Chapter 3: AIMS, OBJECTIVES AND POLICY ZONES

3.1 Aims
The State of Haryana, which is located in the heart of north India and surrounds Delhi on three sides, is one of the most progressive States in the nation. Its location with respect to the National Capital has given it an edge above any other state in India. Additionally, Haryana’s human resource has the dynamism to exploit this advantage and the state’s resources and potential to attract investments specifically in areas of comparative advantage. These specific areas consist of industrialization in the state, propagation of leading edge technology through the private sector and to promote education in all spheres. For the nine districts of Haryana that lie in the NCR, a conducive strategy could be developed. The key elements to become the basis of this strategy are:

- To promote industrialization both in the organized and small-scale sector, particularly those with backward linkages to agriculture and forest resources; hence it is imperative to strike a balance with the large pool of resources
- To be in line with the state policy, leading edge technologies and sunrise industries in the State, especially Information Technology and Biotechnology
- Public/private sector involvement in various sectors to be encouraged in the State
- To develop Haryana as a premier education and research centre by leveraging the presence of world-class research and technical institutes.
- Finally, the objective is to exploit its proximity to the National Capital Territory of Delhi, NCTD (presence of large urban and industrial clusters).

Hence Vision of Haryana sub-region is based on its inherent strength developed from its highly productive agriculture as well as industrial development undertaken since the formation of the State. The State has well developed educational and health Infrastructure as well as transportation Infrastructure, especially in the sub-region.

Factors built in its vision are the benefits it is poised to reap due to its proximity to the NCTD, considering the unprecedented growth witnessed by the National Capital during the last few decades. Uptill now, due to the economic attraction of Delhi, the immediate hinterland suffered from underdevelopment. However, the potential for economic growth cannot be accommodated within the confines of Delhi State anymore. The limitation of physical space and the need to maintain a good quality of life in Delhi, necessitates to decentralize the functions in Delhi and to develop the areas surrounding Delhi to absorb this development impulse.

The Sub-Region is a potential natural beneficiary of this growth, propensity unleashed by the economic upturn in the country as well as globalization of the economy. Restructuring and liberalization of Indian economy have accelerated investment in the country. Government of Haryana is also in the pursuit of creating an environment for attracting substantial investments. The constraints of space and high cost associated with it are resulting in spill over of economic activities of Delhi which could be very well absorbed by the State. Therefore it is imperative that the Sub-Region prepares itself to receive these opportunities with appropriate physical and social Infrastructure support responding to the investors’ perceptions.
The Regional Plan 2021 for the NCR prepared by NCRPB has provided guidelines for development. In the Regional Plan-2021 for NCR certain infrastructure development projects have been proposed. One of them is the Orbital Expressway. The portion of this expressway within Haryana Sub-Region known as KMP Corridor is already under construction. A Plan for developing specialized hubs along this corridor has been envisaged. The advantage of the Orbital expressway is that it connects all the National and State Highways radiating out of Delhi in the sub-region. Proper development of this transport infrastructure with adequate interface with local transport will provide tremendous flexibility in transportation and thus facilitate the most efficient transportation system to help commuting between various urban and activity centres. In addition an investment region, Manesar-Bawal Investment Region (MBIR) is proposed under the Delhi-Mumbai Industrial Corridor project of the Department of Industrial Policy & Promotion (Central Govt.) near Rewari town. This proposes to develop 88.22 square kilometers of land up to 2021 for the population of 4.8 lakh. The final population anticipated to be housed is 32.0 lakh on an area of 402.32 sq. km. to develop in the final phase (2039\(^1\)). Along with the upcoming Dedicated Freight Corridor (DFC) proposal of new infrastructure spines i.e. Regional Rapid Transport System (RRTS) is also envisaged as a part of the same exercise with two alignments between Delhi-Gurgaon-Rewari-Alwar and Delhi-Sonipat-Panipat. Additionally, the existing metro corridors will be extended; from Badarpur line upto Ballabghar in Faridabad and extension of the Delhi Metro from Mundka (Delhi) to Bahadurgarh.

