



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना - 2021 की समीक्षा
Master Plan Review-2021

पंजीकरण फार्म
REGISTRATION FORM

"ओपन हाउस मीट्स"
"OPEN HOUSE MEETS"

Zone - R-1

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

नाम Name	CHARAN SINGH YADAV
प्रतिनिधि : Representing : सरकारी विभाग / फेडरेशन / संघ (एसोसिएशन) / आर डब्ल्यू ए / व्यक्तिगत Government Department/ Federation/Association/RWA/ Individual	RWA / Individual. Director (Plg.) MPR/TC, D.D.A. Vikas Nagar N. DELHI-2 Dy.No. 3387 3410 Dated 23/5/12
वर्तमान स्थिति Present Position	Gen. Secy.
फोन : कार्यालय Phone : Office आवास Residence मोबाइल Mobile	C-16 LAXMI GARDEN NAJAF GARH NEW DELHI-43 9868489393
फैक्स : Fax :	
ई-मेल E-mail	csyadav54@gmail.com
पता : Address :	C-16 LAXMI GARDEN NAJAF GARH N.D-42
हस्ताक्षर : Signature :	CSYADAV
तिथि : Date :	22-5-2012

"अपने पंजीकरण फार्म ओपन हाउस मीट्स के स्थल पर जमा कराएं"
"Submit your registration form at the venue of Open House meets."

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भरत सिंह
(विधायक)
BHARAT SINGH
M.L.A.



राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार
विधान सभा क्षेत्र नजफगढ़
कार्यालय :- प्लॉट नं. 6, मैन नांगलोई स्टैंड, नजफगढ़, नई दिल्ली-43
Office:- Plot No. 6, Main Nangloi Bus Stand,
Najafgarh, New Delhi - 110043
Ph.: 011-28011125-35, 9212316012
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निवास :- मकान नं.251, गांव दिचाऊ कलां, नई दिल्ली-43

आओ शो पत्र सं० दिनांक

D.O.No. NG/A/53 Date 21/5/12

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To,

The Vice Chairman/Through open house dt. 22.05.2012
Delhi Development Authority
Vikas Sadan, New Delhi

Sub: Review of the route of 100 meter wide (UER-II) road from Dwarka to Bakkarwala via Colonies of Najafgarh

Sir,

Through this open house I would like to convey the grievances of the people of colonies situated around Najafgarh and are affected due to the route of 100 meter wide road passing through Shyam Vihar, Dwarka Vihar, Sangam Vihar, Roshan Garden, Roshan Vihar, Amar Vihar, Jai Vihar, Defence Enclave, Dichaon Enclave etc.

It is submitted that the initial plan of 2012 purposed by the concerned officers have many short comings affecting more than 10,000 people residing in the colonies mentioned above, which is against the policies of the Govt. It will either lead to demolitions of many houses and if compensation is given it will be an extra burden over the exchequer.

The simple and amicable solution to this problem is that the said road is routed through the revenue estate of Tajpur, Dinpur, Chhawla, Jhatikara More, Paprawat, Khaira, Mitrao, Surakhpur, Jharoda, Dichao & Bakkarwala etc. which is lying vacant and there will be no demolition of any unit of the society. On the other hand the cost on exchequer shall be much less.

The other advantage of this proposed route is that an 80 meter wide road already exist in the proposed plan of 2012.

Thirdly, the said route shall serve as a bypass to Najafgarh Town which is very congested.

It is pertinent to mention that the DC (South West) has already surveyed the newly proposed route and strongly recommended for the proposed alignment (Report attached).

It is, therefore, requested that in the public interest the proposal put up above may be implemented in total.

Yours sincerely,

Bharat Singh
(Bharat Singh, MLA)

Enclosure:

1. Alignment report of DC (SW - Kapashera)

AKN. P. 11

(97)

Status Report submitted by Dy. Commissioner – Revenue (South West) to Special Secretary to Hon'ble Chief Minister, Govt. of NCT of Delhi dated 12.05.2006 as Regards the Urban Extension Expressway/100 Metre Link Road

This is in reference to letter dated 7-4-2006 of Spl. Secretary to Hon'ble Chief Minister regarding change of route of urban extension express way which is to be constructed from NH-8 to Dwarka and further Dwarka II Konlli border. So far as South-West district is concerned, it will pass through the revenue estates of village Tajpur Khurd, Goela Khurd, Deendarpur, Roshanpura, Najafgarh, Masoodabad, Nangli Sakrawati and Dichaon Kalan. I have visited the site alongwith HJP & Fkgo of above mentioned revenue estates. It is seen that there is a built up area of 60% in Village Tajpur Khurd, 30% in Village Goela Khurd, 75% in Village Deendarpur, 95% in Village Roshanpura, 95% in Najafgarh, 95% in Masoodabad, 40% in Nangli Sakrawati and 15% in Village Dichaon Kalan in shape of unauthorized colonies, local shops and farm houses. It is also seen that it will require a large scale demolition for construction of this express road, because unauthorized colonies are found spread up through out the route where this road has been proposed to be constructed. This is also added that it will require less demolition in village Dichaon Kalan only.

On the other side, the proposal received from Dr. Rajinder Singh, President, Delhi Villagers Development Association is also on record. The site of this proposal also visited by the undersigned alongwith field staff of revenue department. It is found that the proposed road

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will pass through the revenue estates of village Tajpur Khurd, Deenda.pur, Paprawat, Khaira, Mitraon, Haibatpura and Dichaon Kalan of Distt. South West. During the visit most of land involved is under cultivation except village Mitraon where 40% area involved is built up in the shape of unauthorized colonies comparatively the route proposed by Dr. Rajinder Singh is much better than the already surveyed route by DDA. It will be in the benefit of general public because it will pass through the vacant and agriculture land and requires no demolition except in village Mitraon, Haibatpura and a mere portion of the extent of 2% in village Khaira.

