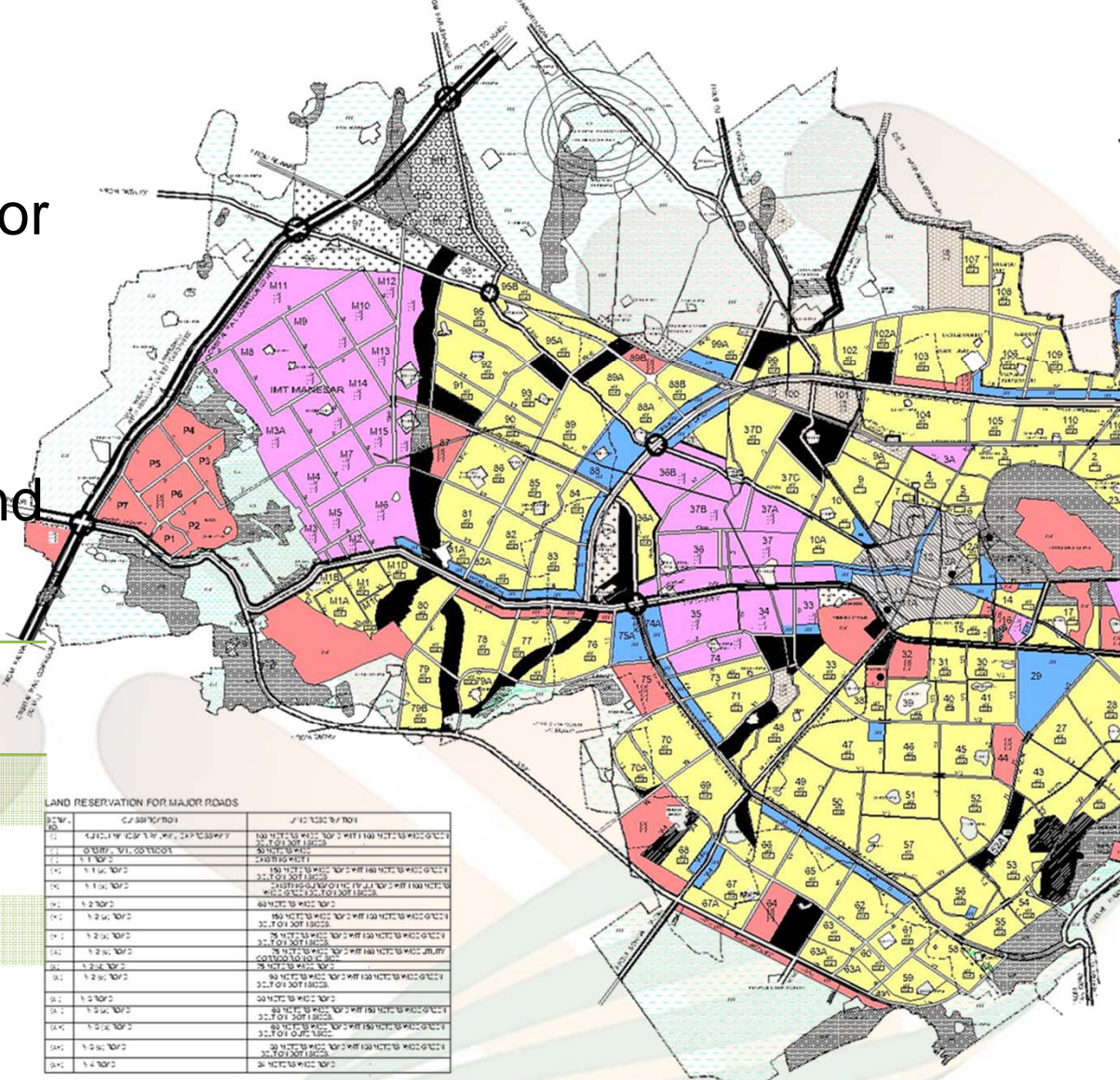


BEYOND MASTER PLANNING



Development plan Gurgaon-Manesar Urban Complex was published for a period of 25 years i.e. up to 2031 AD for the projected population of approximately 42.5 lacs with 33726 hectare urbanisable area. This urbanisable area contain following land use :



