

Need for Developing Jhajjar Town of Haryana as a Potential Zone in National Capital Region (NCR)

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ABSTRACT

Tremendous projects have been observed in NCR Regional Plan 2001. Jhajjar town is coming up very fast on map of the National Capital Region. Range adjoined boundary with National Capital Delhi and National Highway No.71 covering large number of the area, provide & offer ascendant development opportunities in the area, in view of fast changing parameters of development in NCR. But, the process of development in the district has been confined to certain specified area and that also with low level if we compare to Gurgaon, Faridabad and Sonapat on the adjoining periphery of NCT Delhi.. A suitable strategy for balanced development of the district & manifestation of its real strong role in NCR would therefore consist of identification of potentialities existing in the district as interface plays a catalytic role in creating strong linkage among the sector which would provide income generating activities in the whole district and would further lead to development process through whole district. This district has certain advantages in comparison to other districts of NCR which would pave the way to speedy, balanced & harmonized development in the area. For this, an attempt has been made to analyze the resource endowment for industrial exploitation & to identify the items having rich potentials.

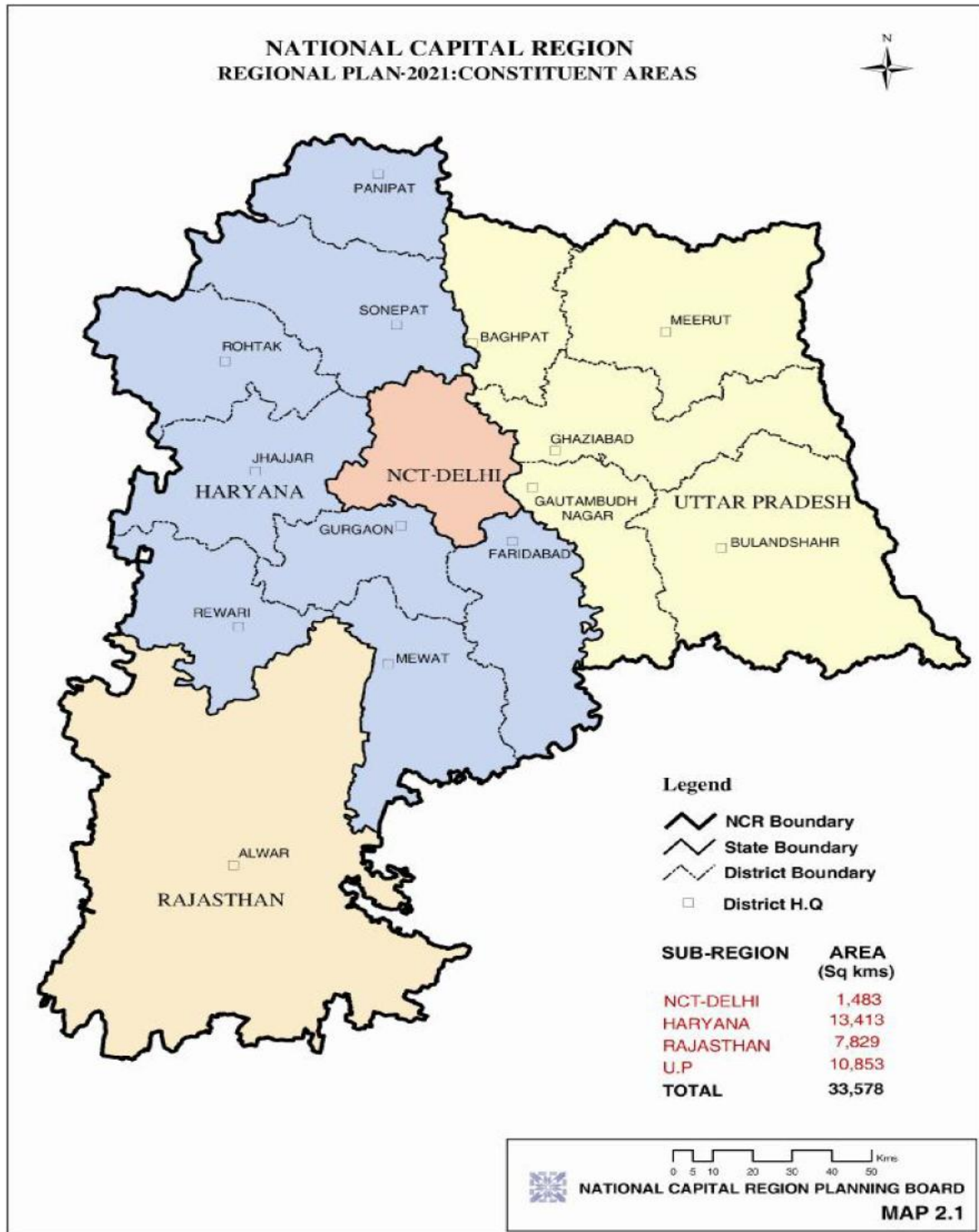
I. INTRODUCTION

The newly created district headquarter of Jhajjar town is located in one of the backward areas of Haryana State. Being a part of National Capital Region (NCR), the town is expecting good potential for its development in future. The economy of Jhajjar town and its hinterland is likely to get a boost with the construction of railway line proposed in the Regional Plan of National Capital Region between Rohtak and Rewari towns as well as development of the Kundil-Manesar-Palwal (KMP) expressway in the territory of Haryana which passes through Jhajjar district. Approval of the Rohtak–Jhajjar-Rewari broad gauge railway segment has created high potential for development in this town (which is under construction). The town is located at 76° - 40' East longitude 28° - 37' North latitude at an elevation of 214 metres from Mean Sea Level. Hot summer, cold winter, and scanty rainfall are the main climate characteristics of Jhajjar and its surrounding areas.

III. PHYSIOGRAPHY

The town is encircled from three sides by a flood protection bundh. This bundh is a physical barrier for its horizontal expansion towards northern, western and southern sides. There is no perennial river in the district. The morphology of the town comprises of narrow lanes, temples,

