, Delhi Development Authority on 25.08.2025 for approval of Influence Zone Plans (IZP) prepared by NCRTC for the TOD Nodes – (a) Jangpura RRTS Station and (b) Nizamuddin/ Sarai Kale Khan (Birsa Munda Chowk) Multi-Modal Transit Hub. The list of participants in the meeting is placed at **Annexure 'A'**.

## 2. Jangpura RRTS Station

2.1 At the outset, NCRTC apprised the High-Power Committee about the TOD proposal for Jangpura RRTS station. A presentation was made by the representatives/consultants of NCRTC elaborating the proposals and recommendations of the IZP for TOD Node – “Jangpura RRTS Station”.

2.2. During detailed deliberations, the following were the observations/ suggestions on the various aspects of the IZP Proposal:

- i. It was observed that the IZP proposal has only one TOD eligible scheme i.e. the Jangpura RRTS Station site which is a land locked site, surrounded by railway lines on three sides. The site doesn't have any direct access from any abutting at-grade road. NCRTC mentioned that the site is being connected from Ring Road by a proposed 18 m RoW elevated road (Ht. 219m, Ground lvl. 206m) which connects the proposed RRTS station/ stabling yard building at the podium level (Ht. 216.8m) and from Mathura Road the site is connected by a proposed 18m ROW underpass/ clover leaf which connects the RRTS station/ stabling yard building at ground level.
- ii. It was also mentioned by NCRTC that due to the various operational structures already constructed at the RRTS site, the connectivity of the site from Mathura Road side varies from the connectivity approved by the Governing Body of UTTIEPEC, held under Hon'ble LG, Delhi.
- iii. It was discussed that the concerned land owning/allotting agency i.e. L&DO have earlier raised certain observations (which was forwarded to DDA by MoHUA) regarding the construction of such structures at the RRTS site which was allotted for the purpose of construction of the RRTS Stabling Yard. NCRTC mentioned that the issue is being taken up with L&DO separately.

- iv. It was also mentioned by NCRTC that only one TOD eligible scheme i.e. RRTS Station Site has been proposed in the IZP as majority of the roads in the TOD Planning area are less than 18 m wide with limited scope for any road infrastructure augmentation either through road widening or opening of new connectivity/ corridors.
- v. It was discussed that the IZP currently does not have any concrete proposal for augmentation of road network in the TOD Planning Area. It was suggested that Mathura Road and Ring Road can be widened to utilize the complete RoW to cater to rising traffic in the area. PWD GNCTD informed that currently there are no such proposals for widening of these two roads.
- vi. NCRTC suggested that modal shift towards Ring Rail could be taken into considerations for mitigating the traffic impact in the TOD Planning Area. Northern Railways informed that currently Ring Rail is only being used for movement of freight and not passengers and Railways has no plans to run passengers train on the same. It was discussed that the Ring Rail shall be strengthened and new avenues shall be explored for its full utilization for intra-city mobility.
- vii. NIUA mentioned that some of the key outcomes as envisaged under the notified TOD policy includes provisions for enhancing mobility by creating infrastructure for better Pedestrian and NMT movement, ensuring modal shift from private to public transport and improving facilities for Multi-Modal integration in the TOD Planning area. NCRTC was directed to ensure all such provisions in the IZP proposal so that it helps in achieving, both in letter and spirit, the outcomes as envisaged in the notified TOD Policy and Regulations for Delhi.
- viii. It was suggested that FAR for the TOD Scheme of “Jangpura RRTS Station” be restricted to a maximum of 350 considering the existing traffic scenario in the area and the limited scope for mitigation of the traffic impact due to the proposed TOD scheme through any road infrastructure augmentation.

2.3. In view of above, High Power Committee approved the proposal of Influence Zone Plan for TOD Node “Jangpura RRTS Station” subject to fulfilment of the following conditions and recommendations:

- i. NCRTC to incorporate proposals for improvement of walking and cycling infrastructure, based on detailed street audit in the TOD Planning area, highlighting provisions for ensuring universal accessibility. Also, NCRTC to incorporate proposal for Multi-Modal Integration of the RRTS Station and Parking Management within the TOD scheme area to ensure modal shift towards public transport and lesser congestion/ queue-ups on the abutting roads i.e Ring Road and Mathura Road due to the proposed TOD Scheme.
- ii. In view of the Pt. 2.2.iv and v above, NCRTC was also directed to incorporate a proposal for widening of other existing roads in the area in consultation with the concerned Planning Zone of DDA. The proposal is to be prepared keeping in view

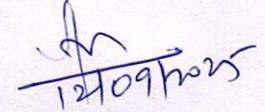
the fact that some more land parcels can become eligible for TOD scheme in future owing to the road network improvement in the TOD Planning Area. Also the proposal needs to take into consideration the existing traffic scenario in the TOD Planning Area and the impact due to proposed TOD Scheme at RRTS Site.