LAND RESERVATION FOR MAJOR ROADS

Sl. No.	Ch. 100/100/1	Ch. 100/100/2
11	1.2 ha. 100%	1.2 ha. 100%
12	1.2 ha. 100%	1.2 ha. 100%
13	1.2 ha. 100%	1.2 ha. 100%
14	1.2 ha. 100%	1.2 ha. 100%
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96	1.2 ha. 100%	1.2 ha. 100%
97	1.2 ha. 100%	1.2 ha. 100%
98	1.2 ha. 100%	1.2 ha. 100%
99	1.2 ha. 100%	1.2 ha. 100%
100	1.2 ha. 100%	1.2 ha. 100%

Land use	Area (in Hectares)
Residential	16021 (47.2%)
Commercial	1616 (4.77%)
Industrial	4613 (13.61%)
Transport and Communication	4428 (13.07%)
Public Utilities	608 (1.79%)
Public and semi public	2027 (5.98%)
Open spaces	2928 (8.64%)
Special zone	114 (0.33%)
Defence land	633 (1.86%)

Present Procedure of Land Development

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graph TD; A[Present Procedure of Land Development] --> B[GOVERNMENT  
(By Land Acquisition)]; A --> C[PRIVATE COLONY  
(By way of Licence)]; A --> D[INDIVIDUAL PROJECT  
(By way of Change Land Use)];
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GOVERNMENT
(By Land Acquisition)

PRIVATE COLONY
(By way of Licence)

INDIVIDUAL PROJECT
(By way of Change Land Use)

METRO CORRIDORS (WITHIN HARYANA TERRITORY) TO BE CONSIDERED FOR DEVELOPMENT OF TOD ZONE.

- . Delhi Metro extension along Gurgaon- Mehrauli road upto Sector -29 (City Centre), Gurgaon.
- . Metro Link along Northern Periphery Road as proposed in the Final Development Plan 2031 AD of Gurgaon Manesar Urban Complex.
- . Metro Link along Southern Periphery Road (SPR) as proposed in the Final Development Plan 2031 AD of Gurgaon- Manesar Urban Complex including the portion of SPR forming Southern Periphery of sector 56.
- . Rapid Metro developed/being developed in PPP mode and upto SPR.
- . MRTS Project from HUDA City Centre, Gurugram to Bawal via Global City and Manesar to the extent within the limits of Final Development Plan 2031 AD of Gurgaon Manesar Urban Complex

Regional Rapid Transit System (RRTS): Delhi-Gurgaon-Rewari-Alwar

Expressways:

- Delhi- Gurgaon- Manesar-Dharuhera
- Gurgaon-Faridabad
- Kundli-Manesar-Palwal Expressway

Regional Arterials:

- Delhi – Gurgaon (NH-48)
- Gurgaon - Manesar - Dharuhera (NH-48)
- Gurgaon – Sohna (SH-13)
- Jhajjar – Dhankot- Gurgaon (SH-15A)
- Gurgaon – Alwar-Vadodara Highway
- Jhajjar – Farrukhnagar – Dhankot – Gurgaon – Faridabad road
- Alternative Link Roads from Gurgaon to Delhi to be developed in consultation with Government of NCT Delhi (Palam Vihar to Bijwasan-Najafgarh Road to the point where road from Dwarka joins it; Road connecting Gurgaon-Mehrauli Road to Nelson Mandela Road near Masoodpur flyover; Widening of road connecting Mehrauli-Gurgaon Road with Gurgaon-Faridabad road through Mandi village)

POLICY:

AFFORDABLE HOUSING: This policy is intended to encourage the planning and completion of „Group Housing Projects“ wherein apartments of „pre-defined size“ are made available at „pre-defined rates“ with „Targeted time-frame“ as prescribed under the present policy to ensure increased supply of „Affordable Housing“ in the urban housing market to the deserving beneficiaries

NEW INTEGRATED LICENCING POLICY (NILP): The policy aims to achieve the basic objective of optimum utilization of scarce and high priced land resource by rationalizing the existing parameters and accelerate the development of housing alongwith necessary social and physical infrastructure.