Submitted please.

Sd/-
(Tehsildar)
9/5/06

SDM (NG)

As map of proposed road provided to us and alignment link road verified by the Tehsildar and his team from Chhawla to Dichaon Kalan. As per alternate alignment following benefits are given below :-

- 1) It is near by Najafgarh and Grain Market (Anaj Mandi)

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from pre page.

near by this road.

- 2) As per report of tah. (N.G.) there is less demolition against proposed road and no any religious place (building) in this road also.
- 3) Between Chhawla to Dichaon no any pond (Jouhar) exist presently.
- 4) Demolition will be held of village wise, if proposed road will built in future (approximately percentage) proposed by the field staff.

S.No.	Village	Area	Construction (approx.)	Remarks
1.	Tajpur Khurda	118.03	60%	Farmhouse Flats School House
2.	Goyala Khurda	183.10	30%	House Temple Pond
3.	Deendarpur	78.14	75%	Temple House Majar
4.	Roshanpura	96.13	95%	School Mosque House
5.	Najafgarh	137.04	95%	Temple House
6.	Maksudabad	168.08	95%	Farmhouse School House Stadium

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(100)

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7.	Nangli Sakrawati	145.17	40%	Factory House Flat
8.	Dichan Kalan	407.19	15%	House Temple Shop School, etc.

As well as above proposed road, Tah. (N.G.) and the field staff have visited the site of Alignment road A to C (as per map). It has been observed that the following area will be covered for the purpose of road -

S.No.	Name of Village	Construction in % (approx.)	Remarks
1.	Tajpur Khurda	2%	Farm house
2.	Deendarpur	20%	Farm house
3.	Paprawat	5%	Farm house
4.	Khaira	2%	House
5.	Mitraon	40%	House Factory Plot
6.	Haibatpura	10%	House
7.	Dichan Kalan	10%	Plots House

On the basis of above facts / points new road (Alternate alignment) is more benefited for the society. Submitted please.

Sd/-
F. 326/SDM (NG)
11/5/06

D.C. (SW)

Sd/- 11/5/06

Contd....

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from pre page.

May kindly see the report of the Patwari placed opposite. The detailed notes of Tehsildar and of SDM (NG) may also be seen.

It appear that the proposed alignment of the 100 mts urban Extension road is through heavily built up area. Also, the new alignment proposed by the petitioner is through agricultural land. However, the built up portions are mostly in nature of unauthorized colonies.

Also, the section 4 notification for acquisition of the land has already been issued by L & B Department on 7.4.2006. (Copy placed opposite).

This is for your information and further necessary action.

Sd/-
Dy. Commissioner
12.5.2006

Spl. Secy. to Hon'ble C.M.

D.C. (SW) - on leave
ADM (SW)

Sd/-
12.5.06

Sd/- 7/6

SDM (HQ)

SDM (NG)

Sd/- 9/6/06


TRUE COPY

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From C.S. YADAV
C-16 LAXMI GARDEN
NAJAFGARH,
NEW DELHI-43
May 22, 2012

To

The Nodal Officer
Open House (K-L-Zone)
Delhi Development Authority
New Delhi

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Sub: Diversion of proposed 100 meter road from Eastern side to the Western side of Najafgarh

Sir,

Through this open house I want to draw your attention towards the deteriorating congestion of Najafgarh town. It has come to the notice that plan 2021 has a proposed road of 100 meter width passing through the eastern side of Najafgarh which will add more traffic and risk to the people of Najafgarh. Already Chhawla road, Jhatikara road, Paprawat road, Ghumanhera road, Dichaon road, Surakhpur road, Jharoda road, Dichaon road and Nangloi road pass through Najafgarh. Hence, this new road will no serve any purpose but will add to the traffic congestion in the town.

The department of environment GNCT has already submitted its report regarding the pollution level of the Najafgarh town.

Under the circumstances it is requested that this proposed road be diverted via western side of the Najafgarh town. It will dilute the traffic in Najafgarh, the pollution shall be controlled and many house hold will also be benefitted due to the demolition which is likely due to the construction of proposed road.

Sir, it is believed that in the public interest the **MASTER PLAN 2021** shall be amended and the road shall be diverted through the vacant land in the west of Najafgarh.

Thanking you,

Yours sincerely,

C.S. Yadav
22/5/12

(C. S. Yadav)
General Secretary
RWA Laxmi Garden
Najafgarh, New Delhi-43
9868489393

Mail csyadav@g.mail.com

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अर्बन एक्सटेंशन रोड : डीसी रिपोर्ट भेजकर कर चुके मार्ग बदलने की अनुशंसा

...तो पैसा और घर दोनों बच जाएंगे

जितेंद्र सिंह, पश्चिमी दिल्ली

तीन नेशनल हाइवे को जोड़ने वाला 100 मीटर चौड़ा और करीब 35 किलोमीटर लंबा एक्सप्रेस-वे (अर्बन एक्सटेंशन रोड-2) बनाने की योजना में डीडीए जरा सा फेरबदल कर दे तो नजफगढ़ इलाके में तीन हजार परिवार उजड़ने लगे बचेगे ही सरकारी धन की भी काफी बचत होगी। दक्षिण-पश्चिम बिले के उपायुक्त काफी वर्ष पहले एक सिफ्ट बनाकर मुख्यमंत्री कार्यालय को इस बात से अवगत भी करा चुके हैं, लेकिन डीडीए का फिलहाल उस पर अमल करने को कोई इशारा नजर नहीं आ रहा है।

