

Dated : 08/11/2011

Director (Plg.) MPR/TC,  
J.D.A. Vikas Minar N. DELHI-2  
Dy.No. 336  
Dated 9/11/11

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To  
The Director (Plg) MPR  
DDA, 6th Floor, Vikas Minar  
IP Estate,  
New Delhi-110002.

**Clause 15.3.1**

Sub: Review of MPD 2021 declaring commercial by-lanes of South Extension Part-I, known as RAJESHWAR ARYA MARG and HARGYAN SINGH ARYA MARG as a Mix Land Use

Dear Sir,

In response to the notification dated 4th Oct. 2011, Published in Hindustan Times, Delhi, I am hereby submitting my suggestions for Mix Land Use of the above two roads in South Extension Part-I.

Strips adjoining South Extension Part-I Market known as Rajeshwar Arya Marg and Hargyan Singh Arya Marg where the width of the road is 40 feet and more than 80% commercialisation has taken place. This commercialisation is not the result of a day, a month or a year rather it has grown within more than two decades to take such a heavy proportion and spread out.

a) DLF, a developer and colonizer started purchasing village land of Mubarakpur Kotla in the year 1951, developed this village land and started selling plots in the year 1954 under the name of "South Extension Scheme Part-I", before the enforcement of first ever Act meant for developing Delhi in a planned manner, known as The Delhi Development Act 1957. In pursuance of which First Master Plan was drafted, passed and enforced in the year 1962 with certain projections, developmental programs and objectives.

b) This colony of South Extension was developed, planned and started being disposed of before The Delhi Development Act 1957 came into force. This colony has some special characteristic and peculiar features unlike the colonies developed after 1962 in pursuance of and after the coming into force of the First Master Plan for Delhi which was published and made operational in the year 1962.

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A.D. (Plg.) II

c) This colony was developed by DLF like other colonies wherein the width of connecting roads are only 40 feet or even less in case of inner roads as they never dreamt of this type of rapid, modern and global development and also never visualize and the concept of multi-brand, computerage and multi-national corporations ever run the economy of the country.

d) Surprisingly in this colony NO PROVISION for School, Dispensary, Park, Open space, Green area, Children playground, Health centre, District Park, Recreational area and Cultural Civic Centre was made by the developers and planners till date.

e) The road width and plot size prescription would not bring any relief to properties in commercial cluster and stirps as the colonies developed around 1962 by DLF have only connecting roads with 40 feet width and all other inner roads of not more than 30 feet or 20 feet width. Our is a colony which has been developed by DLF before 1962 in which the width of the connecting road as usual is 40 feet and other inner road of 30 feet width or less and the interesting feature of this colony is that at the end of the stirp they have ear-marked space for Cinema Hall and made these two roads as the connecting roads for the villages and other places as mentioned above. The provision for Cinema Hall on 40 feet road is far away from the thinking of modern developer and town planner.

Thus keeping into view these special characteristic and peculiar features, the colonies developed before 1957 deserve special attention and treatment. Moreover, the setup, spread out and topography of this colony i.e. South Extension is worst than the colonies meant for rehabilitation where we can easily find roads with width much more than 40 feet or so. Hence our colony be treated as a "SPECIAL AREA" where the commercial activities on 9 meter roads deserves to be allowed.

The so-called traffic problem as alleged is not due to the commercialisation of these two stirps but due to traffic moving through towards the 'adjoining villages i.e. Kotla Mubarakpur and Village Pillangi Gaon whose Entry and Exit is through these two stirps. This problem is further aggravated due to free movement of Heavy Duty Commercial Traffic to these neighboring villages. The free movement of heavy and rushy traffic, noise and pollution further blurs the residential character of these two roads which are more or less always full with movement of traffic and pedestrian passing through. Hence completely unfit for residential use.

- a) The Authorised Local Shopping Center which has about 26 shops i.e. G-Block market which was originally designed and sanctioned for residential cum commercial use has been fully converted to 3-4 storeyes plus Basement 100% for commercial use. The Entry and Exit to this shopping centre, unfortunately, is also from these two strips i.e. Rajeshwar Arya Marg and Hargyan Singh Arya Marg.
- b) There are ample empty spaces which can be used for developing and constructing multi-storeyed parking. There is "Covered Nallah" adjoining to this place which can also for converted into parking space with proper beautification and relaxing arrangement for residential of the colony.
- c) We understand that the local authority realizing all these ground realities have already cleared a project for construction of multi-stroeyed parking in South Extension Part-I to ease the problem of traffic congestion and jams.
- d) The commercial activities on these two strips are more because of need than greed. The people are self employed and also providing employment and trade opportunities to thosand of other people who are illiterate and have no professional skill to go for any professional job. Further they are providing services not only to the local residential of entire South Extension Part-I and Part-II but to the ajdoining vast areas such as Defence Colony, Panchsheel Park, Pandara Road, Gulmohar Park, Niti Bagh, Uday Park, Sarojini Nagar, Sewa Nagar, New Friends Colony, Maharani Bagh, Kidwai Nagar, Lodhi Colony etc. Destruction and uprooting never leads to progress. A healthy society contributes in making a prosperous state and country. Everybody is first the citizen of Delhi who must be constitutionally ensured to work.
- e) These commercial activities do nto in any manner have any negative impact on the socio-economic and environmental requirements of the society rather it provides livelihood to lacs of emplyees and their families and also contributing precious amount towards Govt. Exchequer by way of number of local, state and central taxes like commercial property tax, licence fee, vat, sale, income, service, FBT and other direct and indirect taxes.

In the light of above, I humbly request that these two strips known as RAJESHWAR ARYA MARG and HARGYAN SINGH ARYA MARG as also recommended by The Hon'ble Committee of Shri Tajender Khanna be declared commercial subject to payment of conversion charges so that those charges being collected from these units be utilized for improving civic facilities, ensuring free and smooth ovement of vehicular and pedestrian traffic and constructing parking lots. Moreover, these two stirps due to its special characteristic and peculiar features be treated as a "Special Area".

Thanking you

Yours faithfully



**(MUKESH KUMAR GUPTA)**

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