



दिल्ली मेट्रो रेल कॉर्पोरेशन लिमिटेड DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एवं दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVT. OF INDIA AND GOVT. OF NCT DELHI)

Justification for locating the Project in Forest Area

Maujpur to Majlispark corridor of Delhi MRTS Phase-IV Project has been planned as Elevated viaduct having approx 12.1 Kms length including Bridge across river Yamuna, an Integrated elevated viaduct with PWD Flyover at lower deck, metro line at upper deck from Yamuna Vihar to Bhajanpura and six other stations namely Khajuri Khas, Sonia Vihar, Soorghat, Jagatpur village, Jharoda Majraa and Burari.

This Metro Corridor runs along the Mangal Pandey road from Maujpur to Sonia Vihar and Crosses the Garhi Mandoo (Shahdara) Forest range between Nanaksar Gurudwara at Sonia Vihar and Yamuna river. The alignment after crossing Yamuna River gets integrated with proposed PWD elevated road near Soorghat.

Due to existing Wazirabad barrage, the Yamuna Bridge was proposed on downstream side. The alternative of this alignment is not possible due to following reasons:

1. The Yamuna Bridge is to be constructed on downstream side of Wazirabad barrage and in between the Signature Bridge and Wazirabad barrage.
2. Minimum curvature is required for Train movement at both ends of the Yamuna bridge.
3. After crossing the Yamuna Bridge, the Metro alignment has to be integrated on Ring Road near Soorghat Station with proposed PWD elevated road as there is no space available for independent construction.
4. A heritage structure- Shah Alam Tomb of Archaeological Survey of India (ASI) is existing near Soorghat station. As per National Monument Authority (NMA) the Metro Structure can be constructed at least 100m away from this heritage structure. This mandatory clearance of 100 m has been maintained by limiting the width of Metro platform at Soorghat Station.

The clearance of Yamuna River Committee and National Green Tribunal (NGT) has been obtained for Yamuna Bridge on the proposed alignment. Further clearance from National Monument Authority (NMA) for construction of Metro Station and Corridor near Soorghat also been received.

Considering the fact that the alignment of Yamuna Bridge is fixed, there is no alternate to the alignment planned through the forest area between Nanaksar Gurudwara at Yamuna Bridge. The length of viaduct in forest range is 547 m (approx) and 5743.50 sqm will be utilized for construction purpose. It involves felling of 175 nos. tree from the said area. However, only land at pear location will be occupied as the viaduct height is about 13m, greenery can be maintained below the viaduct and it will not divide the continuity of forest area.

Yours faithfully,


(M.K. Shukla)
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General Manager/Land