दिल्ली विकास प्राधिकरण की अर्बन एक्सटेंशन रोड-2 एक्सप्रेस-वे (यूईआर-2) बनाकर रोहिणी व नरेला सब सिटी से गुडगांव का सफर घटी की बजाय मिनटों का करने की योजना है। अर्बन एक्सटेंशन रोड-2 दिल्ली गुडगांव रोड नेशनल हाइवे-8 से नेशनल हाइवे-10 रोड तक रोड पर मुडका के पास और नरेला इलाके में सिंधु बार्डर के पास नेशनल हाइवे पर जुड़ेगा।

इसके लिए डीडीए सैकड़ों बीघा भूमि अधिग्रहित कर 2006 में नोटिस भी जारी कर चुका है, लेकिन यदि डीडीए की योजना के

विकास की बात

- ◆ नजफगढ़ के पश्चिम से निकाली सड़क तो कम लगे होगे प्रभावित
- ◆ डीडीए एक्सप्रेस-वे योजना में परिवर्तन करने के पक्ष में नहीं

मुताबिक एक्सप्रेस-वे बनता है तो नजफगढ़ इलाके में ही तीन हजार से अधिक परिवार बेघर हो जाएंगे, क्योंकि योजना के मुताबिक एक्सप्रेस वे घनी आबादी के बीच से गुजर रहा है। इस भूमि पर 30 से 95 फीसदी निर्माण है। हालांकि मई 2006 में मुख्यमंत्री कार्यालय को दी गई उपायुक्त की रिपोर्ट पर अमल किया जाए तो हजारों परिवारों को उजड़ने से बचाया जा सकेगा।

उपायुक्त ने अपनी रिपोर्ट में कहा है कि यदि इस एक्सप्रेस-वे को नजफगढ़ के पूर्व से निकालकर पश्चिम से निकाल दिया जाए तो काफी लोगों को प्रभावित होने से बचाया जा सकेगा। इसमें एक्सप्रेस वे योजना में घर

न के बराबर प्रभावित होंगे। उपायुक्त की रिपोर्ट तो जगहिल को देखकर काफी प्रभावी थी, लेकिन डीडीए उस पर अमल करता दिखाई नहीं दे रहा है। उसने अभी तक अपनी योजना में कोई फेरबदल नहीं किया है।

वहीं तानाब आरडब्ल्यूए पदाधिकारी भी अपना आशयाना बचाते और उपायुक्त की रिपोर्ट पर अमल करने को लेकर तीस मार्च को डीडीए के उपाध्यक्ष से मिलकर एक्सप्रेस वे के मार्ग परिवर्तन को लेकर गुहार लगाएंगे।

आरडब्ल्यूए के अध्यक्ष दिग्विजय का कहना है कि डीडीए में 29 जनवरी 2004 में एक्सप्रेस वे की स्वीकृति उपराज्यपाल के यहां खाली भूमि बताकर ली थी, लेकिन इस भूमि पर फिलहाल पक्के चर्च से मकान बने हुए हैं। उस पर भी डीडीए 1758-400 रुपये प्रति एकड़ यानि 350 रुपये प्रति वर्ग मीटर का मुआवजा दे रहा है, जबकि यहां रॉकिल रेट ही 27 हजार रुपये का है। माक्रेट रेट तो और अधिक। वहीं नजफगढ़ के पश्चिमी क्षेत्र में काफी भूमि खाली पड़ी है जहां से एक्सप्रेस वे निकालने पर घर न के बराबर प्रभावित होंगे।

योजना के मुताबिक प्रभावित होने वाला आंकड़ा

गांव	अधिग्रहीत भूमि	निर्माण
ताजपुर खुर्द	118.03 बीघा	60 फीसदी
गोयला खुर्द	183.10 बीघा	30 फीसदी
दीनदरपुर	78.14 बीघा	75 फीसदी
रोशनपुरा	96.13 बीघा	95 फीसदी
नजफगढ़	137.04 बीघा	95 फीसदी
मन्नसूबाद	168.08 बीघा	95 फीसदी
नंगली सकावली	145.17 बीघा	40 फीसदी
दियाऊ कला	407 बीघा	15 फीसदी

नजफगढ़ के पश्चिमी क्षेत्र से निकालने पर

गांव	निर्माण प्रभावित
ताजपुर खुर्द	02 फीसदी
दीनदरपुर	20 फीसदी
पण्डावट	05 फीसदी
खैश	02 फीसदी
मिश्राऊ	40 फीसदी
हैबतपुर	10 फीसदी
दियाऊ कला	10 फीसदी

