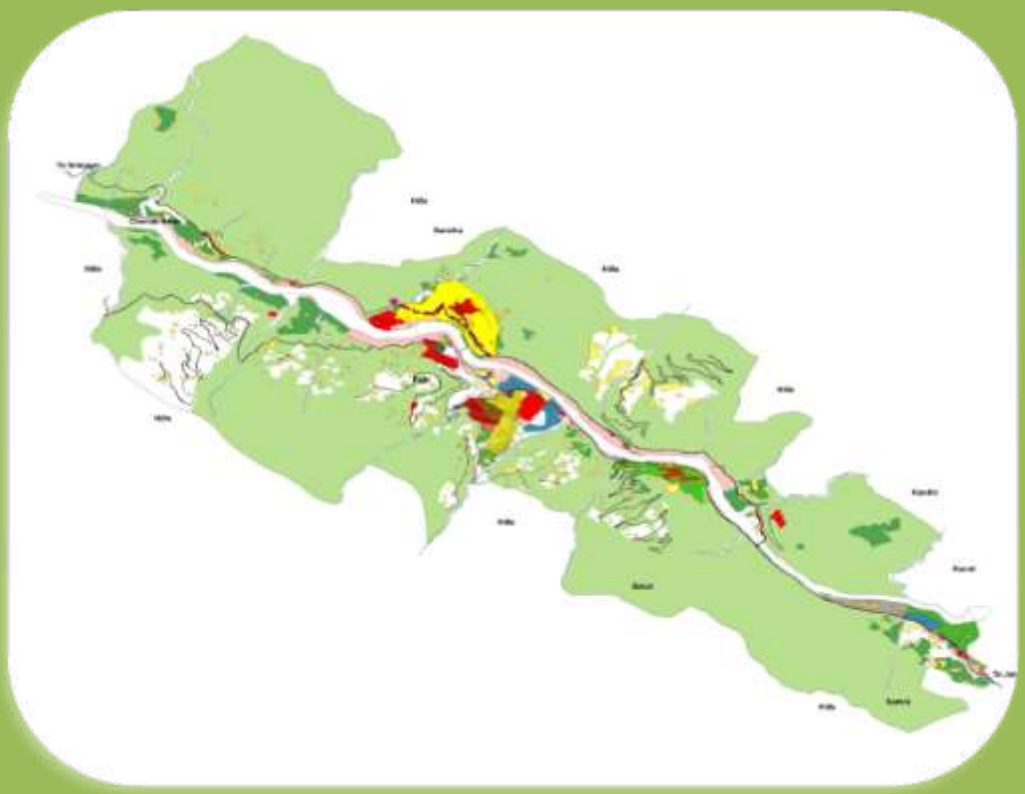
DRAFT MASTER PLAN RAMBAN - 2035



CLIENT

GOVT. OF JAMMU & KASHMIR

TOWN PLANNING ORGANISATION JAMMU

2019

CONSULTANT

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PREFACE

In today's world where urban centres are growing at an astonishing pace, large resources are spent on the development of various urban settlements but the conditions of these towns continue to deteriorate because of piecemeal nature of expenditure and lack of definitive development schemes. In view of this, Town Planning Organisation, Jammu has undertaken the preparation of the Master Plans for various towns, which envisages all-encompassing development of these towns. The Government has also decided to outsource few Master Plans; however, the Master Plan for Ramban, has been outsourced to **M/S NF Infratech Service Private Limited, New Delhi.**

The studies involved in the preparation of Master Plan for Ramban (2013-31) concerns with the areas crucial to planning and development of the region. It has been a great privilege for **M/S NF Infratech Service Private Limited, New Delhi** to undertake the assignment of formulating the Master Plan of Ramban (2013-31). In this Draft Master Plan, the development proposals have been framed after a detailed study and analysis of the crucial issues related to economic development, infrastructure, transportation, housing, environment and urban sustainability.