This policy tends to provide a frame work for Integrated Infrastructure Development including water supply,sewerage,drainage,electricity,telecom etc. along ‘Sectoral Plan Roads’.

Deen Dayal Jan Awas Yojna (DDJAY): This policy is intended to encourage the development of high density plotted colonies in high, Medium, and Low Potential towns of the State wherein small plots are made available through a liberal policy framework.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is essentially any development, macro or micro that is focused around/along a transit node/corridor and facilitates complete access to the transit facility, thereby inducing people to prefer to walk and use public transportation over private modes of transport. The primary goals of TOD are to:- (i) Reduce/discourage private vehicle dependency and induce public transport use – through design, policy measures and enforcement. (ii) Provide easy public transport access to maximum number of people within walking distance – through densification and enhanced connectivity.

POLICY:

Policy for industrial licence-2015: a policy in consciences with the EPP-2015 was framed by the department for grant of license for development of industrial colonies in industrial as well as agriculture zone of development plans of the State.

Integrated Industrial Licensing Policy(IILP): To facilitate the investors in the State, plug and play policy for setting up of industrial colonies in the agriculture zone has been framed. The licensee will develop the colony and provide the readily available spaces for installation of industrial units.

Policy for replace of FCFC: To make the procedure for grant of license more transparent , the department has framed a new policy dated: 10/11/2017 enabling provision for inviting applications for grant of licenses for setting up of group housing and commercial colonies in the residential sector through auction .

TRANSFERABLE DEVELOPMENT RIGHTS(TDR): The policy intends to facilitate individual land owners whose land is located either within a residential sector or within the alignment of a sector road areas designated for external development works within the development plan/ sectoral plan, for obtaining TDR certificates. These certificates will contain the entitlement of FAR which the individual land owner will be able to transfer to a developer/ colonizer subsequently.

THE GURUGRAM METROPOLITAN DEVELOPMENT AUTHORITY ACT, 2017 AN ACT to develop a vision for the continued, sustained and balanced growth of the Gurugram Metropolitan Area through quality of life and reasonable standard of living provided to residents through generation of employment opportunities, to provide for integrated and coordinated planning, infrastructure development and provision of urban amenities, mobility management, sustainable management of the urban environment and social, economic and industrial development, to redefine the urban governance and delivery structure in coordination with local authorities in the context of the emergence of Gurugram as a rapidly expanding urban agglomeration, to establish a statutory Authority for the said purpose and for matters connected therewith or incidental thereto