नोट : सभी आंकड़े डीसी की रिपोर्ट के आधार पर

अनदेखी : प्रदूषण नियंत्रण विभाग की रिपोर्ट में हुआ खुलासा

बना एक्सप्रेस-वे तो बढ़ेगा प्रदूषण

डीडीए ने बिना अप्रूवल के प्रस्तावित कर दिया एक्सप्रेस-वे

जितेंद्र सिंह, पश्चिमी दिल्ली

तीन राष्ट्रीय राजमार्गों को जोड़ने वाला 100 मीटर चौड़ा और करीब 35 किलोमीटर लंबा एक्सप्रेस-वे (अर्बन एक्सप्रेसन रोड-2) का विवादों से घिरा नहीं छूट रहा है। डीडीए एक्सप्रेस वे को अपनी योजना के तहत बनाने पर अड़ी है, लेकिन प्रदूषण नियंत्रण बोर्ड भी एक्सप्रेस-वे पर आपत्ति जता चुका है। बोर्ड मुख्यमंत्री कार्यालय को रिपोर्ट भेजकर कह चुका है कि एक्सप्रेस वे बनने के बाद शहर में प्रदूषण का स्तर बहुत बढ़ जाएगा। बोर्ड ने अपनी रिपोर्ट में बचाव का उपाय भी सुझाया था, लेकिन डीडीए उपायुक्त इस रिपोर्ट पर भी विचार करने को राजी नहीं है। डीडीए ने प्रदूषण नियंत्रण बोर्ड से एनओसी लेना भी उचित नहीं समझा।

दिल्ली विकास प्राधिकरण की अर्बन एक्सप्रेसन रोड-2 एक्सप्रेस-वे (यूईआर-2) दिल्ली-गुडगांव

रोड राष्ट्रीय राजमार्ग-8 से राष्ट्रीय राजमार्ग-10 रोहतक रोड पर मुंडका के पास और नरेला इलाके में सिंधु बार्डर के पास राष्ट्रीय राजमार्ग पर जुड़ेगा।

डीडीए की योजना के मुताबिक, एक्सप्रेस-वे घनी आबादी के बीच से गुजर रहा है। इस वजह से तीन राष्ट्रीय राजमार्ग का यातायात शहर के अंदर आ जाएगा, जो शहर में प्रदूषण का स्तर बढ़ाने का डरा कारण बनेगा।

दिल्ली प्रदूषण नियंत्रण बोर्ड के तीन अधिकारियों ने मौका मुआपना करने के बाद मुख्यमंत्री कार्यालय को भेजी रिपोर्ट में कहा है कि घनी आबादी के बीच से एक्सप्रेस-वे गुजरने से शहर के बीचोबीच प्रदूषण बढ़ जाएगा। नेशनल हाइवे प्रोजेक्ट एनवायरमेंट प्रोटेक्शन एक्ट 1986 के तहत किसी भी हाइवे को बनाने से पहले प्रदूषण नियंत्रण बोर्ड से अप्रूवल लेना जरूरी होता है। उन्होंने प्रदूषण बढ़ने से रोकने का एक उपाय भी सुझाया है। उनके अनुसार यदि इस एक्सप्रेस-वे को नजफगढ़ के पश्चिम से गुजारे हुए पपड़ावट, खैरा, ताजपुर खुर्द से लेकर झटीकरा मोड़ पर मास्टर प्लान 2021 में प्रस्तावित 80 मीटर के रोड पर ले जाकर जोड़

दिया जाए, तो एक्सप्रेस वे दोनों ओर खाली भूमि के बीच से गुजरेगा। इस वजह से पूरा यातायात शहर के बाहर ही रहेगा, जिससे शहर में प्रदूषण बढ़ने से रोका जा सकेगा।

उन्होंने रिपोर्ट में यह भी स्पष्ट किया कि डीडीए की योजना और उनके द्वारा प्रस्तावित मार्ग की लंबाई लगभग बराबर ही रहेगी, जिससे डीडीए पर कोई अतिरिक्त भार भी नहीं पड़ेगा। प्रदूषण विभाग

की रिपोर्ट मुख्यमंत्री कार्यालय को सौंपे जाने के बाद भी चार साल बीत गए, लेकिन डीडीए उस पर भी अमल करने को तैयार नहीं है। आरडब्ल्यूए के अध्यक्ष दिग्विजय का कहना है कि अभी जहां से रोड प्रस्तावित है, वहां इतनी घनी आबादी है कि प्रदूषण से लोग प्रभावित होंगे ही, हादसे भी कम नहीं होंगे। डीडीए न तो उपायुक्त की रिपोर्ट मानने को तैयार है और न प्रदूषण विभाग को।

ANN. P. 11

(97)

Status Report submitted by Dy. Commissioner - Revenue (South West) to Special Secretary to Hon'ble Chief Minister, Govt. of NCT of Delhi dated 12.05.2006 as Regards the Urban Extension Expressway/100 Metre Link Road

This is in reference to letter dated 7-4-2006 of Spl. Secretary to Hon'ble Chief Minister regarding change of route of urban extension express way which is to be constructed from NH-8 to Dwarka and further Dwarka II Konlli border. So far as South-West district is concerned, it will pass through the revenue estates of village Tajpur Khurd, Goela Khurd, Deendarpur, Roshanpura, Najafgarh, Masoodabad, Nangli Sakrawati and Dichaon Kalan. I have visited the site alongwith HIP & Fkgo of above mentioned revenue estates. It is seen that there is a built up area of 60% in Village Tajpur Khurd, 30% in Village Goela Khurd, 75% in Village Deendarpur, 95% in Village Roshanpura, 95% in Najafgarh, 95% in Masoodabad, 40% in Nangli Sakrawati and 15% in Village Dichaon Kalan in shape of unauthorized colonies, local shops and farm houses. It is also seen that it will require a large scale demolition for construction of this express road, because unauthorized colonies are found spread up through out the route where this road has been proposed to be constructed. This is also added that it will require less demolition in village Dichaon Kalan only.

