



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना - 2021 की समीक्षा
Master Plan Review-2021

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पंजीकरण फार्म
REGISTRATION FORM

"ओपन हाउस मीट्स"
"OPEN HOUSE MEETS"

Zone - K-I

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

नाम Name	र रमेश कुमार
प्रतिनिधि : Representing : सरकारी विभाग / फेडरेशन / संघ (एसोसिएशन) / आर डब्लू ए / व्यक्तिगत Government Department/ Federation/Association/RWA/ Individual	दिल्ली विकास - सी वार्ड पट्ट सुशोभित Director (P) - YMCB/TC, D.D.A. Vikas N. DELHI-2 Dy.No. 3416 Dated 23/5/12
वर्तमान स्थिति Present Position	
फोन : कार्यालय Phone : Office आवास Residence मोबाइल Mobile	8285509215
फैक्स : Fax :	
ई-मेल E-mail	
पता : Address :	स. नं. 80 सुशोभित विहार व्यवसायिक, गेट नं. 1/1/1/1/1
हस्ताक्षर : Signature :	Ramsh Kumar
तिथि : Date :	22-5-12

"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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DELHI VILLAGERS DEVELOPMENT ASSOCIATION (Regd.)

Regd. No. : S - 36205 of 1999

G-87, 1st Floor, Vikas Puri, New Delhi - 110018

Ph. : 28540107, Telefax : 28544706, Mob. : 9811229928

E-mail : delhivillagers@yahoo.com

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Date : 22.05.2012

To,

Sh. P.S. Uttarwar,
Director (Plg.) DDA
L Zone, Dwarka Project office
Manglapuri, Palam New Delhi

Sub. : Request for Immediate construction of 80 meter wide (UER-1) Urban Extension Road-I from NH-8 (Jaipur Road) to NH-10 (Rohtak Road). This Road is already approved in Master Plan and Zonal Plan 2021 and have been notified in June 2010. If (UER-II) Urban Extension Road-2 is constructed before UER-1 then Najafgarh Town will be in distaterious condition with 100% Traffic Jam. Because all the traffic coming from Haryana through 4 link roads will route to UER-2 through Najafgarh Ring Road. Najafgarh Town is already suffering with 75% congestion and traffic jams and the condition will worse if UER-2 is constructed before UER-1.

It would be the biggest Traffic Mismanagement of DDA if UER-2 is constructed before UER-1. Details mentioned in the letter.

Sir,

It may be mentioned that 4 different Link Roads coming from Haryana are presently passing through Najafgarh Town at four different points, intersecting at Najafgarh. They carry equal amount of traffic that is coming through National Highways. All four link roads', traffic including Diesel trucks, buses and all other types of vehicles are pass through Najafgarh town. This is causing congestion and heavy Traffic Jam in the Najafgarh Town which leads to complete seizure of the roads of west Delhi causing serious health hazard to the Residents of Najafgarh Area.

The Urban extension Road-1 of 80 meters width, alone shall be in a position to cater to the traffic from these 4 link roads, entering at Najafgarh Town, New Delhi-43. IF the UER-1 is constructed first, then all these heavy, medium, light vehicles traffic will be diverted to this 80 meters wide road and 60% of the traffic both internal and that coming from onside will be moving on the 80 meter wide road and 60% of the ~~population and congestion~~, traffic jam can be removed, then the same will prove to be a boon for the residents of West Delhi as the same will drastically reduce the level of pollution and congestion from Delhi. Once (UER-1) is constructed then traffic from the said 4 link roads need not enter in Najafgarh town and can pass through (UER-1) Bypass Road.

pollution

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The total numbers of vehicles that presently enter in Delhi everyday are about 20 lakhs and by the year 2021, fifty lakhs more vehicles shall be entering Delhi every day. Since the estimated population of Delhi shall be about 2 crore 60 lakhs. That in order to avoid the pollution congestion and heavy traffic Jams, which shall lead to the complete seizure of the roads of Delhi.

Every year almost 3,60,000 vehicles are added on the roads of Delhi and the roads being of the same width, pollution is further increasing every year. About 6-7 Lakh people are added every year to the population of Delhi. But Government of NCT of Delhi and the Central Government has no plan to tackle the situation.

We further request you to take this matter seriously and take urgent steps to proceed with the construction of (UER-1). Kindly follow it on priority. DDA should immediately took steps for land acquisition for construction of Urban Extension Road-I (UER-1).

The Hon'ble Chief Minister of Delhi called for the report regarding the inspection of roads UER-1 and UER-II constructed by D.D.A. to determine which alignment will create more pollution and congestion. The Delhi pollution Control Committee have already submitted their report to chief minister office at New Delhi after survey that UER-II constructed by D.D.A. will increase more pollution and traffic Jam between points marked as point A to B in the attached map and the proposed route by the Association will reduce the pollution and congestion at points marked A to C in the attached Map.

Enclosing : (The Report from Delhi Pollution control Committee is attached with Najafgarh City Map showing the Traffic through 4 link road coming from Haryana. Also highlighting the UER-1 and UER2 in the Map).

With Kinds Regards,

Yours sincerely,



Mr. Rajender Singh Tehlan

President,
Delhi Villagers Development Association

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By Speed Post



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

No. DPCC/12(6)(72)/P/2-06/2080.

Dated: 12-09-2006

To,

Sh. RASINDER SINGH TEHLAY
B-18, 2nd floor
B-1, community centre
JAYAPURI, New Delhi-58

Sub.:- Information under Right to Information Act, 2005

Sir,

Please find enclosed here with the reply on the information under Right to Information Act, 2005 sought by you vide your application received on 11.08.2006 with relevant enclosures (03 nos).

Yours Sincerely,

(Dr. Chandra Prakash)
S.P.I.O.

Encl:- As above.

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By Speed Post

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

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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.

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

Sir,

Please refer to your letter no. CMR/06/1109 dated 26.06.2006 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.

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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) Dichaon 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 form 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

South

Map-2

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H A R Y

D E L H I

N

A

point

B

GURGAON

TO NATAFGARH ROAD

DHASHA

BADLI ROAD

TO DELHI

MAIN NATAFGARH

TOWN NATAFGARH

← BHADURGARH ← HARIDWAR

MESI

POPULATED AREA	URBAN EXTENSION ROAD (UER) 1,2
UR-1	UR-1
UR-2	UR-2

URBAN EXTENSION ROAD (UER) 1,2

VER-2

VILL. DICHOUN KALAN

From ROHTK ROAD

UER-1

point

ROHTK ROAD

D E L H I

H - A R X

A N A

TO DELHI

TO ROHINI

TO KARNAL

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