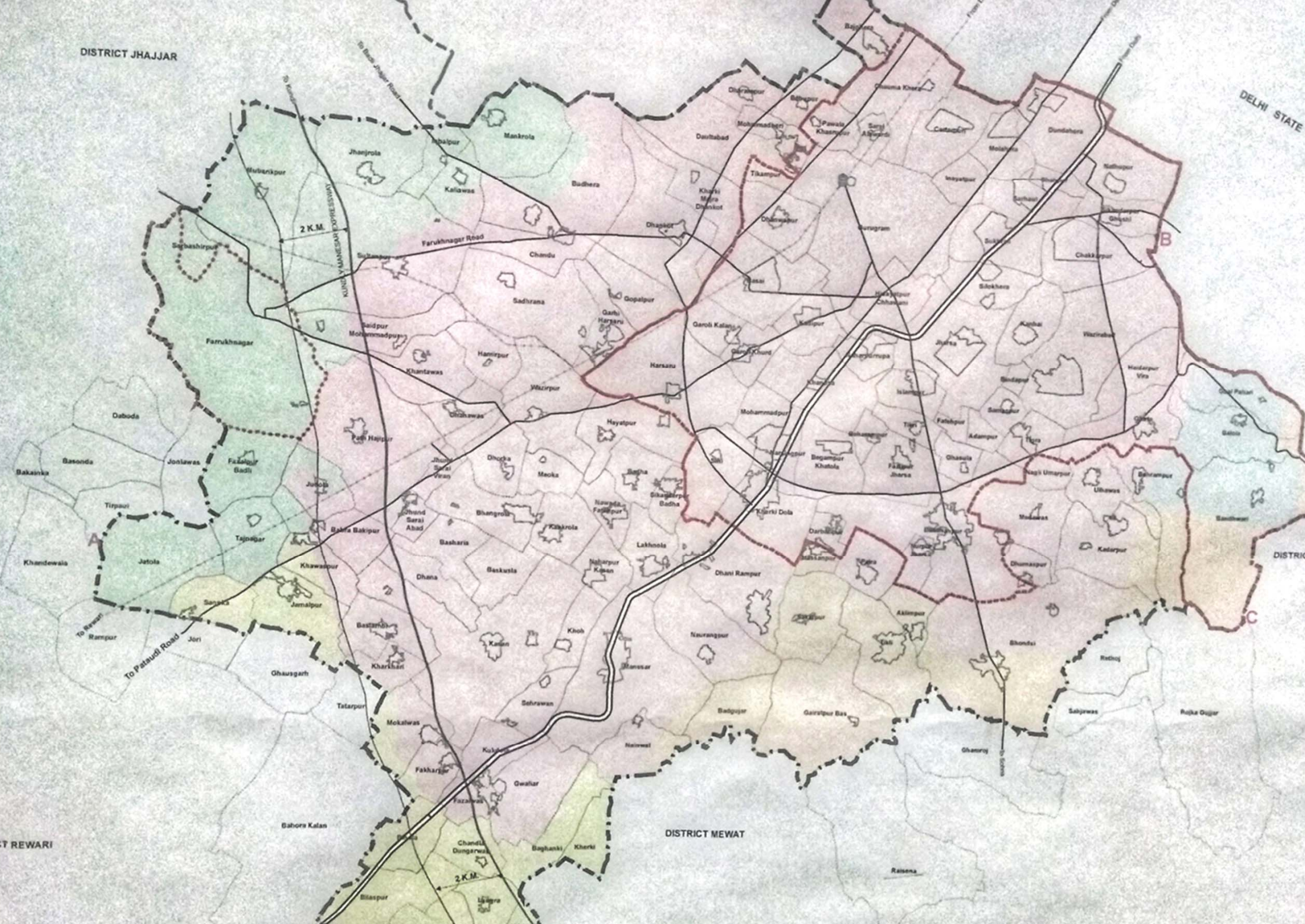
Section 17 of the GMDA Act requires GMDA to prepare infrastructure development plan which is to be published under sub section 5 of section 17 of the Act.

Section 21 of the GMDA Act requires GMDA to prepare Mobility Management plan which is to be published under sub section 5 of section 21 of the Act.

Section 23 of the GMDA Act requires GMDA to prepare Plan for Sustainable Management of the Urban Environment which is to be published under sub section 5 of section 23 of the Act.