On the other side, the proposal received from Dr. Rajinder Singh, President, Delhi Villagers Development Association is also on record. The site of this proposal also visited by the undersigned alongwith field staff of revenue department. It is found that the proposed road

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will pass through the revenue estates of village Tajpur Khurd, Deenda.pur, Paprawat, Khaira, Mitraon, Haibatpura and Dichaon Kalan of Distt. South West. During the visit most of land involved is under cultivation except village Mitraon where 40% area involved is built up in the shape of unauthorized colonies comparatively the route proposed by Dr. Rajinder Singh is much better than the already surveyed route by DDA. It will be in the benefit of general public because it will pass through the vacant and agriculture land and requires no demolition except in village Mitraon, Haibatpura and a mere portion of the extent of 2% in village Khaira.

Submitted please.


Sd/-
(Tehsildar)
9/5/06

SDM (NG)

As map of proposed road provided to us and alignment link road verified by the Tehsildar and his team from Chhawla to Dichaon Kalan. As per alternate alignment following benefits are given below :-

- 1) It is near by Najafgarh and Grain Market (Anaj Mandi)

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from pre page.

near by this road.

- 2) As per report of tah. (N.G.) there is less demolition against proposed road and no any religious place (building) in this road also.
- 3) Between Chhawla to Dichaon no any pond (Jouhar) exist presently.
- 4) Demolition will be held of village wise, if proposed road will built in future (approximately percentage) proposed by the field staff.

S.No.	Village	Area	Construction (approx.)	Remarks
1.	Tajpur Khurda	118.03	60%	Farmhouse Flats School House
✓ 2.	Goyala Khurda	183.10	30%	House Temple Pond
✓ 3.	Deendarpur	78.14	75%	Temple House Majar
✓ 4.	Roshanpura	96.13	95%	School Mosque House
5.	Najafgarh	137.04	95%	Temple House
✓ 6.	Maksudabad	168.08	95%	Farmhouse School House Stadium

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7.	Nangli Sakrawati	145.17	40%	Factory House Flat
8.	Dichaon Kalan	407.19	15%	House Temple Shop School, etc.

As well as above proposed road, Tah. (N.G.) and the field staff have visited the site of Alignment road A to C (as per map). It has been observed that the following area will be covered for the purpose of road -

S.No.	Name of Village	Construction in % (approx.)	Remarks
1.	Tajpur Khurda	2%	Farm house
2.	Deendarpur	20%	Farm house
3.	Paprawat	5%	Farm house
4.	Khaira	2%	House
5.	Mitraon	40%	House Factory Plot
6.	Haibatpura	10%	House
7.	Dichaon Kalan	10%	Plots House

On the basis of above facts / points new road (Alternate alignment) is more benefited for the society. Submitted please.

Sd/-
F. 326/SDM (NG)
11/5/06

D.C. (SW)

Sd/- 11/5/06

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from pre page.

May kindly see the report of the Patwari placed opposite. The detailed notes of Tehsildar and of SDM (NG) may also be seen.

It appear that the proposed alignment of the 100 mts urban Extension road is through heavily built up area. Also, the new alignment proposed by the petitioner is through agricultural land. However, the built up portions are mostly in nature of unauthorized colonies.

Also, the section 4 notification for acquisition of the land has already been issued by L & B Department on 7.4.2006. (Copy placed opposite).

This is for your information and further necessary action.

Sd/-
Dy. Commissioner
12.5.2006

Spl. Secy. to Hon'ble C.M.

D.C. (SW) - on leave
ADM (SW)

Sd/-
12.5.06

Sd/- 7/6

SDM (HQ)

SDM (NG)

Sd/- 9/6/06


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(103)
By Speed Post

DELHI POLLUTION CONTROL COMMITTEE
Department of Environment, Govt. of NCT of Delhi
4TH FLOOR, ISBT BUILDING, KASHMERE GATE, DELHI-6

No.1. DPCC/(8)(10)(26)/PGRC-05/2031

Dated: 2/9/2006

To,

Special Secretary to CM,
Chief Minister Office,
Govt. of NCT of Delhi,
Delhi Secretariat, I. P. Estate
New Delhi-110002.

Subj:- Letter received from Sh. Rajender Singh Tehlan, President, Delhi Villagers Development Association for inspection of the two alignments of the proposed 100 mts. wide road connecting NH-8 & NH-1 through NH-10 to determine which alignment will create more pollution.

Sir,

Please refer to your letter no. CMR/06/1109 dated 26.06.2005 wherein DPCC was requested to examine the letter of Sh. Rajender Singh Tehlan, President, Delhi Villagers Development Association. In this context, it is to inform you that a preliminary inspection was carried out on 21.07.2006 by a team consisting of Sh. N. K. Joshi, AEE, Sh. Sunil Kumar, AEE and Sh. K. Kumar, AEE. A copy of the inspection report is enclosed herewith for necessary action at your end. It is pertinent to mention that as per the legal position, it is Ministry of Environment & forest, Government of India which is competent to decide the permission to National Highway Projects under the Environment Protection Act, 1986. As per schedule-IV of the EIA notification which prescribes the procedure for public hearing provides that a representative of state pollution control board (Delhi Pollution Control Committee for Delhi) will be one of the members of the panel to be composed for public hearing and would conduct the public hearing along with the other members of the said panel. Delhi Pollution Control Committee has no other role in preparation or granting any environment impact assessment clearance.

Yours Sincerely,

End: As above

O/C

(Dr. Chandra Prakash)
Sr. Env. Engineer

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Comments & comparison of the routes of 100-meter wide link road proposed by DDA and the proposed route by Delhi Villagers Development Association.