mosque, old dilapidated structures, linear pattern of shops and ponds etc. The town fascinates an old and shaky view in terms of vista and seems very congested due to haphazard development.



Source: National Capital Region Plan – 2021, (NCR Planning Board)

IV. POPULATION/ DEMOGRAPHY

As per 1991 census the town has a population of 27,693 persons. The population growth rate has been increased in the year 1991-2001 on becoming the District Headquarter. The decade wise population of town since 1991 is as per table given below. The projection of the population has been made with the view point that relatively higher level induced growth measures will be taken up for the infrastructural and spatial development combined with the decision of the railway authorities about the alignment of the Rohtak-Jhajjar-Rewari regional rail network and development of roads over the flood protection Bundh:-

Census Year	Population	Decennial Growth Rate (%)
1991	27,693	---
2001	55,154	50.21
2011	80,000*	68.94
2021	1,84,000*	130.00
2031	5,00,000*	172.00

Source: Census of India, 2011

Note: *** Population of Municipal Committee, Jhajjar is 39004 person, whereas population of rural Jhajjar (Hadbast number-100) as per census of India is 3301 person. The urbanisable limit of the development plan includes this population.

V. AVAILABILITY OF INFRASTRUCTURE

With the creation of District Headquarters on 15th July, 1997, the Mini-secretariat constructed by the Government is accommodating almost all district level offices.

- ❖ Jhajjar is having important institutions such as two degree colleges, one polytechnic and Kendriya Vidyalaya, All India Handicrafts Weaving Centre, a new artistic ceramic training centre, beside a 100 bedded general hospital.
- ❖ There are three water works in the town and the total storage capacity of these is approximately 600 lac gallons and 100-110 litre per capita per day of water is being supplied to the city.
- ❖ The sewage and storm water of the town is being pumped into an open drain known as Jhajjar Link Drain which was constructed in 1978 after the floods of 1977, flowing along the existing ring bundh which ultimately is disposed off into drain number 8 in the form of untreated sewer. The present capacity of the above drain is 100 cusecs and is designed to carry the storm water only.
- ❖ There is an existing 132 kilovolts electric sub-station on Gurgaon road which can serve the town upto 1 lac population There is also 33 kilo-volts electric sub-station near the town with a 6 mega- volts load and it is being upgraded into 12.6 mega-volts to meet the deficit demand by adjusting it within the existing substation.

