



New Ashok Nagar Forum

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Planned Development through Bhagidari • Justice for All • Clean & Green Canal Road • Employment and Shelter • Connectivity through Metro - Canal Road • Education for all, Living and Culture

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✓ Smt. Inderpal Parate
 Director (Plg.) MPR
 Delhi Development Authority
 6th Floor Vikas Minar
 New Delhi-110002

Head Central Dy. 10
 Dated ..12/12/12 08.12.2012
 R&D Section, Vikas Minar
 Delhi Development Authority
 Meeting Acctd

Sub: Deletion of 45m MP Road between Noida Link Road and NH 24 and subsuming the same in Kondli Corridor Parallel Road Network along Hindon Cut Canal.

Dear Madam,

On behalf of the residents of New Ashok Nagar and members of the NAN Forum, I wish to thank DDA for organising the 6th Management Action Group (MAG) of Transport Meeting on 05.11.2012. This meeting was very important for the residents who are looking forward to action in revision of Master Plan as per ground realities.

In this meeting, our problems were heard and understood. Of special note is the huge effort mounted by UTTIPEC officials to send notices to signatories 233 representations. The residents are specially thankful of this. The arrangements and conduct of the meeting was excellent, the handling of the aggrieved public filling up two halls in Vikas Minar was specially good. The minutes were well drafted and delivered on time.

Our Comments

We are very happy with the minutes of the 6th MAG of Transport under the chairmanship of Principal Secretary Shri Rajendra Kumar. The recommendations of the meeting are given in the box for reference.

The minutes were discussed in great detail by members of the NAN Forum and also residents of the New Ashok Nagar.

They feel that:

1. The minutes should record upfront that the Master Plan 45m Road between Noida Link and NH-24 is not feasible due to obstruction of New Ashok Nagar Metro Station and dense habitation on the alignment. Several religious and other public structures have also come up on the alignment. The Master Plan of Delhi as well as East Zone may be revised to reflect the ground realities.
2. We are in total agreement with the rest of recommendations which call for studies and surveys for realignment/alternate alignment of link road in the context of the proposed Kondli Corridor. We also agree that the PWD and UP Irrigation should coordinate the action on the new road network.
3. We also request that the recommendation should note that following the boundary fixation vide Notification F.NO.I-33/UC/UD/Policy/2012/549-553 dated 04.09.2012 the ground under the 45m Master Plan Road is now **inside** the regularized colonies.

OFFICE OF THE DIR (Fig.)
 MPR/TC, D.D.A. N. DELHI-2
 Dy.No. 1-280
 Dated 12-12-12

Axes) II

Copy has been met asked.
 We may forward this to Dir (PS) UTTIPEC for
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Az (MPR & HP)

Jhant
 13/12/12

Recommendations:-

Following recommendations were made by the MAG meeting of 5 November at UTTIPEC, Vikas Minar:-

(a) Regarding proposed alignment of Master Plan Road from Noida Link Road to NH-24:

- The request for dropping of the proposed alignment of Master Plan Road from Noida Link Road to NH-24 through various representations has to be looked after Master Plan and Concern zonal planning unit as its involves various legal and technical issues.
- Implementation of this proposed Master Plan road also involves various agencies like PWD, UP Irrigation Department etc. which need to be resolved by the Competent Authority.
- The realignment/alternate alignment for this link road need further detail studies and surveys for its feasibility in the present context which will be
- co-ordinated by UTTIPEC for a comprehensive network and connectivity development proposal to be taken up by the PWD (Road Owning Agencies).
- UTTIPEC will discuss this issue in Core Group/Working Group meeting along with the TOR submitted by PWD for 'Corridor Improvement Plan around Kondli' by extending the influence area. The comprehensive proposal addressing the concerns of the representatives will be worked out in consultation with Director (TYA), PWD and other stakeholders.