As desired by the Competent Authority i.e. Member Secretary, DPCC, the following officials of DPCC visited the area on 21.07.2006.

- (i) Sh. N.K. Joshi, AEE.
- (ii) Sh. Sunil Kumar, AEE
- (iii) Sh. K. Kumar, AEE

The officials visited the area along with the proposed route as well as the alternative route proposed by the association:

- (a) Masodabad.
- (b) Najafgarh.
- (c) Roshanpura
- (d) Dinapur
- (e) Goyla Khurd.
- (f) Tazpur Khurd.
- (g) Chawla Village
- (h) Nangloi Sakrawati.
- (i) Dichhaon Kalan
- (j) Jatikara Mode.
- (k) Dhulsiras
- (l) Mundka Village
- (m) Bakarwala.

It is to mention here that the President Dr. Rajender Singh Tehlan, Delhi Villagers Development Association had represented the matter to the Chief Minister, Delhi requesting to stop / restrain the DDA from constructing a proposed 100 meter wide road passing through a thickly populated area which shall be connecting N.H. 8 to N.H.-1 through N.H.-10. The DDA proposed route shall be passing from point A to B from Village Tajpur Khurd (as indicated in the map placed in the file) and connecting N.H.-10 (Rohtak Road) at village Mundka thereafter connecting N.H.-1. The proposed area is reportedly thickly populated as such heavy vehicles passing through the same shall effect the environment adversely (increase the pollution and congestion in the Delhi city), whereas an alternate route is reportedly available and same is claimed to be viable, as it shall be passing through an entire agricultural vacant land, the route in this case shall be from the same point A to C (i.e. Village Tajpur Khurd) through Jahthikara crossing connecting N.H.-10(Rohtak Road) at Ghewra railway station connecting N.H.-1. The total distance between N.H-8 and N.H-1 in both cases is reportedly 45 km aprox. It was also requested for the opinion Delhi Pollution Control Committee for independent opinion as regard the pollution & congestion of the above said two roads.

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The association has apprehended that the total number of vehicles that enter Delhi everyday will increase and quoted from draft Master Plan of Delhi-2021 that the number of vehicles may be added 15 Lakh / day more as at present about 20 Lakh / day are entering Delhi.

It has been further stated by the association that on the proposed road by the association from point marked A to C in the map, both sides are vacant agriculture land, where all the wholesale mandies from Central Delhi which are the cause of pollution and congestion in the city can be shifted to both sides of this proposed road between Ghewra Railway station and Narela Railway station, then the same will prove to be a boon for the residents of Delhi as the same will drastically reduce the level of pollution and congestion from Delhi. Then also there will be no revenue loss to the Government as the Mandies are still in Delhi.

We have received a letter dated 20th June 2006 from Chief Minister's office wherein it was desired by the Chief Minister's office to determine after inspection of the alignment of the proposed 100 meter wide road connecting NH-8, NH-1 and NH-10 as per representation received from Dr. Rajinder Singh Tehlan, President Delhi Villagers Development Association, the impact on pollution.

We had conducted the inspection and found that 100 meter wide road allegedly proposed by DDA which is from point A to B in the attached site plan shall cause a lot of pollution for the citizens of Delhi as the same passes through heavily populated area.

In comparison the 100 meter proposed road point marked A to C proposed by the Delhi Villagers Development Association passes through agricultural land roughly 3 Km from Delhi-Haryana border. Such road will reduce the pollution level in the capital as the all heavy vehicle shall be diverted in the said road which are coming from NH-8, NH-1 and NH-10.

Apart from the above there are 3 other link road coming from Haryana that merges in Najafgarh and such road have almost the same amount of traffic as the National Highways. The traffic from the said link roads can be diverted by the proposed 100 meter road suggested by the Association i.e. the road from point A to C. This would not only reduce the pollution and congestion in the capital city but would also reduce the pollution in the area. It is also pertinent to add here that three railway stations already are existence on the proposed route marked from point A to C in the Map being Ghewra Railway Station, Bharthal Railway Station and Narela Railway Station.

It is without any doubt that the route reportedly proposed by DDA passes through dense population, unauthorized colonies and a large number of people shall be affected and face relocation whereas the route proposed by the association is mostly from the agriculture land and does not affect the nearby population. The road proposed by DDA touches five schools. This would cause a lot of pollution, which would adversely affect the health of the students. It is also beyond doubt that the air pollution will certainly also increase substantially as the proposed road will cater all the vehicles entering from four above mentioned National Highways.

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The component of the pollutants generated from the emissions of vehicles contain Suspended Particulate Matters, Sulfur Oxides, Nitrogen Oxides, Carbon Monoxide & Hydrocarbons etc and it can cause lung illness, irritates upper respiratory tract, destroys pain pigments, irritate eyes and nose, causes headaches, dizziness, nausea, reduces oxygen level in blood, impairs mental processes, causes cancer to the living organism. Nearly all diesel particles fall into the fine particle size range (less than 2.5 microns); 50-90 per cent fall into the ultra-fine particle size range (less than 0.1 micron). Small size and large numbers offer greater surface area that allows toxic organic compounds to get absorbed easily. In this way, diesel particles can go deep into the lower respiratory tract and, damaging lungs. It is a well known fact that diesel emissions are carcinogenic.

It is pertinent to mention here that the Ministry of Environment & Forest in exercise of the powers conferred by sub section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, has notified on 27.01.1994 amended to date that on and from the date of publication of this notification in the Official Gazette, expansion or modernization of any activity, if pollution load is to exceed the existing one, or new project listed in Schedule-I to this notification, shall not be undertaken in any part of India unless it has been accorded environmental clearance by the Central Government in accordance with the procedure.

