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megahubs

The developing area is a perfect choice for trade towers, corporate offices, industrial units, and shopping malls

FAST FACT

A FLYOVER ON NH-8, WHICH LINKS THE RESIDENTIAL ZONE OF IMT MANESAR WITH ITS INDUSTRIAL ZONE, HAS HELPED IN MAKING THE CITY MORE ALLURING TO END USERS

New master plan WILL UNLOCK MORE AREAS FOR REALTY

The new Master Plan-2031 for Gurgaon-Manesar Urban Complex (GMUC) has focused on three different issues: non-grant of licences on certain land patches in GMUC, de-freezing of the SEZ zone, and relaxation for development of TP (town planning) scheme in Sector 16, Gurgaon. **A K TIWARY** writes

The new Master Plan-2031 of Gurgaon-Manesar Urban Complex will bring in more areas for infrastructural development. The new plan is a boon for the realty sector as it has given more room for planned development of residential and commercial setups. In the new plan, the land reserved for special economic zones has been annulled and this land will now be allotted to builders for housing projects, malls, hotels, and office complexes.

The master plan of Gurgaon-Manesar has been revised thrice in the past five years. The new Master Plan-2031 has mainly focused on three different issues: non-grant of licences on the certain land patches in Gurgaon-Manesar Urban Complex (GMUC), de-freezing of the SEZ zone, and relaxation for development of TP (town planning) scheme in Sector 16, Gurgaon.

According to the new master plan, the land reserved for special economic zones has been annulled and this land will now be allotted to builders to make houses, malls, hotels and office complexes. The new master plan approved by the Town and Country Planning Department of the Haryana government has projected a population of 42.50 lakh and a total urbanizable area of 32,988 hectares by 2031.

Integrated developments

The development plan has earmarked 16,021 hectares for residential purpose and 1,616 hectares for commercial use. Industrial area would cover 4,613 hectares. Similarly, transport and communication facilities would have an area of 4,428 hectares, public utilities 608 hectares, public and semi-public facilities 2,027 hectares, open spaces 2,928 hectares, and special zones 114 hectares. Around 633 hectares has been reserved for defence land.

According to the new master plan, the residential areas proposed would be de-

veloped along the neighborhood concept; that is, there would be an adequate provision for all community facilities and services within the sectors whose average net residential density would be around 250 people per hectare.

An area of about 50 hectares has been earmarked for low- and medium-income groups. Around 215 hectares has been reserved for a university in Sector 68, which would be set up by the government or its agencies, while 135 hectares has been allocated for a bio-diversity park.

The latest plan has approximately 50 hectares reserved for wholesale markets of building material, grain, and vegetable markets in Sector 99A, on the northern side of railway line along the newly-proposed 73metre-wide road. Also, a nearby area of 40 hectares has been reserved for idle parking where heavy vehicles can be parked. The changes in the master plans of 2025 and 2031 look substantial only on paper, as emphasis has been put on developing infrastructure to keep pace with the explosive growth of the city.

Fast connectivity

The Master Plan-2021 talked about providing additional connectivity with Delhi through roads like the 150-metre-wide Northern Peripheral

Road (NPR) and 60-metre-wide Southern Peripheral Road (SPR). It also included three major roads connecting Delhi and Gurgaon like Vasant Kunj to MG Road, among others. To develop intra-city Metro system in Gurgaon, Sector 56 and Sikanderpur will be connected by a Metro line of 6.5km. A high-speed Metro service has also been planned for the Airport Express Link between Sector 21 (Dwarka) and IFCO Chowk (Gurgaon).

Keeping the mounting traffic in mind, a realignment of sector-dividing roads of Sectors 76-77, 84-85, 81-81A-open space,



MP-2025 proposed a Transport Nagar over 28 hectares in Sector 33 to be developed by Huda (Haryana Urban Development Authority). A container depot was also proposed adjoining Delhi-Rewari railway line

QUICK BITES

THE NEW PLAN IS A BOON FOR THE REALTY SECTOR AS IT HAS GIVEN MORE ROOM FOR PLANNED DEVELOPMENT OF RESIDENTIAL AND COMMERCIAL SET-UPS

IN THE NEW PLAN, THE LAND RESERVED FOR SPECIAL ECONOMIC ZONES HAS BEEN ANNULLED AND THIS LAND WILL NOW BE ALLOTTED TO BUILDERS FOR HOUSING PROJECTS, MALLS, HOTELS, AND OFFICE COMPLEXES

92-open space, 92-93-94-95 and 112 has been incorporated in the new development plan.

According to the new development plan, the road above Sector 63A and 67A that ends up on Sohna Road will be extended. This road will work as a bypass of NH-8 in future and will relieve NH-8 and Sohna Road from heavy traffic congestion. A 60metre-wide road between industrial Sectors M3A and M4 will be further extended through the Arvalli hills and the public and semi-public zones along KMP up to NH-8. This will create a great loop which will provide commuters an option from travelling on NH-8.

Master Plan-2025 has proposed a Transport Nagar over 28 hectares in Sector 33 to be developed by Huda (Haryana Urban Development Authority). A container depot was also proposed adjoining Delhi-Rewari railway line. A Mass Rapid Transit System Corridor (MRTSC) along the NPR (Northern Peripheral Road) was also proposed. Another MRTSC was proposed along Mehrauli road, extending up to the proposed 90-metre link road with Delhi via Gwal Pahari.

New Sectors: The new master plan has proposed many new sectors along Dwar-

ka-Gurgaon Expressway like Sectors 95A, 95B, 98A, 89B, 88A, 88B, and 99A. These sectors are ideal for top-end residential development with top-notch builders having acquired land in these sectors and already developing or planning to develop luxurious residential projects here.

These luxurious projects are expected to provide world-class infrastructure, architecture, and amenities.

No room for SEZ projects: In 2007, the Haryana had proposed to develop as many as 60 SEZs in Gurgaon district. Five of these SEZs were in the category of multi-products or services while 36 belonged to IT-ITES. A few of the mega SEZs included the HSIIDC-RIL joint venture that was to urbanize over 25,000 acres. This was when the state government had approved a plan to transfer nearly 34% of Gurgaon's agricultural land to SEZs. The new draft development plan has done away with the earlier provision for SEZs.

Earlier, the industries and commerce department of the Haryana government had allocated 1,601 acres in this zone for a SEZ by the Haryana State Industries and Infrastructural Development Corporation (HSIIDC). Subsequently, the HSIIDC trans-

ferred 1,383 acres to Reliance Haryana SEZ Limited (RHSL) for development of a mega SEZ project.

However, the SEZs became unviable over the inability of the RHSL in purchasing and accumulating further contiguous land in the area, which was necessary for the project's viability. The government then decided to get the HSIIDC land back from RHSL. Delhi-Rewari railway line and the newly proposed V-2(d) road has been planned under different land uses and the rest of the erstwhile SEZ area has been proposed as agriculture zone.

The land, between Northern Peripheral Road (NPR) and Gurgaon-Pataudi Road and the industrial Sectors 36 and 37B, already acquired by the HSIIDC has been proposed for industrial use while the acquired land in commercial Sector 58 has been proposed for commercial use.

Ajay Agarwal, MD of Microtek Infrastructures Pvt Ltd, says: "With the implementation of the new master plan, land becomes costlier by many folds. For example, on an average, a land-lot acquired for Rs 25 lakh an acre in 2003 is now worth Rs 67 crore an acre. In some cases, the rates have crossed Rs 15 crore an acre mark."