

Project Title: Project Archaeological and Settlement Study for Heritage Impact Assessment (HIA) of Proposed Regional Rapid Rail Transit System (RRTS) Delhi-Panipat Corridor in GNCT of Delhi

Abstract:

The National Capital Region Planning Board (NCRPB) has prepared a Regional Plan-2021 that has proposed the development of an efficient and economic, rail and road network for a balanced development of the NCR. In connection to this a total of 8 RRTS corridors linking Delhi to surrounding cities have been proposed, out of which Delhi-Meerut, Delhi-Alwar and Delhi-Panipat have been taken up for implementation in the first phase. Alignment of the proposed Delhi-Panipat RRTS corridor starts from Sarai Kale Khan station and passes through dense development in the Delhi area. The total length of the corridor is approximately 103 kms out of which 11.14 % (11.48km) is underground starting from Feroz Shah Kotla till Chandrawal water treatment plant at an average depth of 20m below ground level and the remaining 88.86 % (91.54km) is elevated. Fourteen Centrally Protected Monuments (CPMs) have been identified in Delhi with the alignment located at a distance of 50 m – 230 m from their boundary, except for Kashmere Gate and Salim Garh Fort, which pass below the monuments. It is conceived by the NCRTC that the CPMs will not be affected in any adverse manner by the proposed alignment, either during construction or during regular operations. So as a part of this NCRTC approached CSIR-CBRI to carry out Heritage Impact Assessment (HIA) study on the 14 CPM located along the alignment of the proposed Delhi-Panipat corridor. The scope of the work consists of the following: (1) Gathering and transferring onto maps all of the information that is known about the site. Digitization of the collected data and visual simulations using the most appropriate technique (eg. Sketch, photographic manipulation, or computer model) and prepare a visual simulation, (2) To establish value scales and method of evaluation of visual impact, (3) Locating of viewpoints of the site and evaluation of potential impacts of the RRTS line on the viewpoints, (4) Study of both the strategic and local view, (5) Development of design models and visual simulations using the most appropriate technique (e.g. Sketch, photographic manipulation, or computer model) and prepare a visual simulation, (6) To evaluate whether the proposed RRTS construction will achieve the established visual quality objective, (7) Assistance in preparation of Technical Specification for Tender documentation, (8) Methodology for HIA shall be Collection of field data, Cultural HIA, Assessment of value of Heritage attribute, defining, identifying and determining severity of impacts, Detailed HIA report, (9) To quantify the tentative ground deformation, if any caused due to the TBM operations along the proposed route, (10) To assess the impact of ground deformations on the existing CPMs, (11) Based on the design requirement, appropriate protection measures will be suggested to minimize the adverse impact of TBM operations on the CPMs and within the desirable limits and (12) Methodology for settlement assessment shall include collection of relevant input data, identification and decision of input parameters, settlement assessment by numerical models, construction impact assessment and identifying and recommending mitigation measures.

Objectives: To carry out Heritage Impact Assessment (HIA) of Delhi-Panipat RRTS.