- ❖ The town is well linked with surrounding districts of Rohtak, Sonapat, Gurgaon, Rewari, Bhiwani as well as with Delhi State via Bahadurgarh and Badli through National Highway and State Highway respectively.
- ❖ An area of 81 acres earlier acquired under Mandi Township Programme is now being developed by the Haryana Urban Development Authority (HUDA) for the purpose of grain market, Sabji Mandi (Vegetable Market), Local shopping centre and a site for Mini-Secretariat as well as Administrative and Judicial Residential Complex on the Jhajjar – Gurgaon road Sector-6 is developed by HUDA especially for defence persons.
- ❖ National Highway number 352 passes through the town, which is one of the busiest heavy vehicular traffic National Highways of the north India since, the entry of non-Delhi bound traffic of National Highway number 8 (Delhi-Mumbai) to north Indian states has been diverted through this National Highway widening/upgrading of this National Highway is under progress.
- ❖ Development work of the Kundli-Manesar-Palwal (KMP) expressway in the territory of Haryana which passes through Jhajjar District, has been taken up by HSIIDC (Haryana State Industrial and Infrastructural Development Corporation). This Express way is approximately 15 kilometres towards east of the town.
- ❖ The Rohtak-Jhajjar-Rewari Broad Gauge railway segment has been approved in 2006 and its development work has been started and is nearing completion. This railway link will open new avenues of industrial and infrastructural development in this industrially backward town.

VI. CHANGE IN DEVELOPMENT POTENTIAL OF JHAJJAR

Although the location of Jhajjar town, which is a District Headquarter and is on the National Highway number-352, but the coming up of the Rohtak-Jhajjar–Rewari broad gauge Regional Rail Network alignment its towards west development of Kundli-Manesar-Palwal (KMP) Expressway in the close vicinity (approximately 15 kilometers away) towards East to this District Headquarter four laning of Rewari- Jhajjar-Rohtak- (National Highway number. 352) widening of the state Highways linking Jhajjar with Bahadurgarh, Badli, Gurgaon, Dadri, Beri, Sampla has increased the connectivity of the town leading to high potential for industrial and urban development through induced growth. New railway alignment and development of the road over the western flood protection bundh of Jhajjar town has required special planning measures towards west and south, beyond the bundh, to control the haphazard and unplanned development.

- ❖ **Induced Economic Activities:** Keeping in view the possibilities of a large number of industries and Special Economic Zone in the vicinity, there is necessity of setting up a Transport Nagar and other infrastructure like wholesale heavy material markets.
- ❖ **Necessity for Railway Line between Rohtak and Rewari:** As per National Capital Region Regional plan, provision of Rohtak-Rewari railway line has been made in the Jhajjar plan on which developmental work has been started.

- ❖ **Necessity for Eastern and Western Periphery Road:** Keeping in view the proposed extended urbanisable limits, the eastern and western periphery road have been proposed to cope up with the problem of traffic congestion for further expansion of the town.
- ❖ **Provision of Bridges for Proper Transportation:** For smooth Flow of traffic between the various transportation components of the existing and proposed town and to provide unhindered traffic, provisions of rail over bridges have been made in the development plan wherever required.
- ❖ **Four Laning of National Highway and Grid Roads:** Four laning /up gradation of National Highway number 352 has been proposed in this plan. As per National Capital Region Plan four laning of Grid Roads is to be carried out and the work of upgradation has already been started.
- ❖ **Amendments in Published Revised Draft Development Plan:** Specific amendments are required in the Revised Draft Development Plan as per local and temporal development/requirement/future needs of the town and feasibility depending upon the site conditions.