Action: Director (UTTIPEC), Director (TYA), PWD

4. We request TOR for the proposed Kondli Corridor be revised to take into consideration the traffic flows in the East - West and North - South direction.
- (a) Delhi to East Delhi flow in the East - West direction over the Yamuna through DND flyover in the Mayur Vihar loop.
- (b) There are three water bodies in the East -West alignment namely Ghazipur drain, Hindon Cut Canal and Parallel Hindon Cut Canal.
- These bodies divide the East - West flows and also obstruct the North - South flow. There are only four bridges on these bodies in the entire 6.2km of the Noida Link – NH-24 stretch. (The numbers and widths of the bridges must be augmented).
- (c) In the proposed elevated Barapullah II flyover from Kale Khan to Mayur Vihar – Major flows in the East - West direction will be released. The East – West and North – South network in the current state can hardly absorb these flows.
- (d) East West flow in phase III of Metro expansion in the Kale Khan – Mayur Vihar– Anand Vihar segment will cross with the Dwarka– Noida line Mayur Vihar is the crossing point. The whole pressure of this will be felt in East Delhi since the junction is on the river bank. The road network at this end must be strengthened since Mayur Vihar roads are not equipped for Metro traffic.
- (e) The approach roads to New Ashok Nagar Metro Station must be developed for optimal ridership.

We once again thank you for the kind attention and bringing together the many interest to the meeting.

With best wishes,



Arun Goyal
(President)
Mob: 9810079983

History of Proposed Deletion of 6.2km from Noida Link to NH-24 45m Master Plan Road

The area covered by the road network was originally occupied by the villages of Chilla Sarda Bangar, Dallupura, Ghazipur. The Hindon Canal pass through the area. It joined the river Yamuna on the Chilla barrage to feed its waters to the Agra Canal downstream. During Emergency in 1974-77 and thereafter, the new colonies of Noida, Trilokpuri, Mayur Vihar were developed by the DDA and UP government based on land acquired from the villagers. A big land acquisition programme was executed by a notification dated 17.11.1980 under which lands were acquired from the villages of Chilla Saroda Bangar. The award of 30 September 1982 gave the land to DDA for Housing Development. Other lands in nearby villages like Dallupura, Kondli were also acquired in a similar fashion. In the 1990s, the East End Apartments and Vasundara Enclave Apartments came up. The IFC market at Ghazipur was developed to relocate the markets in Old Delhi on NH24.

The biggest development was during the Commonwealth Games in 2010 when an extensive road network, District Centre and two five star hotels and Malls were developed to cope with the tourist traffic.

The Metro Line and Metro Station also came up in the year in the period 2007-2011 with the link to the DND Flyover on the river Yamuna. UP Irrigation also done its bit to develop the area, a parallel cut canal to the existing Hindon canal has been constructed. Water in the Cut Canal is to be released very shortly. It is believed that the main Hindon Canal will be closed when the parallel canal is operational. UP Irrigation has constructed a road between the two canals and also bridges on the two canals with the help of the Delhi government.

A stage has come when the whole road-rail network is under review by DDA. The Master Plan 2021 was formulated in 2007 when there was no Commonwealth Games, Metro Station and Hindon Cut Canal. Many changes have taken place and revision is long overdue.

The area is also the battleground between housing development by poor sections and the Government agencies. In the first round, the road cum drain 1.2 km project was executed in the Metro-New Ashok Nagar section along the Hindon Canal in 1997. There was resistance by the local people, two persons died in police firing a settlement at 13 m ROW was reached. In year 2000 a local mandir on the ROW was demolished. In 2008, all 14 blocks in New Ashok Nagar were provisionally registered for regularisation. In July 2011, demolition on about 14 structures were carried out on grounds of post 2007 construction which matter is now sub judice with Delhi High Court.

The area is now regularised w.e.f. 04.09.2012 pending deposit of moneys for Government land by the residents. The area residents have sent 233 representations on Master Plan revisions which were heard in the East Delhi PSK on 29.05.2012. The Institute of Town Planners expert has recommended change in Master Plan following this meeting. The matter was taken up in the sixth MAG meeting by UTTIPEC on 05.11.2012 where also it was recommended that the road be subsumed under the influence zone of the Kondli corridor with alternate realignment.

It is believed that peace and development will descend on this area once the Master Plan is finalized as per ground reality and also the regularisation plan for UAC initiated in 2007.