There is a Cargo Airport proposed in Sub-Region at Bhaini Maharajpur and Bhaini Bhaion village in Rohtak district. Additionally, three greenfield expressways are proposed between Gurgaon- MBIR (bypassing MBIR), MBIR-Rewari-Jhajjar-Rohtak and Rewari- MBIR-Bhiwadi- Sohna. A number of SEZs and industrial estates are coming up in the sub-region by the HSIIDC and various private entities. Some of the industrial estates under implementation by HSIIDC are IMT at Kharkhaud, Manesar, Rohtak, Faridabad and Roz ka Meo.

There are two sports hubs proposed in the sub-region, one in the Development Plan of Sonipat-Kundli Multifunctional Urban Complex and another in the Development Plan of Sohna.

All the above developments and proposed inductions in infrastructure will aim at making the Haryana sub-region into a vibrant and dynamic region. Also considering the vision of the State, ‘to make Haryana Numero Uno’ and the proximity to NCTD; the vision for the Haryana Sub-Region is:

‘Planned Haryana Sub-Region that fully exploits the development impulse generated by NCTD and transmits it to other less favourable areas in the Sub-Region’

Further the objective to visualize this vision would be to plan and integrate all the perceived inducement in investment, development through world class infrastructure. Provision of a conducive environment is mandatory to facilitate the absorption of development impulse transferred from the National Capital and also to sustain the same over time.

### 3.2 Objectives
To achieve the above vision following objectives have been framed:

i. To promote growth and balanced spatial development of the Haryana Sub-Region between the rest of Haryana and NCTD.

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\(^1\) Draft development plan for MBIR 2039,DMIC
ii. Providing suitable economic base for future growth by the identification and development of regional settlements capable of absorbing the economic development impulse of NCT-Delhi and transmitting it to benefit other parts of the state.

iii. To provide efficient rail and road based transportation networks (including mass transport systems) well integrated with the land use patterns, to support balanced regional development in such identified settlements.

iv. To develop selected urban settlements with infrastructural facilities such as transport, power, communication, drinking water, sewerage, drainage etc. better than those in NCTD.

v. To provide a rational land use pattern in order to protect and preserve good agricultural land and utilize unproductive land for urban uses as far as possible.

vi. Ensuring sustainability against climatic change and enforcement of the missions highlighted on National Action Plan for climate change.

vii. To minimize the adverse environmental impact that may occur in the process of development of the National Capital Region.

viii. To promote sustainable development in the region to improve quality of life.

ix. To improve the efficiency of existing methods of resource mobilization and adopt innovative methods of resource mobilization and facilitate, attract and guide private investment in desired direction.

3.3 Policy Zones
The Sub-regional plan will attempt to achieve the objectives enumerated by the Regional Plan-2021. The Sub-Region may be divided into four policy zones in consonance with the Regional Plan-2021 (Map 3-1). Three of them lie in the Sub-region:

1. The area abutting Delhi in the towns of Sonipat, Bahadurgarh, Gurgaon, Faridabad (Controlled Area): CNCR (Zone-1)
2. Highway Corridor zones (Zone-2)
3. Rest of the sub-region area (Zone-3)

3.3.1 Central National Capital Region (CNCR)
The CNCR is proposed to include the notified controlled/development/regulated areas of contiguous towns of Gurgaon-Manesar, Faridabad-Ballabgarh, Bahadurgarh, Sonipat-Kundli and the extension of the Ridge in Haryana. As provided in the DRRP, the opportunities presented by CNCR need to be maximized to enable it to effectively reinforce/support NCT-Delhi by offering jobs, economic activities, comprehensive transport system, housing, social infrastructure and quality of environment, which are at par with the National Capital. Major economic and non-polluting activities intended to be located in NCT-Delhi should be located in the urbanisable areas planned in this zone and, where appropriate and necessary, in the rest of NCR.