Schedule-I, the list of projects requiring Environment Clearance from the Central Governments contains at Sl. No 21 regarding Highway Projects (except projects relating to improvement work including widening and strengthening of roads with marginal land acquisition along the existing alignments provided it does not pass through ecologically sensitive areas such as National Parks, Sanctuaries, Tiger reserves, Reserve forest.) and the instant case is a long stretch of 100 meter wide road linking four National Highways with the intention to divert the traffic on the periphery of Delhi so as to save Delhi from unnecessary plying of vehicles and also to save it from the air pollution caused by automobiles.

So far, no application from DDA has been received for seeking Environmental Clearance regarding the proposed project and the other technical details like the cost of the project, specification of the proposed road etc. are not available. At IIIA of the said notification, it has been made clear that no construction work preliminary or otherwise, relating to the setting up of the project may be undertaken till the environment and site clearance is obtained.

(N.K. Joshi)
AEE

(Sunil Kumar)
AEE

(K. Kumar)
AEE

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(103)
By Speed Post

DELHI POLLUTION CONTROL COMMITTEE
Department of Environment, Govt. of NCT of Delhi
4TH FLOOR, ISBT BUILDING, KASHMERE GATE, DELHI-6

No.f. DPCC/(8)(10)(26)/PGRC-05/2039

Dated: 8/9/2006

To,

Special Secretary to CM,
Chief Minister Office,
Govt. of NCT of Delhi,
Delhi Secretariat, I. P. Estate
New Delhi-110002.

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O/C


(Dr. Chandra Prakash)
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(Sunil Kumar)
AEE


(K. Kumar)
AEE


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ANN. P. 11

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Sd/-
(Tehsildar)
9/5/06

SDM (NG)

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from pre page.

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S.No.	Village	Area	Construction (approx.)	Remarks
1.	Tajpur Khurda	118.03	60%	Farmhouse Flats School House
✓ 2.	Goyala Khurda	183.10	30%	House Temple Pond
✓ 3.	Deendarpur	78.14	75%	Temple House Majar
✓ 4.	Roshanpura	96.13	95%	School Mosque House
5.	Najafgarh	137.04	95%	Temple House
✓ 6.	Maksudabad	168.08	95%	Farmhouse School House Stadium

Contd....

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(100)

- 4 -

7.	Nangli Sakrawati	145.17	40%	Factory House Flat
8.	Dichgon Kalan	407.19	15%	House Temple Shop School, etc.

As well as above proposed road, Tah. (N.G.) and the field staff have visited the site of Alignment road A to C (as per map). It has been observed that the following area will be covered for the purpose of road -

S.No.	Name of Village	Construction in % (approx.)	Remarks
1.	Tajpur Khurda	2%	Farm house
2.	Deendarpur	20%	Farm house
3.	Paprawat	5%	Farm house
4.	Khaira	2%	House
5.	Mitraon	40%	House Factory Plot
6.	Haibatpura	10%	House
7.	Dichaon Kalan	10%	Plots House

On the basis of above facts / points new road (Alternate alignment) is more benefited for the society. Submitted please.

Sd/-
F. 326/SDM (NG)
11/5/06

D.C. (SW)

Sd/- 11/5/06

Contd....

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(101)

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from pre page.

May kindly see the report of the Patwari placed opposite. The detailed notes of Tehsildar and of SDM (NG) may also be seen.

It appear that the proposed alignment of the 100 mts urban Extension road is through heavily built up area. Also, the new alignment proposed by the petitioner is through agricultural land. However, the built up portions are mostly in nature of unauthorized colonies.

Also, the section 4 notification for acquisition of the land has already been issued by L & B Department on 7.4.2006. (Copy placed opposite).

This is for your information and further necessary action.

Sd/-
Dy. Commissioner
12.5.2006

Spl. Secy. to Hon'ble C.M.

D.C. (SW) - on leave
ADM (SW)

Sd/-
12.5.06

Sd/- 7/6

SDM (HQ)

SDM (NG)

Sd/- 9/6/06


TRUE COPY

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The association has apprehended that the total number of vehicles that enter Delhi everyday will increase and quoted from draft Master Plan of Delhi-2021 that the number of vehicles may be added 15 Lakh / day more as at present about 20 Lakh / day are entering Delhi.

It has been further stated by the association that on the proposed road by the association from point marked A to C in the map, both sides are vacant agriculture land, where all the wholesale mandies from Central Delhi which are the cause of pollution and congestion in the city can be shifted to both sides of this proposed road between Ghewra Railway station and Narela Railway station, then the same will prove to be a boon for the residents of Delhi as the same will drastically reduce the level of pollution and congestion from Delhi. Then also there will be no revenue loss to the Government as the Mandies are still in Delhi.

We have received a letter dated 20th June 2006 from Chief Minister's office wherein it was desired by the Chief Minister's office to determine after inspection of the alignment of the proposed 100 meter wide road connecting NH-8, NH-1 and NH-10 as per representation received from Dr. Rajinder Singh Tehlan, President Delhi Villagers Development Association, the impact on pollution.

We had conducted the inspection and found that 100 meter wide road allegedly proposed by DDA which is from point A to B in the attached site plan shall cause a lot of pollution for the citizens of Delhi as the same passes through heavily populated area.

In comparison the 100 meter proposed road point marked A to C proposed by the Delhi Villagers Development Association passes through agricultural land roughly 3 Km from Delhi-Haryana border. Such road will reduce the pollution level in the capital as the all heavy vehicle shall be diverted in the said road which are coming from NH-8, NH-1 and NH-10.