VII. CONSTRAINTS OF URBAN DEVELOPMENT IN JHAJJAR TOWN

- ❖ **Flood:** The South-West and North-West parts of Jhajjar town including surrounding areas in these directions are heavily prone to floods due to existence of saucer like depression, rain water accumulates in aforesaid depressions/low lying areas. Due to this problem of floods, this town had experienced outmigration to other urban centres and this factor has acted as a deterrent for establishment of new industrial or commercial activities as well as expansion of the existing town. A Bundh/barrier in the form of the western periphery road has been proposed and constructed to safeguard this area from floods.
- ❖ **Non-availability of potable underground water:** Availability of good quality of surface or ground water is essential for the expansion of agriculture, industry as well as urbanization. However, in Jhajjar town, by and large quality of ground water is brackish. The surface water is also limited to its source which lies outside the state. It is therefore, imperative to provide canal based water supply to the town.
- ❖ **Non accessibility though rail network:** The accessibility through rail network is essential for the development of an urban centre. Since Jhajjar town is not connected through any rail network, therefore, this town could not become an attraction for new industrial and commercial units. Hence, the small market of jhajjar town is catering only to the agrarian demand of its hinter land. Now, the Rohtak - jhajjar- Rewari Railway segment has been approved which is at completion stage.
- ❖ **Poor infrastructure:** The availability of higher order of infrastructure is essential for the healthy growth of town. Since, Jhajjar town has attained the status of District Headquarter in 1997, therefore, district level infrastructure is yet to be created in this town.

- ❖ **Poor Economic Base:** The Jhajjar town does not possess any sound economic base due to aforesaid reasons which has resulted in out-migration of population.

VIII. EXISTING TRANSPORTATION NETWORK

As earlier stated Jhajjar town falls in the National Capital Region and has good potential of population increase. The town is well linked with Rohtak, Rewari, Bhiwani, Bahadurgarh, Gurgaon and Delhi. National Highway number 71 (Rewari-Rohtak) also passes through this town providing good connectivity to other areas. Rohtak-Rewari railway line is also under construction.

IX. ECONOMIC BASE OF THE TOWN/ FUNCTIONAL STATUS

The hinter land of Jhajjar town is primarily dominated by agricultural sector of economy. Jhajjar town is still holding agrarian character. The 1991 census reveals that 28.6% of its total main workers are engaged in agriculture and its related activities. Only 16.28% of total main workers are engaged in manufacturing, processing, servicing and repairs including household industry. Remaining 55.12% of its total workers are engaged in tertiary sector i.e. trade and commerce, transport and communication and the services.

X. DEVELOPMENT PLAN FOR DIFFERENT LAND USE SECTORS

- ❖ **Residential:** Jhajjar town has been proposed to be developed for projected population of 5 lakh persons by 2031 AD. Residential areas provided in the draft development plan are 1868.82 hectares. The sectors proposed for residential purpose are sector-5 part, 6, 7 part, 8, 9, 9-A, 11, 12, 12-A, 13, 14, 19 P, 20P, 21P, 25P, 27, 28, 29, 30P, 32P, 33, 34P, 35P, 36 and 37 (part). These sectors have been proposed to be developed on the neighborhood planning concepts with net residential density of 300 persons per hectare.
- ❖ **Commercial:** An area of 282.19 hectares has been proposed to be developed for commercial use in sector-1 part, 10 part, 14 A part, 17 part, 21 part, 30 part, 32 part and belt in sector-25. The above said commercial area also includes, the areas earmarked for local vegetable and fruit market and local grain market already developed in Mandi Township Area. In addition a commercial pocket on Badli road for vegetable market and other commercial activities has been proposed to cater the needs of Jhajjar and surrounding areas. A site for Anaj Mandi and other commercial activities on Kosli road in sector 14A has been proposed in view of the vicinity of railway station and hinter land towards west.
- ❖ **Industrial:** The Regional plan recommends the shifting of industries from non conforming areas of Delhi to various towns of National Capital Region. The Hon'ble Supreme Court of India has also banned the functioning of some of the industries in Delhi area and has given directions to participating states of National capital Region including Haryana, for relocating such industries, in their territories, keeping in view, the aforesaid National Capital Region policy and direction of the Hon'ble Supreme Court of India, it is expected that Jhajjar town would also attract industries as its potentiality for industrial development has increased due

to start of development of Rewari-Jhajjar-Rohtak Regional rail network. Keeping in view the aforesaid facts, an area of 677.82 hectares have been earmarked for industrial purpose in sector No-15, 16, 18, 19 part, 39, 40 and 41 of the Draft Development Plan.