3.3.2 Highway Corridor Zone (HCZ)
The basic purpose to devise this zone is to discourage haphazard growth and promote regulated development along the major transport corridors. The HCZ is proposed with a minimum width of 500 metres inclusive of green buffer on either side of the right-of-way (ROW) along the National Highway (NH) 44, 48 and 9 converging at Delhi outside the controlled areas. It shall enable the planned and regulated development along the stretches of these highways that are outside the controlled/development/regulated areas. In addition to the above, the Highway Corridor Zones along the NH 709, 352, 919 and Expressways have been proposed.
Map 3-1: Policy Zones of Haryana Sub-region

Source: NCR RP-2021,
The activities in the green buffer on both the sides of the highways, shall be permitted in accordance to the zoning regulations given in the chapter relating to the Land use. The developments including TOD, in the areas of HCZ falling beyond the mandatory green buffer, shall be strictly in accordance with the respective development plan of the area. The land uses in such development plans shall be determined depending upon de-facto conditions, economic pressure, and development potential of the zone. However, while planning this zone, utmost care shall be taken to ensure that the activities being permitted in this zone are segregated from highway traffic through proper green belts, service roads and controlled access to the highways.

The Highway Corridor Zone as proposed in the Regional Plan 2021 AD, stands declared over the complete stretch of NH-44 and 48, except a stretch of 15-16 kms. on NH-9 between Rohtak and Meham, which shall also be notified for this purpose. The HCZ on the other NHs/Expressways shall be notified after finalisation of the DRRP.

3.3.3 Rest of NCR
The remaining area of the sub-region, has been proposed under this zone, wherein emphasis shall be on accelerated development of both urban and rural areas. Infrastructure upgradation shall be undertaken at local, sub-regional and regional level (both by State and Central Governments) in order to induce the growth in these areas, specifically in the settlements i.e. Metro Centres, Regional Centres, Sub-Regional Centers, etc. This will make them more attractive for locating economic and allied activities and for attracting private sector investment.

3.4 Development Planning Framework
3.4.1 Planning Framework
A planning framework defines the planning process basic structure, including its perspective, scope, impacts considered, and analysis methodologies. The planning framework defines which planning options are considered and how they are evaluated. The planning framework used to derive our Planning options, is based on nine important parameters;

i. Environment and Ecology
ii. Economy and its drivers
iii. Quality Human Resource
iv. Area Development Land-Use
v. Urban and Rural Settlements
vi. Transportation
vii. Infrastructure
viii. Disaster Management
ix. People’s Participation

i. Environment and Ecology:
Considering the abundance of natural resources of the area, it is essential to plan in consonance with them. As a result of the increasing pressure of intensive land use in the existing cities, green areas and other open spaces surrounding them become scattered, polluted and turn into ‘Brownfields’. Such alteration significantly affects natural habitats and species in these areas. Thus to build a sustainable community for future generations, it becomes a necessity to devise urban plans and policies in the light of sustainable development. There are two main aims to be achieved under Environment and Ecology which are as follows:

i. Conserve Natural Heritage
ii. Ensure sustainability and ecological balance
ii. **Economy**

Although the process of urban and industrial growth is accelerating, agriculture is the main occupation in the region. However, the scope for ‘agricultural policies based on modern input-intensive agriculture’ is essential. This would require inclusive growth of the natives. To achieve the objective of inclusive growth in the above mentioned growth sectors, it is essential to involve the stakeholders in the development of economic assets or resources of the region. The policy package for inclusive growth must ensure that the forward and backward linkages from this sector ensure growth in the local economy. There are two kinds of interventions that can be undertaken to achieve this objective.

i. The first is a fiscal intervention where the state can collect revenues by imposing tax on the identified sector and spending it on the development of the local economy.

ii. The second form of intervention is as a facilitator, ensuring that the goods and services of the local people and their assets are used by the target consumers.