At this juncture, the main purpose for **M/S NF Infratech Service Private Limited, New Delhi** in putting this document is to solicit critical comments and suggestions to achieve greater participation, meaningfulness and make the Master Plan for Ramban (2013-31 acceptable to stakeholders who have a role to play in its development and implementable for the Local Authority. The Draft Master Plan Ramban (2013-31) is being submitted to the government and the Local Authority for publication under the provision of **"J & K Development Act 1970"** and the rules framed thereof. The Local Area constituted needs to be modified to include all the villages of the planning area as per the **Annexure-1**of this draft report.

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Above Mean Sea Level	AMSL
Assistant Regional Transport Officer	ARTO
Central Pollution Control Board	CPCB
Chief Town Planner	CTP
Detailed Project Reports	DPR
Development Control Regulations	DCR
District Development Commissioner	DDC
Environmental Impact Assessment	EIA
Equivalent Car Space	ECS
Jammu and Kashmir	J&K
Litres per capita per day	LPCD
Local Planning Area	LPA
Million Litres per day	MLD
Ministry of Urban Development	MoUD
National Highway	NH
National Building Codes	NBC
Persons per Hectare	PPH
Power Development Department	PDD
Public Health and Engineering Department	PHED
Roads & Buildings	R&B
Right of Way	ROW
Strength Weakness Opportunity Threat	SWOT
Tonnes per day	TPD
Town Planning Organization	TPO
Urban and Regional Development Plans Formulation and Implementation	URDPFI
World Health Organization	WHO

CHAPTER 1. INTRODUCTION

1.1 BACKGROUND

Urban areas in the past have not received much attention in terms of their planning, development and management despite the fact that cities and economic development are inextricably linked. Because of high productivity of the urban areas, economic development activities get located in the cities. Accordingly, it is desirable that human settlements are provided with necessary planning and development inputs so that their orderly growth and development is ensured. This would also be necessary for ensuring efficient functioning of the human settlements for improving their productivity and for providing desirable quality of life to their residents in order to cater to their economic, physical and metaphysical needs. The urban development strategy for any state thus assumes importance for not only its economic emancipation but also its physical well-being.

Therefore, the real challenge before the planning and development of towns/cities is to have a balanced and comprehensive development in all spheres of urban life, i.e., physical, social and economic.

"Master Plan" is identified as a strategic tool to achieve the above objectives. Considering the role and importance of rational and orderly growth of urban centers, the Government of Jammu and Kashmir (J&K) intends to streamline the development process in urban settlements to ensure that these settlements continue to achieve their objectives of improved efficiency and productivity.

The Town Planning Organization, Jammu is an apex institution for promoting the balanced urban growth in the region of Jammu in the state of Jammu and Kashmir. It has undertaken the task of providing planned residential, commercial and industrial spaces incorporating the latest state of the art technology and town planning norms. In this process, Town Planning Organization, Jammu has taken up the **Preparation of Master Plan for Ramban, 2035** to address the infrastructure and service delivery gaps in Ramban town and to rationalize the growth and development of its Local Planning Area (LPA). The key objective of the Master Plan is to formulate a long-term vision and strategy to make the LPA vibrant, livable and creditworthy. Besides rationalizing the land use pattern, the Master Plan will also facilitate the identification of sectorial investments and reform areas needed to transform the Local Planning Area of Ramban.

1.2 OBJECTIVES OF THE PROJECT

The prime objective of the Master Plan is to promote, guide and rationalize the future growth and development of urban centers. It will endorse growth in the desired direction, promote economic development, improving service delivery and providing amenities to its people. Master Plan ensures rational policy choices besides providing a flexible framework based on ground realities for a defined time span. Master Plan is an appropriate and scientific tool for promoting systematic & planned growth of the town in the following way:

1. Identifying existing gaps in physical and social infrastructure & to bridge those gaps.
2. Making town assessment and to suggest strategies for its economic development.
3. Leveraging economy.
4. Rationalization of land use and their inter-relationships.
5. Minimizing haphazard and uncontrolled growth of town/cities and to achieve planned growth and development in order to provide healthy living environment.
6. Rationalizing the orderly movement of traffic and transportation within the town and defining the area for laying down network of various services.
7. Indicating spatial distribution of physical/social infrastructure for optimum use.
8. Ensuring systematic, balanced & integrated development.