DISTRICT JHAJJAR

DELHI STATE



2 K.M.

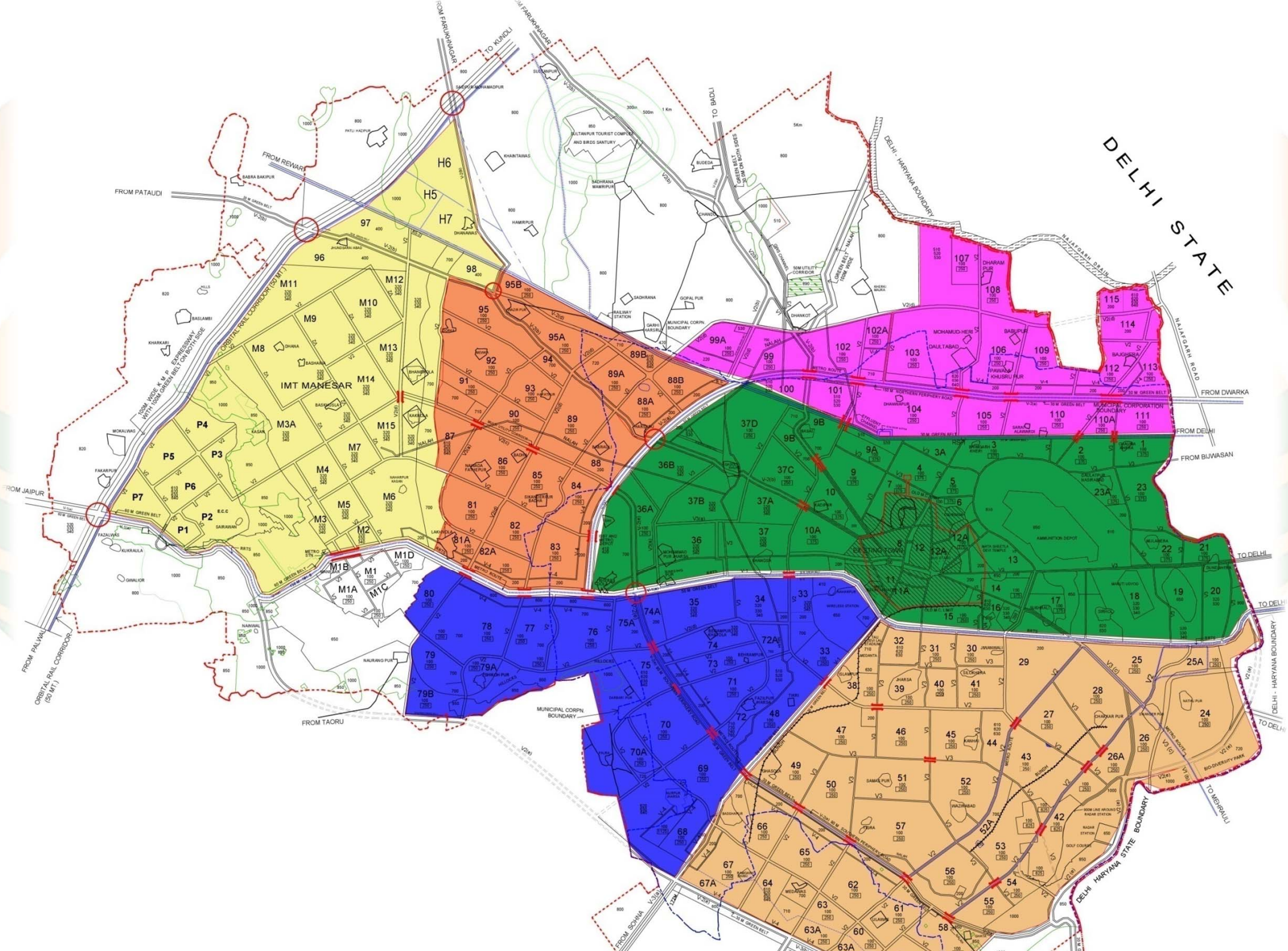
B

C

DISTRICT MEHAT

DISTRICT REWARI

2 K.M.



PREDOMINANT INFRASTRUCTURE ISSUES OF GURUGRAM :

MOBILITY

The city lacks proper organised and affordable public transport for local/intra-city transport.

The private buses/shared autos are crowded , dilapidated , unsafe and often unreliable

The operation of auto rickshaws are not organized and do not designated location for parking and stopping.