iii. **Human Resource**

The Sub-Region is a hub of educational institutes. Moreover, linkages could be established with reputed national institutions such as the Indian Institute of Management, Entrepreneurship Development Institute, etc. with a view to improve the management skills of persons employed in both traditional and other industries. The region needs to focus on both the human and social development. The development of the women, youth and children is crucial for social development of the region. Women’s development and awareness through education, and the development of youth through more training, employment opportunities and self-reliance are thus important.

i. Conservation and improvement of Intellectual heritage/image

ii. Youth and Women welfare and Training – encouraging NGOs

iii. Population size according to carrying capacity

iv. Inclusive development planning with emphasis on urban and rural poor

iv. **Area Development**

There is a need to demarcate land use based on the suitability, ecology and holding capacity of the land. In order to maintain a balance between the ecology and economic development, there is a need to adopt a development model which emphasizes dispersed, decentralized and low density development interspersed with green and natural areas. Also there is a need to integrate the urban and rural areas.

v. **Settlements**

There is a need for balanced settlement patterns which follows the hierarchy of villages and quality urban centres. Again the settlements should preferably be of high density and equipped with State of the Art infrastructure.

vi. **Transportation**

It is essential to ensure that the Sub-Region is well connected not only with Delhi but also with the other parts of the State and Country. Thus it is essential to establish inter-regional as well as intra-regional linkages in the Sub-Region.

vii. **Infrastructure**

Infrastructure has to be given the highest priority in the development effort as the future will depend critically on the rapid development of this sector. This is even more important if the emphasis is on inclusive growth, since there is a direct link between the availability of infrastructure facilities in the backward regions of the State and the standards of living of the masses living in these areas. The policies for development of physical infrastructure will have to focus on the roads and transport network,
electricity, irrigation, marketing infrastructure for agricultural produce and financial institutions. Equally important, if not more so, is the development of social infrastructure with special thrust on health and education, as this will generate the human capital that is a critical input into the development process.

viii. Disaster Management
It is extremely essential to conduct a risk analysis followed by a subsequent consequence assessment in order to determine appropriate areas for location of urban activities. The urban development should be strictly according to the regulatory provisions for various hazards such as earthquakes, fire and floods. The disaster management approach should be risk reduction centric instead of response and relief centric. This implies that although specific steps need to be undertaken to mitigate the effects of a disaster, yet there should be a gradual shift towards being prepared for a disaster in advance. For example, the public authorities should not undertake repairing work of public buildings only after an earthquake has shaken their foundations, yet retrofitting existing public buildings should be a top priority as a measure of preparedness for a future disaster scenario. Figure 3.1 presents a schematic plan for Disaster Management.

Figure 3.1: Disaster Management Plan

ix. People's Participation
Any plan can be a success only when it involves the public at large. It is only when the local community associates itself with the project, that they develop a sense of belongingness to the project. Traditionally, Top-Down Model was adopted for planning exercises, which was later on replaced by the Bottom-Up Model, however it is the decentralized people-based model which captures the benefits of both the models. Conventional top-down strategies have tended to view development as a series of technical transfers aimed at generating wealth and improving social conditions. Figure 3.2 and 3.3 present the different models for planning and their structure.
On the other hand, a purely bottom-up approach rarely serves the interest of the community. The community seldom possesses all that it needs to further their own advancement and in the end must rely on technical specialists and bureaucrats for a number of services and inputs. A decentralized people-based approach combines beneficiary participation with the technical and financial resources available through the administrative system. It also gives access to resources from the private sector, NGOs and community-based organizations.

There are various levels of Public Participation and each level of public participation has a corresponding increase in the opportunity for public input to influence or impact the planning process as depicted in the figure 3.4. The spectrum of opportunity for public input in the planning process can be categorized as None, Low, Medium, and High. Depending on the nature and context of the plan or project in the sub-region different levels of public participation be integrated in the planning process.
3.5 SWOT Analysis

In order to evolve strategies/goals for development of the sub-region, the SWOT analysis has been worked out, which is as under:

(A) Location and Linkage

<table>
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<tr>
<th>STRENGTH</th>
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<tbody>
<tr>
<td>Regional connectivity by road and rail. Sub-Region is embedded with National Highway, State Highway, Major District road, Other District Road &amp; other roads, northern railway</td>
<td>Absence of international airport.</td>
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<tr>
<td>Located in vicinity of NCT Delhi and having many big urban centres like Gurgaon, Faridabad, Sonipat etc.</td>
<td>To provide better connectivity, higher hierarchy of direct road links required with Delhi.</td>
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<tr>
<td>The Govt. of Haryana is upgrading various state highways and major district road on BOT basis.</td>
<td>Lack of Mass Transportation System and requirement of huge investment for providing the same.</td>
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<tr>
<th>OPPORTUNITY</th>
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<tr>
<td>Sub-Region could be exploited to make the place a global destination especially for tourism</td>
<td>The development deficit of other parts of the State could be managed with better linkages physically and functionally considering mobile resources.</td>
</tr>
<tr>
<td>Presence of several national highways in and around the region could be utilized for better linkage.</td>
<td>The Sub-region falls in Seismic zone IV, which requires sensitive approach to development considering disaster possibilities.</td>
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<tr>
<td>Corridors along existing and proposed MRTS / Metro lines to be of high density and incorporating TOD</td>
<td>Rapidly increasing number of private vehicles and consequent congestion on existing roads.</td>
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<td>Provision of new Expressways in future lead to free flow of traffic</td>
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<tr>
<td>Proposal of Kundli- Manesar- Palwal, Orbital rail corridor, MRTS, RRTS and new expressways could give better connectivity.</td>
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<tr>
<td>Nearing completion of KMP Expressway.</td>
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<tr>
<td>Coming up of Delhi-Jaipur Expressway and Dedicated Freight Corridor.</td>
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<td>Upcoming Cargo Airport at Rohtak.</td>
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(B) Human and Other Resources

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<tr>
<td>In the Sub-Region, average population density is very high i.e. 822 persons/km², much more than the State average</td>
<td>The average gender ratio within the sub-region is 872. This is lower in comparison to state average of 877.</td>
</tr>
<tr>
<td>The average percentage of people living in the urban areas in the Sub-region is 43.27 %, higher than the states average of 34.88%. The most urbanized being Faridabad &amp; Gurgaon districts followed by Panipat.</td>
<td>Lack of coordination among project implementing agencies .</td>
</tr>
<tr>
<td>The district-wise population growth trend of the Sub-Region shows that during the period of 2001-11, Gurgaon experienced the highest growth rate i.e. 73.96 % followed by Mewat i.e. 37.93%.</td>
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<th>OPPORTUNITY</th>
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<tr>
<td>Proximity to reputed Delhi University and high literate environment.</td>
<td>District Faridabad, Panipat, Jhajjar and Sonipat population growth rates have been declining in year between 1991-01 &amp; 2001-11.</td>
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<tr>
<td>Mewat and Rewari are less urbanized but have a higher gender ratio.</td>
<td>Gurgaon has the highest urbanization and literacy rate but has the lowest gender ratio</td>
</tr>
<tr>
<td>Maximum up gradation in the settlement hierarchy will take place in the districts of Rewari, Jhajjar, Sonipat, and Palwal, which indicates a rapid pace of urbanization.</td>
<td>Female literacy is quite poor in Palwal district.</td>
</tr>
<tr>
<td>By year 2021 Sub-Region will have three Metro centres i.e. Faridabad-Ballabgarh Complex, Gurgaon-Manesar Urban Complex &amp; Sonipat-Kundli Urban Complex; seven Regional centres (Panipat, Rohtak, Bahadurgarh, Rewari, MBIR (Bawal), Sampal &amp; Palwal); twelve Sub-Regional Centres i.e. Punhana, Prithla, Hodal, Pataudi-Haileymandi,</td>
<td>High level of In-migration to the</td>
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Sohna, Dharuhera, Jhajjar, Samalkha, Ganaur, Gohana, Meham & Kharkhoda; one hundred fifty seven Service Centres; three hundred twenty seven Central Villages and 1331 Basic Villages.

