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Greater SPR Project Moves Ahead as Gurugram Land Compensation Reaches ₹986 Crore

By UrbanAcres Editorial

Land acquisition for Gurugram's proposed Greater Southern Peripheral Road (Greater SPR) has moved forward with compensation rates finalised for six villages, involving an estimated payout of ₹986 crore, according to a report by The Realty Today.

The land acquisition department has set rates ranging from ₹4.92 crore to ₹8.25 crore per acre for land being acquired on behalf of the Haryana Shahari Vikas Pradhikaran (HSVP). Badshahpur has the highest reported rate at ₹8.25 crore per acre, followed by Maidawas at ₹6.17 crore, Behrampur at ₹5.26 crore, Dhumaspur at ₹5.19 crore, Ullawas at ₹4.96 crore and Kadarpur at ₹4.92 crore per acre.

Approximately 160 acres are being acquired through the process. A further 116 acres required for the proposed road have already been transferred to the government in exchange for transferable development rights, the report said.

The Greater SPR is planned to connect Gurugram-Faridabad Road with Gurugram-Sohna Road. The proposed corridor is expected to create an additional route between residential areas, commercial locations and employment centres, while reducing dependence on existing arterial roads. The reported benefits remain subject to the final alignment and execution of the road network.

The project is relevant to the Southern Peripheral Road, Golf Course Extension Road and adjoining sectors, where residential and commercial development has expanded rapidly. Better road connectivity could improve access between these areas, but the eventual effect will depend on the road's final design, construction progress and coordination with surrounding infrastructure.

The reported land-acquisition progress has also drawn attention from developers active along the corridor. Aman Sarin, director and chief executive officer of Anant Raj Limited, said the company's 220-acre Anant Raj Estate directly abuts the proposed road and could benefit from improved accessibility. Other developers quoted in the report, including BPTP, Pioneer Urban, Whiteland Corporation and Conscient, described the project as a potential driver of demand and investment in emerging residential and commercial micro-markets.

Those assessments are industry views rather than confirmed outcomes. The report provides no project completion timeline, final road alignment or detailed construction plan. It also does not establish how the corridor will integrate with public transport, junctions, drainage, pedestrian infrastructure or existing congestion points.

The project's urban significance therefore extends beyond its potential effect on property values. The Greater SPR could alter travel patterns between southern and western parts of Gurugram and influence where housing, retail and commercial activity develops. At the same time, land acquisition and road construction will need to be accompanied by coordinated planning for utilities, access roads and public amenities if the corridor is to support integrated urban growth.

For now, the compensation decision represents progress in securing land for the proposed connection. Whether it delivers the wider connectivity and liveability gains described by developers will depend on the final alignment, timely execution and the quality of supporting urban infrastructure.