1.3 METHODOLOGY

The various stages of Preparation of Master Plan would include:

1. **Identification of Local Planning Area.**
2. **Preparation of Existing Land use Plan by using:**
    a. Satellite Imageries.
    b. Available Plans.
    c. Ground Surveys.
    d. Revenue Plans.
3. **Assessment and analysis of Local Planning Area in terms of:**
    a. Regional Setting.
    b. Historical Evolution.
    c. Demographic Studies.
    d. Socio-Economic Studies.
    e. Traffic & Transportation.
    f. Physical Infrastructure (water supply, sewerage, solid waste management, electricity).

g. Social Infrastructure (educational, medical, recreational and miscellaneous facilities).
h. Environmental Studies.
i. Heritage and Tourism.
j. Growth Pattern.
k. Land use Studies.

4. **Gap and Problem Identification through:**
   a. Comparison with available norms and standards.
   b. Identification of the critical problems and infrastructure gaps.
5. **Carrying out SWOT analysis based upon:**
   a. Studies made and analysis carried on.
   b. City Assessment.
   c. Identified problems and gaps.
   d. Identifying major socio-economic drivers.
   e. Working out requirements.
   f. Population Projections.
   g. Norms and Standards.
   h. Broad Land use Requirements.
6. **Defining conceptual framework by:**
   a. Defining vision for future growth and development.
   b. Identifying broad objectives.
   c. Laying down mission statements for critical areas.
7. **Preparation of Concept Plan.**
8. **Evolving proposed Land use Plan and Traffic & Transportation Plan along with Development Control Regulations (DCR) based upon:**
   a. Existing Land use Plan.
   b. Studies and Assessment made.
   c. Gaps and Problems Identified.
   d. Objectives Framed.
   e. Future Population Growth.
   f. Future Infrastructure Requirements.
   g. Available Land for Development.
   h. Preparing Phasing and Institutional Framework.

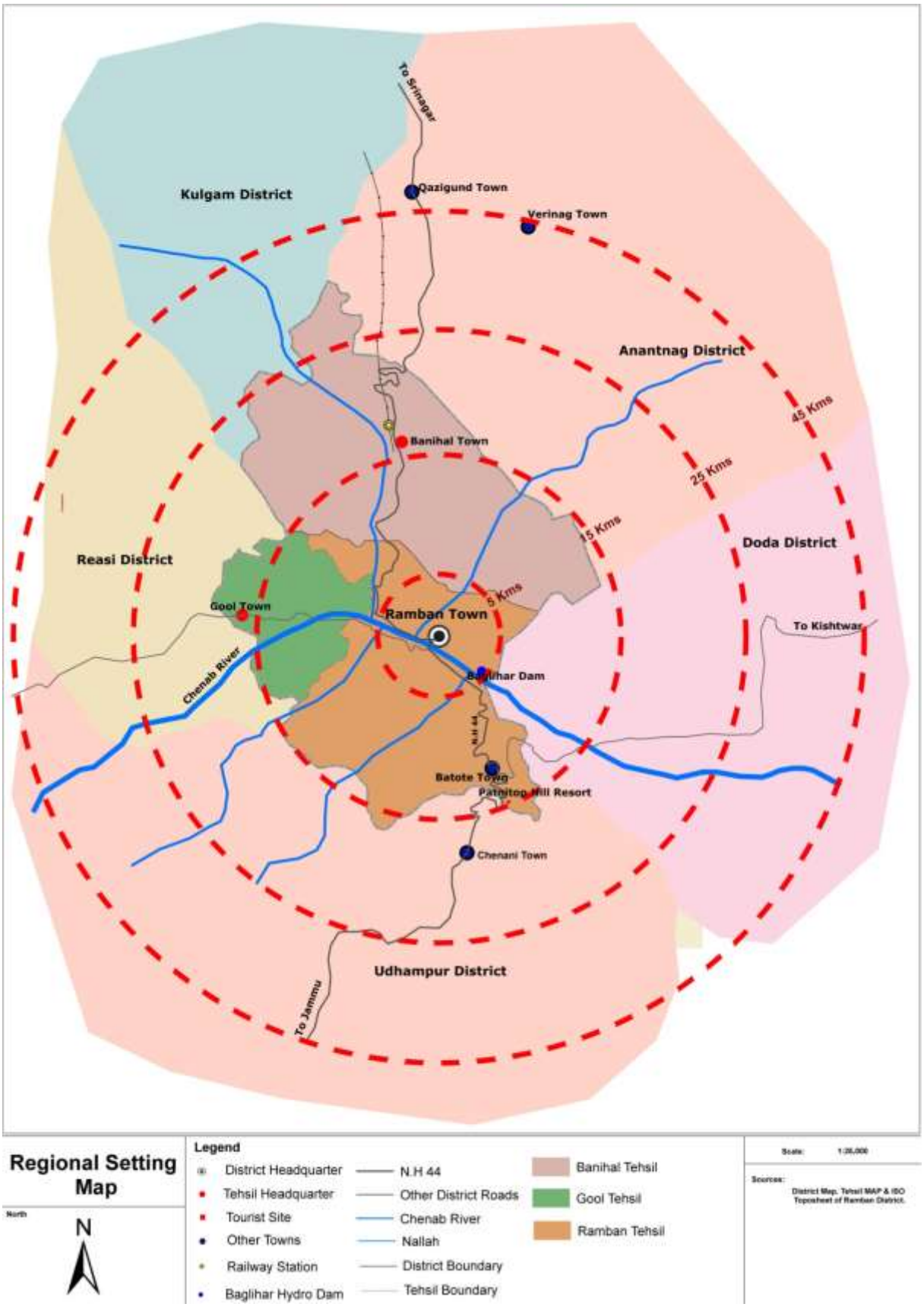
1.4 LOCATION OF TOWN IN A REGIONAL CONTEXT

