

23

29 May 2012

The Director Planning (Zone G)
Delhi Development Authority
4th Floor, Vikas Minar
Indraprastha Estate
New Delhi-110002

1459 / Jm c/s
29-5-12
OFFICE OF THE DIR (Plg.)
MPR/TC, D.D.A. N. DELHI-2
Dy.No. 4046
Dated 13/6/12

**Sub: Objections & Suggestion in respect of
Draft Zonal Development Plan, Zone "G" Sub Zone-18 West Delhi-1**

Dear Sir,

This refers to the Draft Master Plan for Delhi 2021, during the Public meeting held on 22nd May 2012. We have made the following objection and suggestion. We would request your kind attention in ZONE-G (West Delhi) towards redevelopment of Zone "G", specifically Sub Zone - 18. We would like to put on record the following objections/suggestions to the proposed Draft Zonal Development Plan.

We are the owners of Agricultural Land admeasuring **4 Bigha 16 Biswas** comprised in **Khasra Nos 29/6, 0 bigha & 10 biswas** in **Khasra no. 29/15** situated in the Revenue Estate of Village Samalka, Tehsil Vasant Vihar, Delhi. The above Land/Farm House lies in **Sub Zone-18 of Zone -G**

We are shocked to note that in the draft Zonal Plan for G-18, the existing Road, better known as Najafgarh-Bijwasan-Rajokri Road has been diverted from Kapashera Morh and shown going through Lal Dora area of Village Kapashera and several legally sanctioned farm houses in Village Samalka including ours and meets NH-8 forming a T-Section. It may be noted that the point at which the proposed diversion meets NH-8, does not have either a flyover or clover leaf formation in order to facilitate the proper movement of traffic. This is going to create major traffic congestion and will have complete mess; defeating the very purpose of signal free NH-8. Plus this new road does not continue further into Zone J which is the other side of NH-8.

The proposed diversion also bisects a part of proposed residential area into two awkward segments which will pose several problems to the planners at the time of actual development of these areas. Whereas if this road maintains its existing course between Kapashera Morh and the National Highway, then it will leave a composite block for residential development on one side and a large green area on the other side till Haryana border.

Very recently the existing Rajokri – Brijwasan road was closed for almost 2 years as been rebuilt as cemented road; huge amount of money has been spent to rebuild the same, and will go waste if abandoned as mentioned in your new plan.

MD (Plg.)
A.D. (Zone-G)
29.5.12
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Objection: In view of above we strongly object for the proposed diversion of the road and construction of new road from Kapashera Morh to NH-8, the proposed diversion of the road in the zonal plan be dropped, which has been unnecessarily diverted seemingly at the behest of strong vested interests. The proposed diversion and construction of new road is totally uncalled for.

I believe that the plan modified based on the recommendations of the Board of Hearing and Enquiry on objection/suggestion invited on the plan published on 17-12-2008 after its approval in Authority meeting held on 17-12-2008 vide item no. 87-2008 **had the appropriate solution for G-18** with the commercial/residential block extending between a broadened 80m R/W Old Gurgaon Road to the West connecting to existing Dwarka road, Rajokri-Bijwasan Road to the South (old road duly broadened), a 100m R/W Dwarka Road to the North and a 90m R/W NH-8 to the East. (copy of the previous suggest plan for Zone G SubZone 18 enclosed)

Suggestion: We suggest that existing alignment of Najafgarh-Bijwasan-Rajokari Road should be maintained as it is and may be widened suitably on both side of the road. The farm owners along the road would have to contribute only small portion of their land for widening of the road. We may further like to add that hardly 800 meter apart a 60mtrs wide road is already present from Dwarka to NH-8 (running along with the new international airport terminal and runway), **which is further planned for 100mter.** This would suffice the traffic movement.

Benefit/Advantage: The cost involved would be much lower and the land owners would be affected marginally in case of our suggestion and as per previously presented DDA plan for Subzone 18; you will see that there are 2 roads in a gap of 800 m present already linking NH-8, widening the same will not cost the Government substantial vis-à-vis to building all together a new road.

Sir, we would kindly request you to look into our objections and take necessary corrective actions to improve the plan while reducing congestion and costs and minimum inconvenience and hardship to existing farm/land owners.

Thanking you,



Radhe Mohan Kapur