Apart from the above there are 3 other link road coming from Haryana that merges in Najafgarh and such road have almost the same amount of traffic as the National Highways. The traffic from the said link roads can be diverted by the proposed 100 meter road suggested by the Association i.e. the road from point A to C. This would not only reduce the pollution and congestion in the capital city but would also reduce the pollution in the area. It is also pertinent to add here that three railway stations already are existence on the proposed route marked from point A to C in the Map being Ghewra Railway Station, Bharthal Railway Station and Narela Railway Station.

It is without any doubt that the route reportedly proposed by DDA passes through dense population, unauthorized colonies and a large number of people shall be affected and face relocation whereas the route proposed by the association is mostly from the agriculture land and does not affect the nearby population. The road proposed by DDA touches five schools. This would cause a lot of pollution, which would adversely affect the health of the students. It is also beyond doubt that the air pollution will certainly also increase substantially as the proposed road will cater all the vehicles entering from four above mentioned National Highways.



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पंजीकरण सं. : 3161/09

अंतरराष्ट्रीय मानवाधिकार संगठन

(भारत सरकार के विधान के अंतर्गत संचालित)

प्रशासनिक कार्यालय : सी-ब्लॉक, हाउस नं० : 287, लेन नं० : 12/13,

(जैन मंदिर के निकट) भजनपुरा, दिल्ली - 110053

फोन नं० : 098996-52238, 011-65128230, 09350255236

e-mail : manavadhikarsangathan@yahoo.in Website : www.manavadhikarsangathan.org

दिग्विजय सिंह यादव

प्रदेश संयोजक, दिल्ली

पत्रांक : DDH/5/59/12
दिनांक : 22/5/12

सेवा में,

श्रीमान उपाध्यक्ष महोदय,
दिल्ली विकास प्राधिकरण,
विकास सदन, नई दिल्ली ।

विषय : दिल्ली विकास प्राधिकरण द्वारा 100 मीटर प्रस्तावित रोड़ को गलत जगह से निकाले जाने के संबंध में । सुझाव - 22/5/12

महोदय,

सविनय निवेदन यह है कि हमारी संस्था आम जनता के हित के लिए तथा अधिकारों को दिलाने के लिए वचनबद्ध है । हम आपको ओपन हाउस दिनांक 22.05.2012 के माध्यम से सूचित तथा कुछ सुझाव देना चाहते हैं ।

आपके द्वारा जो 100 मीटर रोड़ का एलाइमेंट किया गया है उसमें आम जनता तथा उनके अधिकारों को ध्यान में नहीं रखा गया क्योंकि नजफगढ़ के दोनों तरफ उत्तर दिशा तथा दक्षिण दिशा से क्रमशः 100 मीटर तथा 80 मीटर के रोड़ आपके 2021 के मास्टर प्लान में प्रस्तावित है । 100 मीटर रोड़ से प्रभावित कई कालोनियाँ हैं तथा 80 मीटर रोड़ से कोई भी कालोनी प्रभावित नहीं है, इसके प्रत्यक्ष प्रमाण आपकी सरकार के जिम्मेदार अधिकारियों ने माननीय श्रीमती शीला दीक्षित को उप आयुक्त द्वारा क्षेत्र में जाकर रोड़ की सही एलाइनमेंट की सर्वे रिपोर्ट दी गई है, इसकी प्रतिलिपि हमारी संस्था ने आर.टी.आई. के माध्यम से प्राप्त की है तथा आपके दूसरे महकमें प्रदूषण बोर्ड ने भी इस रोड़ से होने वाले प्रदूषण की पूर्ण जानकारी श्रीमती शीला दीक्षित को रिपोर्ट के माध्यम से रोड़ को गलत बताया है और 80 मीटर रोड़ नजफगढ़ के दक्षिण दिशा से खाली जगह से निकल रहा है, जो कि सभी दृष्टि से सही पाया गया है । यह सभी साक्ष्य हमारी संस्था ने आर.टी.आई. के माध्यम से प्राप्त की है । इन सभी साक्ष्यों का ध्यान में रखते हुए तथा आम जनता के हितों को तथा अधिकारों को समझते हुए हमारी संस्था ने यह संकल्प लिया है कि आम जनता के साथ अन्याय नहीं होने देंगे और इस रोड़ को 80 मीटर बाई पास मानकर पास करने की प्रार्थना करते हैं ।

श्रीमान से पुनः निवेदन है कि यह 100 मीटर का रोड़ दबंग राजनीतिक नेताओं तथा कुछ भूमाफियाओं को व्यक्तिगत लाभ देने की वजह से कालोनियों के बीच से निकाला जा रहा है, इसका प्रत्यक्ष प्रमाण रोड़ के साथ बड़े लोगों की प्रोपर्टी होने तथा रोड़ में बहुत धुमाव देकर उनकी प्रोपर्टी को बचाने से प्रतीत होता है और यदि ऐसा होता है तो हमारी संस्था मजबूर होकर इस रोड़ का पुरजोर विरोध करेगी तथा किसी भी कीमत पर 100 मीटर का रोड़ पास नहीं होने देंगे चाहे हमें आम जनता के अधिकारों को दिलाने के लिए प्राणों की आहुतियाँ ही क्यों न देनी पड़े ।

धन्यवाद,

भवदीय
(दिग्विजय सिंह यादव)

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करो स्वीकार : सभी का मानवाधिकार