This aspect studies the development of Ramban town in its regional context and evaluates the locational advantages and disadvantages. In the Master Plan, this aspect would help in proposing the activities that can be explored based upon the regional potential and linkages.

Ramban is located on the right bank of river Chenab at 33°14' N and 75°017'E longitudes with an altitude of 1000 m Above Mean Sea Level (AMSL). Ramban town is almost equidistant from Jammu and Srinagar since it is located at about 150 km from Jammu and about 150 km from Srinagar on NH-44 linking Jammu & Srinagar. It is surrounded by hilly terrain on both the sides.

The boundary lines of Ramban Tehsil have come to be drawn from Udhampur District on its south, Doda District on its east while Gool & Banihal Tehsils on its west and north respectively (Refer Regional Setting Map).

Figure 1: Regional Setting - Ramban Town (2014).



Source: *ISO Topo Sheets*

Ramban District covers an area of 1,23,635 ha, out of which the forests occupy 49% while the area under non-agricultural uses accounts only for 18%. The net sown area is 15%and the area which is not available for cultivation is 9 % (refer Table 1.1).

Table 1-1: Land Utilization - Ramban District (2011).

Category	Land Utilization (ha)	% of Total
Area Under Forest	60717	49
Non-Agricultural Uses	22846	18
Barren and Uncultivable Land	11066	9
Permanent Pastures and Other Grazing Land	3399	3
Miscellaneous Tree Crops	2533	2
Cultivable Waste Land	4609	4
Fallow Land	42	0
Net Sown Area	18423	15
Total Geographical Area	**123635**	**100**

Source: *Village Amenities Directory (2011-12)*

1.4.1 TRANSPORT LINKAGES

It is well connected to the rest of India by road as it is located on the road link (NH-44) from Jammu to Srinagar. The nearest airport to Ramban is Jammu Airport.

1.4.2 ROAD CONNECTIVITY

Ramban town is located midway between Jammu and Srinagar on National Highway, NH-44, i.e., approximately 150 km from Jammu and Srinagar. The Town is well connected by the roads to the other important towns like Udhampur, Doda, Banihal, Anantnag and Patnitop.