- iii. It was also discussed that as the IZP proposal doesn't have the accurate plot boundaries and land ownership details, the above-mentioned proposal for widening of various existing roads in the area can only be indicative in nature and the concerned road owning agency/ project proponent has to take up the feasibility study as and when the projects are taken up for implementation.
- iv. It was directed that any drastic change arising out of any additional TOD Scheme in the IZP proposal in future leading to increased demand for both road network connectivity and infrastructure augmentation in the TOD Planning Area would require updation of the IZP proposal to address such issues and fresh approval of the proposal from the High-Power Committee.
- v. The TOD scheme of "Jangpura RRTS Station" is to be prepared with a maximum FAR of 350 and taken up for approval from the concerned local body, as per the notified TOD Policy and Regulations for Delhi.
- vi. The IZP proposal is approved subject to the condition that NCRTC to obtain the necessary clearances from the concerned land owning/allotting agency i.e. L&DO and obtain all statutory clearances/approvals from all concerned Authorities, Government Departments and Service providing Agencies such as PWD-GNCTD, Delhi Traffic Police, Forest Department-GNCTD, Delhi Fire Services, DJB, Airport Authority of India and ASI/ NMA etc.
- vii. NCRTC was directed to submit the revised IZP proposal incorporating the suggestions and recommendations by the participating agencies and Members of the committee along with the compliance.
- viii. UTTIPEC was directed to put-up the final IZP proposal in the Public domain for a period of 15 days for inviting objection/ suggestions. NCRTC to incorporate the objection/ suggestions, if any, in the IZP proposal and submit the final proposal and Compliance to DDA for further necessary action.
- ix. All the proposals contained in the IZP shall be implemented by all the concerned agencies in a time bound manner. NCRTC shall act as a Nodal Agency for inter departmental co-ordination for implementation of the proposals.
- x. NCRTC shall pay the TOD charges and other charges as mentioned in the TOD regulations, as decided by the Central Government from time to time.

### 3. Nizamuddin/ Sarai Kale Khan (Birsa Munda Chowk) Multi-modal Transit Hub

Due to paucity of time, it was decided to discuss the said agenda item in the next meeting of High-Power Committee.

The meeting ended with a vote of thanks to the Chair.



(Ajay Kumar Saroj)  
Director (Plg.), UTTIPEC/  
Member Secretary of HPC

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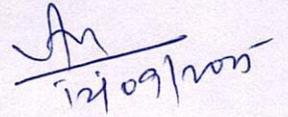
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|--|------------|
| 1) Vice Chairman, DDA  | - Chairman |
| 2) Engineer Member, DDA  | - Member   |
| 3) Principal Commissioner (LD), DDA                            | - Member   |
| 4) Commissioner (Plg.), DDA                                    | - Member   |
| 5) Chief Architect (HUPW), DDA                                 | - Member   |
| 6) Chief Architect, NDMC                                       | - Member   |
| 7) Chief Engineer (South), DJB                                 | - Member   |
| 8) Chief Engineer (Central Zone), MCD                          | - Member   |
| 9) Chief Engineer (Flyover Zone), PWD                          | - Member   |
| 10) Chief Engineer (Property development), DMRC                | - Member   |
| 11) Chief Engineer (Elect.), DDA                               | - Member   |
| 12) Chief Town Planner, MCD                                    | - Member   |
| 13) Addl. Commr. (Plg.)-UTTIPEC                                | - Member   |
| 14) Addl. Commr. (Landscape), DDA                              | - Member   |
| 15) Secretary, DUAC  | - Member   |
| 16) Dy. Commissioner of Police (Traffic) Southern Range, Delhi | - Member   |
| 17) Land & Development Officer (L&DO)                          | - Member   |
| 18) Director, Fire Service, GNCTD                              | - Member   |
| 19) Sr. Architect (HQ-1), CPWD                                 | - Member   |

**Special Invitees:**

- 1) Addl. Commr. (Plg.) – III, DDA
- 2) Joint Commissioner, MRTS/RRTS, Transport Department, GNCTD
- 3) Chief Engineer (South Zone), PWD GNCTD
- 4) Chief Engineer (I&FC), Zone-I, I&FC, GNCTD
- 5) ADRM (Infra), Delhi Division, Northern Railways
- 6) Dy. Chief Engineer/Land, Head Quarters Office, Northern Railways
- 7) GM/Procurement, NHSRCL
- 8) Executive Director, DTIDC
- 9) GGM/ARS, NCRTC
- 10) B & F.O./ Principal Director, DUSIB
- 11) General Manager (PNG O&M), IGL
- 12) General Manager (Operations), BSES Rajdhani Power Limited
- 13) General Manager (Central), MTNL
- 14) General Manager (ATM) Northern Region, AAI
- 15) Dy. Conservator of Forest (South), Forest Deptt, GNCTD
- 16) Regional Director (North Zone), Archaeological Survey of India
- 17) Chief Town Planner, TCPO
- 18) Director (Plg.) Zone D, DDA
- 19) Assistant Commissioner (Land & Estate), DJB
- 20) Representative of NIUA

**Copy to:**

PS to VC, DDA for information of the latter.

  
12/09/2005

**Director (Plg.), UTTIPEC/  
Member Secretary of HPC**