RIGHT OF WAY

- NON UNIFORM ROAD CROSS –SECTIONS ALONG MASTER ROADS
- JUNCTION DESIGN FOR CONNECTIVITY OF ARTERIAL ROADS TO SECTOR ROADS
- NO INTER RELATIONSHIP BETWEEN ROW AND GREEN BELT.
- UNEVEN INFRASTRUCTURE DISTRIBUTION

DURABILITY & PERMANENCY OF PHYSICAL INFRASTRUCTURE

- DISTRIBUTION NETWORK NOT COMPATIBLE WITH PRESENT URBANISATION.
- PHYSICAL INFRASTRUCTURE TO PLANNED WITH COMPLETE STRENGTH SCOPE FOR AUGMENTATION.
- UNHEALTHY DRAINAGE SYSTEM

POWER

- Current renewable energy sources are intermittent.
- Extensive use of DG sets in residential, commercial & industrial buildings causing high rate of pollution

COMMUNICATION

- Need of smart infrastructure for efficient digital networking.
- Need of optical fiber network as physical infrastructure.

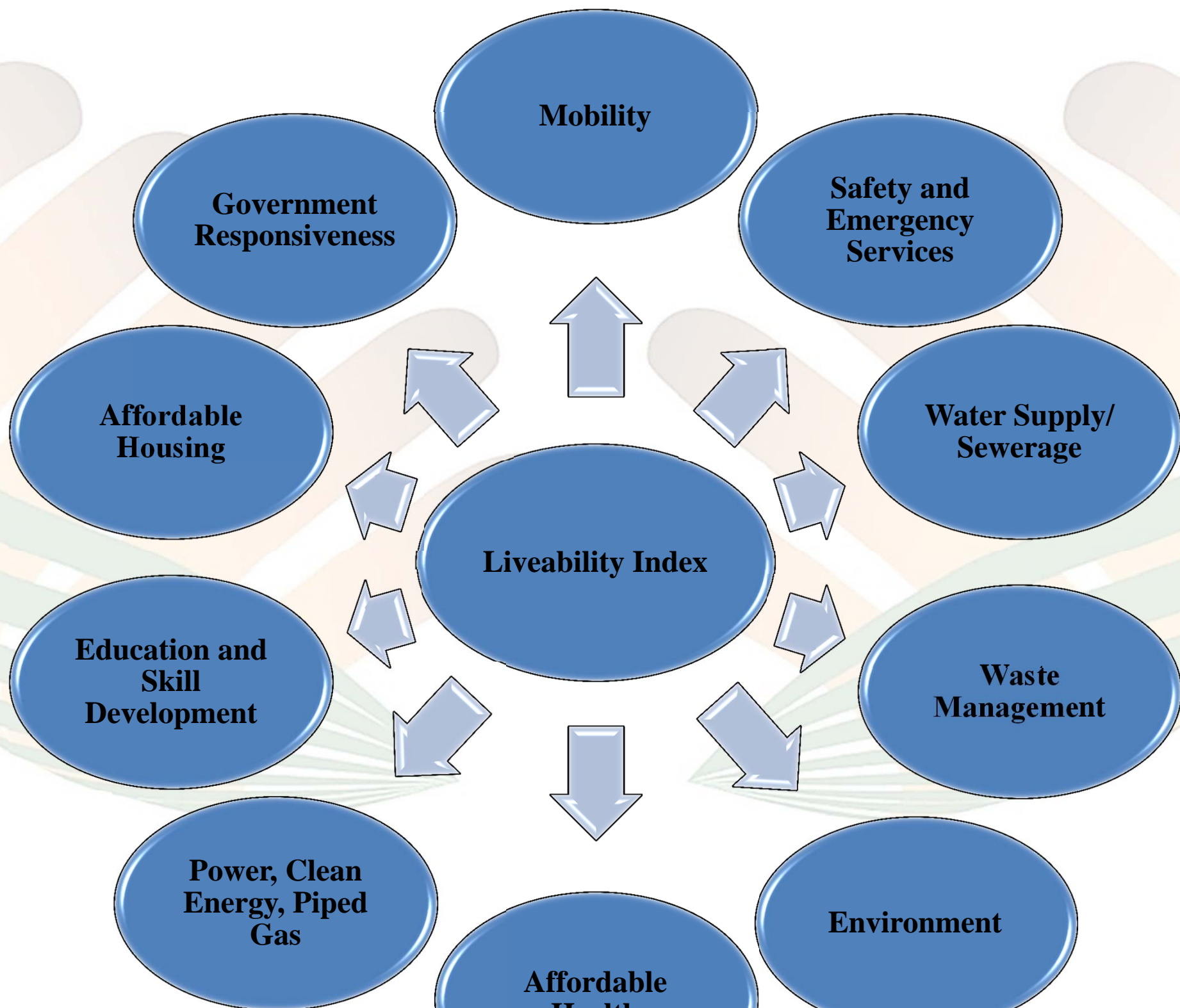
PREDOMINANT INFRASTRUCTURE ISSUES OF GURUGRAM :