- Upcoming Medical and professional Institutions.

### (C) Economy – Primary, Secondary and Tertiary Sectors

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<td>- Agro-climatic diversity favoring wider production variety.</td>
<td>- Low level of investment in the backward areas is creating imbalance in the overdevelopment of the Sub-region.</td>
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<tr>
<td>- Sub-Region already has a number of industrial areas.</td>
<td>- 15% of the area of the segment is prone to water logging and 12% area is prone to Salinity.</td>
</tr>
<tr>
<td>- Presence of rich and fertile land with double cropping.</td>
<td>- Mewat had the lowest GDP out of all 9 districts and a Per Capita income even lower than the country’s Per Capita Income (Rs 33901) in 2009-10.</td>
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<td>- Whole segment have good water availability with efficient network of canal system under Yamuna Canal Command Area.</td>
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<tr>
<td>- The Contribution of the Sub-Region towards the State GDP (152474 Crore Rupees at Constant Prices) in 2009-10 is 56.8%. Although Agriculture sector still continues to occupy a significant position in the State economy.</td>
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<td>- Annual growth rate of GDP in Sub-Region( 12.4%) is higher as compare to whole NCR (11.2%) in year 2009-10.</td>
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<td>- The Sub-Region had shown a consistent increase in both its GSDP and Per Capita Income from 2004-05 to 2009-10.</td>
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<td>- Rate of growth of Gross Sub-Region Domestic Product increased from 12.9% to 16.4 % in the period 2004-05 to 2009-10.</td>
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<td>- The total number of workers to total population ratio of the region in 2001 is 40.3% which is almost same as that of state average (39.62%) and national average (39.1%).</td>
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<tr>
<td>- The Sub-Region has also emerged as an established IT/ITeS hub. Gurgaon district today has one of the most prominent IT/ITeS clusters in India.</td>
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<td>- Total industries in the Sub-Region, Faridabad (36%) and Gurgaon (27%) together occupy 63% of the major industries presence in the Sub-Region.</td>
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<td>- Rapidly growing tertiary sector.</td>
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<td>- Presence of PPP sector.</td>
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### OPPORTUNITY

- To open up the region for investment that could bring large scale economic activities.
- Located within the indo-gangetic plain and can attract investment from the neighbouring state also.
- Area above Jhajjar town and around Rohtak town suitable for Large scale, Resource based industries which provide large scale employment.
- Additional industrial infrastructure to be provided, as it will pass development impulse from Delhi & Panipat to Rohtak & Jhajjar district.
- Area along Yamuna, to be promoted for agriculture
- In Rewari district Manufacturing based tertiary sectors to be promoted.
- In Mewat labour intensive, large scale, resource based industries with low use of water to be encouraged and established.
- Major potential industries are manufacturing, automobiles, tourism based, IT, agro based, pharmaceuticals etc
- Gurgaon recorded the highest GDP in the Sub-Region in the

### THREAT

- Increasing number of industries may lead to environmental pollution.
- Over-exploitation of natural resources needs to be checked based on carrying capacity of region.
- Areas near the coast of Yamuna might get submerged in active monsoons.
- Development activity in the areas contiguous to existing townships or even that in greenfield areas will have to be at the cost of agricultural land.
year 2009-10 followed by Faridabad district.
- Faridabad is a highly urbanized and industrialized district in the state. Presence of numerous industries in the district becomes an attraction for huge in-migration of people.
- Among the Haryana Sub-Region, Jhajjar district had the highest percentage of households availing banking facilities, followed by Gurgaon.
- Total workers employed in all three sectors of Haryana Sub-Region had gone up, but the share of work force employed in primary sector has decreased and the share of work force employed in secondary and tertiary sector has increased.
- The natural resources, policy incentives and infrastructure in the state support investments in the drugs and pharmaceuticals, biotechnology, IT/ITeS.
- Attracting long-term investments because of its selective industrial and sector-specific policies.
- Expanding market for medicinal and aromatic products, fruits, vegetables, and floriculture specifically grown in hilly areas.
- Forward linking with national and international organizations/industry and tourism (domestic/foreign).
- Tourism development particularly wellness, spiritual and eco-tourism.