- ❖ **Transport and Communication:** The Rewari-Jhajjar-Rohtak-Panipat road has already been declared as National Highway number-352. A periphery road of 75 metres has been proposed all around the town to decongest Jhajjar from through traffic. Rewari-Jhajjar-Rohtak has been proposed to be widened up 60 metres considering the high traffic volume in future. A broad gauge Rewari-Jhajjar-Rohtak rail link has also been proposed towards western side of the existing town as per National Capital Region Transportation plan, which will connect Jhajjar with Delhi-Rohtak and Delhi-Jaipur rail links and development of this line is in progress. With the implementation of aforesaid road rail networks, Jhajjar town will emerge as an important transportation mode. Railway yard and sidings has been proposed near the railway station in sector-13-A, 14-A part, 17 part, 20 part and belts in sector-32, 35, 37 and 38 along railway line/station. The bus stand has been provided on the Jhajjar-Rohtak road (National Highway number. 352) in sector-10. In all an area of 780.12 hectares would be developed under transportation and communication use. Transport Nagar has been proposed in sector-17. Jhajjar- Badli-Delhi and Jhajjar-Farukhnagar-Gurgaon road have been proposed as 75 metre wide.
- ❖ **Public Utilities:** An area of about 338.84 hectares has been proposed for the development of public utility services like provision of water supply, electric grid sub-station and disposal work etc. in addition to the existing 132 kilovolts sub-station, located on Jhajjar-Gurgaon road, another substation has been proposed on Jhajjar-Bahadurgarh road in sector 19 (part), 26 (part), 34 (part) & 35 (part) as per requirement of the Electricity Department. The capacity of existing Jhajjar out-fall drain is to be enhanced to carry sewerage and storm water of the town for its ultimate fall in drain number 8. Three sites for disposal works each on Jhajjar-Gurgaon road, near periphery road on Rankhanda link drain and in sector-10 respectively have been proposed. An already developed sewerage disposal site on Kosli road has been incorporated in the plan.
- ❖ **Public and Semi-Public:** Jhajjar town is one of the important National Capital Region towns which would also accommodate some of the offices and institutions proposed to be shifted out of Delhi. Keeping in view this factor and the further demand of Jhajjar town, an area of 478.54 hectares has been proposed to be developed for public and semi-public uses in sector-1 (part), 10 (part), 22, 23, 24, 26 (part), 31, 38 and belt in sector-25. Site of existing police line complex on Jhajjar-Bahadurgarh road have been incorporated in the plan and Industrial Training Institute on Rohtak road near Gudha village.
- ❖ **Open Spaces and Green Belts:** Proposal for open spaces and green belts have been made covering an area of 771.81 hectares. The Rewari-Jhajjar- Rohtak National Highway number-352 is passing through Jhajjar town. For provision of necessary services and further widening of National Highway a 60 metre wide green belt on both sides has been proposed. However,

along all scheduled roads i.e. along Jhajjar-Gurgaon road, Jhajjar Badli road, Jhajjar-Bahadurgarh road, Jhajjar-Sampla road, Jhajjar-Dadri road, Jhajjar- Kosli road, a green belt of 30 metres have been provided. To cater the needs of parks sports ground, stadium and play ground, sector-10, 19 (part) and 25 (part) have been proposed.

XI. CONCLUSION

There are four Planning & Monitoring Cells located, respectively, in Haryana, Uttar Pradesh, Rajasthan & Delhi. These Cells are working under the administrative control of the respective State Govts. and are multi-disciplinary in nature and act as coordinating agencies for various sectoral programmes. They also strive to ensure coordination of these programmes with policies as contained in Regional/ Sub-regional/ Functional Plans of National Capital Region Planning Board. So, there is an urgent need for NCR Cells to effectively implement the Regional Plan 2021 and various projects complementary thereto with a view of promoting harmonized, balanced and sustainable development in the participating States. They should prepare and implement their respective State Sub-Regional Plans for equal and balanced development of all the towns and districts of their respective States falling within the NCR region.

Jhajjar being the nearest adjoining town of the National Capital Delhi is neglected by the planning and development authorities in the region. As, the town has a lot of potential for development in various sectors like industrial, commercial, transportation, economic, educational, heritage & tourism etc. The authorities should focus on the need for development and execution of a high level social and physical infrastructure in the town along with preparing policy/ proposals and strategic guidelines for the development of Jhajjar town. Even the project fundings are also borne by NCR Planning Board for a better development of the adjoining States. The State's Sub-Regional Plans should follow the NCR Plans and should be in close co-ordination with the Regional Plan for a balanced and harmonized development of these adjoining towns with NCT Delhi.

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