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दिल्ली मेट्रो रेल कॉर्पोरेशन लि०
DELHI METRO RAIL CORPORATION LTD.
(भारत सरकार एंव दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

Justification for locating the project in Forest area

Janakpuri to R.K. Ashram Corridor has been planned in such a way that it will connect Botanical Garden (Noida) to R.K. Ashram which is located in Central Delhi. It will intersect the existing lines at Peeragarhi, Pitampura, Haiderpur Badli Mor, Majlis Park Azadpur & R.K. Ashram locations as interchange stations to reduce travelling time of passengers. While planning the alignment, utmost care has been taken for reducing vehicular traffic from the road and serving maximum population of the area. This Metro corridor runs along the Dr. Hegdewar Road from Vikaspuri to Mukarba Chowk. From Vikaspuri to Mukarba Chowk continuous elevated road exists accordingly metro alignment has been planned on verge between service road and bus lane falling within the ROW of the road to avoid disturbance to the local residents.

The alignment will be useful for the public by integrating with other modes of transportation available on the road. However due to the affidavit submitted in Hon'ble Supreme Court by the GNCT of Delhi in the case no. 202 of 1995 titled as T.N. Godavarman Thirumukpad Vs UOI, a part of the area falls in Forest/Plantation area as conveyed by Forest Department as below.

1. Embankment of Najafgarh drain has been included in the Forest/Plantation area annexed as Annexure-VII (XX) in Affidavit filed in Supreme Court. The drain passes across the road No. 26. As the proposed alignment is along the road parallel to flyover, crossing of drain is unavoidable. Accordingly, 1288.973 Sqm land will be required for passing the alignment across the drain.
2. As per the annexeure IX of the affidavit 5.34 km of road no. 26 is the plantation area due to which 34,323.354 Sqm land will be used for passing the viaduct. Out of 5.34 km metro alignment is proposed in 3.115 km along the road no. 26. If alignment is proposed off the road a demolition of 150 multi-storey buildings of private individuals will be involved which will attract a huge rehabilitation and resettlement cost in addition to the increased cost of the project. Off the road alignment will deprive the integration of other public transport system.
3. As per the affidavit filed in Hon'ble Supreme Court'100 trees per acre in the block of 2.5 acre is to be treated as deemed forest'. A part of the area proposed for Mangolpuri Station has been treated as deemed Forest wherein DMRC is to construct station in 13231.801 Sqm area which is a bare minimum requirement for the construction of an elevated station to provide ancillary building and Entry/Exit structure. Station cannot be shifted alone, the alignment before and after shall have to be shifted which lead in demolition of 3 nos. of residential buildings, 8 nos. of commercial buildings and 2 nos. of religious places. Station will be at isolated place away from main ring road and hence will not be public friendly.

It is pertinent to mention that none of the above area is notified forest.

(M.K. Shukla)
General Manager/Land

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