(D) Environment- land, water, flora, fauna etc.

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<tr>
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<tr>
<td>Rich biodiversity in Aravalli Hills.</td>
<td>Aravali’s have poor quality of land in respect of agriculture. Like Mewat, Faridabad, Gurgaon etc.</td>
</tr>
<tr>
<td>82.39 % of total land of Sub-Region is under agriculture, that ensuring quality environment.</td>
<td>Increase in environmental pollution of air and water.</td>
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<tr>
<td>Area under water bodies has been increased from 0.7% in 1999 to 0.72 in 2012.</td>
<td>Tendency for unregulated haphazard developments due to pressure on land.</td>
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<tr>
<td>Presence of Sultanpur Bird Sanctuary Gurgaon, Nahar Wildlife Sanctuary Rewari, Bhindawas Wildlife Sanctuary Jhajjar, Khaparwas Wildlife Sanctuary Jhajjar etc as a national asset.</td>
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OPPORTUNITY
- High precipitation helps in recharging natural aquifers
- Forest & natural conservation zones etc could play a major role in enhancing the environment of the region

(E) Physical and Social Infrastructure

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<td>In Sub-Region presence of educational and medical institutions of national importance</td>
<td>District Mewat in general is the most backward region in its development status in Sub-Region therefore provision of Social infrastructure - Schools, Skill centers/training/Professional and vocational centers is essential</td>
</tr>
<tr>
<td>Power requirement in Haryana Sub-Region has continuously increased from 2010-11 to 2012-13 due to the fast growth in the Sub-region</td>
<td>Private multi and super specialty hospitals comprise only one percent of the total facilities.</td>
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<tr>
<td>Faridabad- Palwal &amp; Panipat districts are the leading districts in 400/220 kV transformation; Panipat, Sonipat &amp; Rohtak districts have good capacity in 220/ 132 kV, whereas Gurgaon leads in 220/66, 66/11 and 66/33kV network.</td>
<td>The southern part of the region, comprising of Mewat and Palwal districts has the lowest HDI.</td>
</tr>
<tr>
<td>Multi and super-specialty private hospitals are</td>
<td>The north-western part consisting of Panipat, Jhajjar and Rewari districts, which are away from the NCT, are</td>
</tr>
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</table>
present in Faridabad, Gurgaon, Panipat & Sonipat districts of Haryana sub-region.

- The districts such as Sonipat and Faridabad which abut Delhi in north and south respectively form the second biggest area of medium HDI value. Gurgaon has the highest HDI followed by Rohtak and together they form the highest range in the sub-region.
- Solid Waste management has been taken as a special task by urban local bodies.

**OPPORTUNITY**

- Considering the rapid development requirement of 8,895 MW by 2021-22 is anticipated in the Sub-Region.
- Institutions and Individuals have shown a strong commitment to improve the region.
- Presence of many water bodies can be used as decentralized source of drinking water.
- Development of quality infrastructure in urban complexes might launch it as a regional/national/international hubs.
- Renewable energy could be used as an alternative fuel.
- New Industrial Model Townships.
- Proposal for setting up of world class hubs along KMP Expressway.
- Upcoming Manesar-Bawal Investment Region.

**THREAT**

- AT&C losses even in the comparatively well developed Sub-Region are high due to inadequate technology and poor implementation by distribution companies.
- Districts like Jhajjar, Mewat, Palwal, and Rohtak have limited number of private health facilities.
- Only 50% of the houses in rural areas have toilets.
- Hospitals in Haryana Sub-Region have 10,886 beds at present (2011) whereas the requirement is for 36,755 beds.
- Pressure on Infrastructure facilities.
- Limited availability of Water and Power.

In view of above, while framing the proposals for the development of the sub-region, efforts shall be made for optimum utilization of resources for the welfare of the masses without having adverse impacts over ecology and environment.