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Gurgaon-Manesar Metro to boost realty along the stretch



The Gurgaon-Manesar stretch is anticipated to get a major facelift with the upcoming metro line. Experts feel that the connectivity link would drive corporate and residential development, resulting in both rentals and capital property rates going north.

The Haryana state government envisioned metro connectivity in the region, offering public transport to 20.5 lakh projected population under Gurgaon-Manesar Urban Complex Masterplan (2031). To this end, the state made its first move towards turning this vision into reality.

The government approved a proposal to set up a Mass Rapid Transport System (MRTS) between Gurgaon and Bawal. The proposed 82 km long metro line would extend from the HUDA City Centre station in Gurgaon to Bawal in Rewari, passing through Industrial Model Township (IMT) in [Manesar](#). In the first phase, an elevated corridor will proceed from the source towards Panchgaon Chowk, located on National Highway (NH) 8 near Manesar. In the second phase, the metro link will further extend from Panchgaon Chowk to Bawal industrial area. According to the authorities, the first phase is likely to be launched by March 2017. 99aces.com examines how metro connectivity would change real estate prospects along the stretch:

Analysis of present connectivity landscape

Boasting of industries, commercial centres and many residential projects, Manesar was supposed to benefit from the presence of National Highway-8 (NH8) nearby. However, due to traffic congestion at entry points and poor connectivity with other parts of the National Capital Region (NCR), sales remained meek and so did realty sentiment in the region. Due to stable government in New Delhi and Haryana, a few infrastructure initiatives were announced, which marginally restored buyer faith in Manesar's realty fortunes.

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While the 53 km stretch (between Manesar and Palwal) of upcoming Kundli-Manesar-Palwal (KMP) expressway was opened for public on April, 5 2016, the Haryana Urban Development Authority (HUDA) is working towards opening [Dwarka Expressway](#) by June 2017.

In addition, National Highways Authority of India (NHAI) also approved construction of a new six-lane bypass road (from Ambience Mall in Gurgaon to National Security Guard training campus in Manesar) to provide a relief to over 80,000 vehicles which regularly use Delhi-Gurgaon Expressway to reach Manesar. However, growing population and growing traffic snarls will invariably call for a shift from private modes of conveyance to public transport and Gurgaon-Manesar metro line would be an answer to the colossal issue.

Possible impacts of the Metro corridor

Improved Connectivity: The state government's approval to set up the metro corridor between Gurgaon and Manesar is expected to substantially improve connectivity between commercial and industrial hubs of Gurgaon along with the residential areas across the route.

"The metro line will be the biggest boon for the [Gurgaon-Manesar belt](#). It will not only reduce commuting time and provide relief to lakhs of commuters in this zone, but also greatly decongest the roads in the area," feels Harinder Dhillon, Vice President - Sales, DLF.

Vivek Singhal, President, Corporate Strategy, M3M Group points out, "The upcoming metro corridor would also smoothen the connectivity of the Southern Peripheral Road (SPR) sectors 70, 71, 74A to other parts of Gurgaon".

Positive residential property price movement: Good public transport always improves the livability index of an area and indirectly ensures appreciating property prices. Suburbs with multiple public transport systems such as bus networks, railways and metro trains stand to benefit. [Vineet Taing, President, Vatika Business Centre](#) agrees. He says, "The Gurgaon - Manesar metro line will have a positive impact on the residential and commercial developments in the vicinity. Since the MRTS will increase accessibility in that region, it will also help induce a sense of credence among the end- consumers and help circulate stalled investment."

The residential localities which are expected to be benefitted by this mode of connectivity include Sectors 73 - 75 and 81 - 92. Though these sectors already have a well laid out road network, the metro line will complement the existing and upcoming road network.

Dhillon feels that one can safely expect an exponential increase in capital values with work progress of the metro line on the ground. Even the rental market is expected to gain as users will clamour for apartments located closer to the metro line.

Increased commercial absorption: Corporates prefer locations closer to public transport hubs for smoother connectivity - one of the key factors for any business (especially start-ups) to grow. Dhillon feels "Commercial office spaces and retail hubs will mushroom around the metro line. This will lead to significant increase in rentals of commercial spaces in the vicinity of the metro".

Overall, the 'Rs 16,000 crore' project would bring infrastructural development and employment along the Southern Peripheral Road (SPR). Most importantly, adding a metro route in newly developed Sectors would take care of the security and safety concerns.