SOCIAL INFRASTRUCTURE

- **HEALTH-** need of secondary and tertiary level of health facilities/institutions
- overcrowding, long waiting hours, poor quality of service delivery,
- **EDUCATION** – Improper infrastructure of Existing schools.
- Lack of professional colleges /training to serve demand.
- Hierarchy of schools is not visible.

SOCIAL INFRASTRUCTURE

- **PUBLIC SAFETY-** Presence of blind spots & dark zones.
- Lack of CCTV surveillance
- Lack of emergency services
- **RECREATIONAL** – uneven distribution of parks & gardens
- Lack of neighborhood recreational spaces
- Unmaintained public parks & gardens.
- Unexplored green belts which can be used for recreational



Liveability Themes	KPIs	Measurement Level		
		City	Sub-City	Sector
Roads & Mobility	i. % road area of total city surface area	✓	✓	
	ii. Average idling time at identified bottlenecks	✓	✓	
	iii. % modal share of public transport	✓	✓	
	iv. % total road length, with walkable footpaths, pedestrian crossings	✓	✓	✓
Water Supply/ Sewage	i. % authorized households with avg. clean water supply > 135ltrs per capita per day	✓	✓	✓
	ii. 100% guarantee of zero E.Coli contamination	✓	✓	✓
	iii. % coverage of population with potable water supply	✓	✓	✓
	iv. % coverage of population with access to sewage system	✓	✓	✓
	v. % waste water recycled into non-potable water, pondage and water-body rejuvenation	✓		
Power, Clean Energy, Piped Gas	i. % coverage of households with uninterrupted supply	✓	✓	✓
	ii. % injection of renewable energy into distribution grid	✓		
	iii. % RoW requests pending	✓		
Urban Environment	i. Zero days on which the Air Quality Index registers above 'Satisfactory' levels i.e. 51-100 in any of the measuring stations within the GMA as per the CPCB AQI methodology (2014-2015)	✓		
	ii. Per capita availability of green spaces	✓		
	iii. Per capita availability of blue areas (e.g., ponds, water bodies, etc.)	✓		
Waste Management	i. % coverage of solid waste collection till last mile	✓	✓	✓
	ii. % solid waste scientifically treated and recycled or disposed	✓		
	iii. % C&D waste recycled	✓		

6	Safety & Emergency Services	i. % road length lit with street lights	✓	✓
		ii. Number of transport related fatalities	✓	✓
		iii. % CCTV coverage of streets, public places and junctions	✓	✓
		iv. Avg. response time (mins) of emergency services	✓	✓
7	Affordable Health	i. Number of affordable beds per 100,000 residents available and utilized	✓	
		ii. Zero instances of child malnutrition within GMA	✓	
8	Affordable Housing	i. Number of citizens living in slums/shanties	✓	
9	Education & Skill Development	i. Primary school ASER performance (based on ASER Center's assessment)	✓	
		ii. ITI Placement record	✓	
		iii. Capital investment in GMA	✓	
10	Government Responsiveness	i. Avg. number of days taken to issue/deliver citizen services for predefined services	✓	✓
		ii. Avg. delay in citizen grievance redressal	✓	✓
		iii. Number of citizen services available online	✓	





GMMDA