1.4.3 RAIL CONNECTIVITY

Ramban is not directly connected by rail. The nearest railway stations to Ramban are Banihal - 38 km and Udhampur - 86 km.

Table 1-2: Distance of Ramban town from the surrounding urban centers.

S. No.	Town	Distance (Km.)
1	Jammu	147
2	Srinagar	146
3	Udhampur	86
4	Doda	82
5	Anantnag	88
6	Banihal	35

Source: *NUIS Ramban, 2012*

1.5 REGIONAL/NATURAL RESOURCES

Various natural resources are available in Ramban region which can be very helpful in the development of the town. They are described below:

1.5.1 MINERALS

Snow-white gypsum with intercalation of quartzite and schists is found in the areas of Ramban. Ramban fields have gypsum deposits of about 19 million tonnes. Apart from this, Slate which is used as a traditional roofing material is also found in Ramban.

1.5.2 WATER RESOURCES

This district has expansive and vast undulating mountainous area with meandering rivers like Chenab, Maitra nallah, Seri nallah, Karol nallah and other small streams flowing through flat rocks on lower levels and lush green patches on higher areas, forming forest wealth and meadows all along the streams.

The district also has huge potential of micro & mini hydel electricity generation and inter connecting various water bodies via a grid system. Baglihar hydro-electric plant on Chenab River realizes this potential. It is located due south of Ramban and is built for a capacity of 900 MW (from Environmental Justice Atlas).

Chenab River flows through the center of the town, from South-East to North-West and is used as the source of water for the town. These water bodies can also be utilized for commuter transportation and development of fish culture.

1.5.3 TOURISM AND HERITAGE RESOURCES

Patnitop, an important hill top tourist location, lie partly in Ramban district and partly in Udhampur. Other tourist sites include Baglihar Hydro-Electric Project and Gool Gulabgarh hot water springs on the boundary of Ramban and Reasi districts. Out of all these, Baglihar is the nearest to Ramban town.

Figure 2: Patnitop Snow Clad Hills and Baglihar Project– Ramban District (2014).

1.5.4 FLORA AND FAUNA

Ramban district has a lot of area under forests, thus various types of flora exist in the area like Pine, Deodar, Khai, Sheesham, Bamboo and Palm grade shrubs constituting slope valleys, reclining rocks and fairly wide river beds where there is a feasibility of reclaiming the lands and put the same to agriculture and its related use.

The fauna in the district include: Cheetah, Wild Bear, Deer, Peacock, Parrots, Cuckoo and Monkeys.

1.5.5 FOREST RESOURCES

Forests cover maximum portion of Local Planning Area of Ramban, thereby increases its potential to a large extent.

1.6 LOCAL PLANNING AREA (LPA)

Ramban Local Planning Area (LPA) has been demarcated according to the village names provided by the Office of the Deputy Commissioner, Ramban on the basis of existing administrative boundaries, topography and stakeholder consultations. A copy of the letter has been attached in Annexure 1 of the Master Plan.

Stakeholders include:

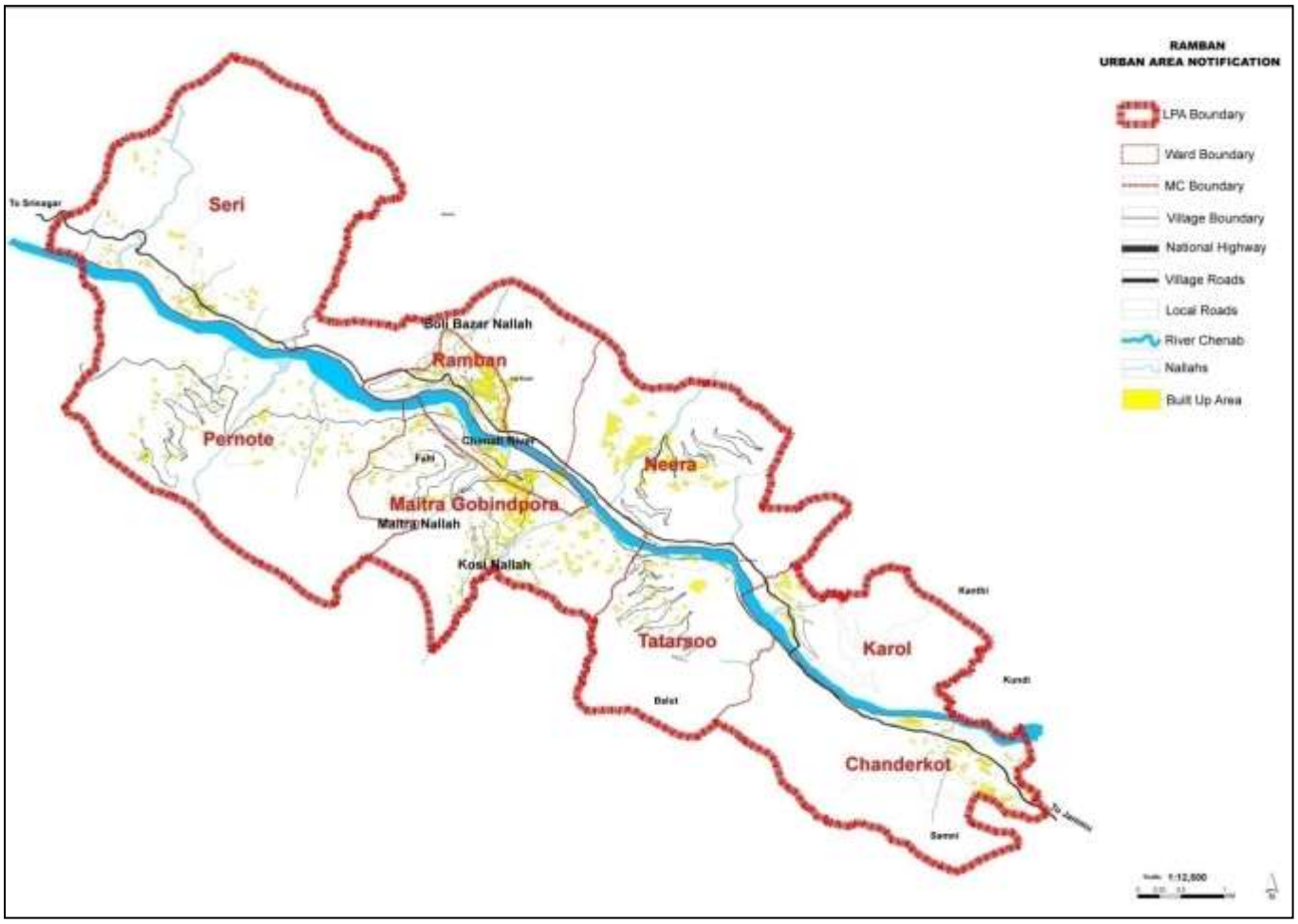
a. Revenue Department, Ramban.
b. Municipal Committee, Ramban.
c. R&B, PHE, PDD & Flood Control Departments.
d. Defence (GREF) and Police Administration.

Considerations while delineating the Local Planning Area of Ramban:

a. Land use suitability analysis based on existing physical thresholds, topography, land productivity and identification of prime agricultural/horticulture areas.
b. Assessment of areas of influence based on flow of goods and services to and from the town and Existing demographic profile of the town.
c. Assessment of problems and potentials of Ramban.

The urban area notification of the town initiates the process of preparation of Master Plan. In this process, the town and its influence area are delineated. Ramban LPA covers an area of 3,444 hectares with a total population of 17,461. The LPA consists of Municipal Area of Ramban and rural settlements. The list of all settlements falling under Ramban LPA is attached as Annexure 2 showing villages and their population details (Refer Urban Area Notification Map).

Figure 3: Delineated Local Planning Area Map - Ramban (2014).



Source: *Revenue Department, Ramban &Worldview 2 Satellite Imagery (2010).*

1.7 PHYSICAL CHARACTERISTICS

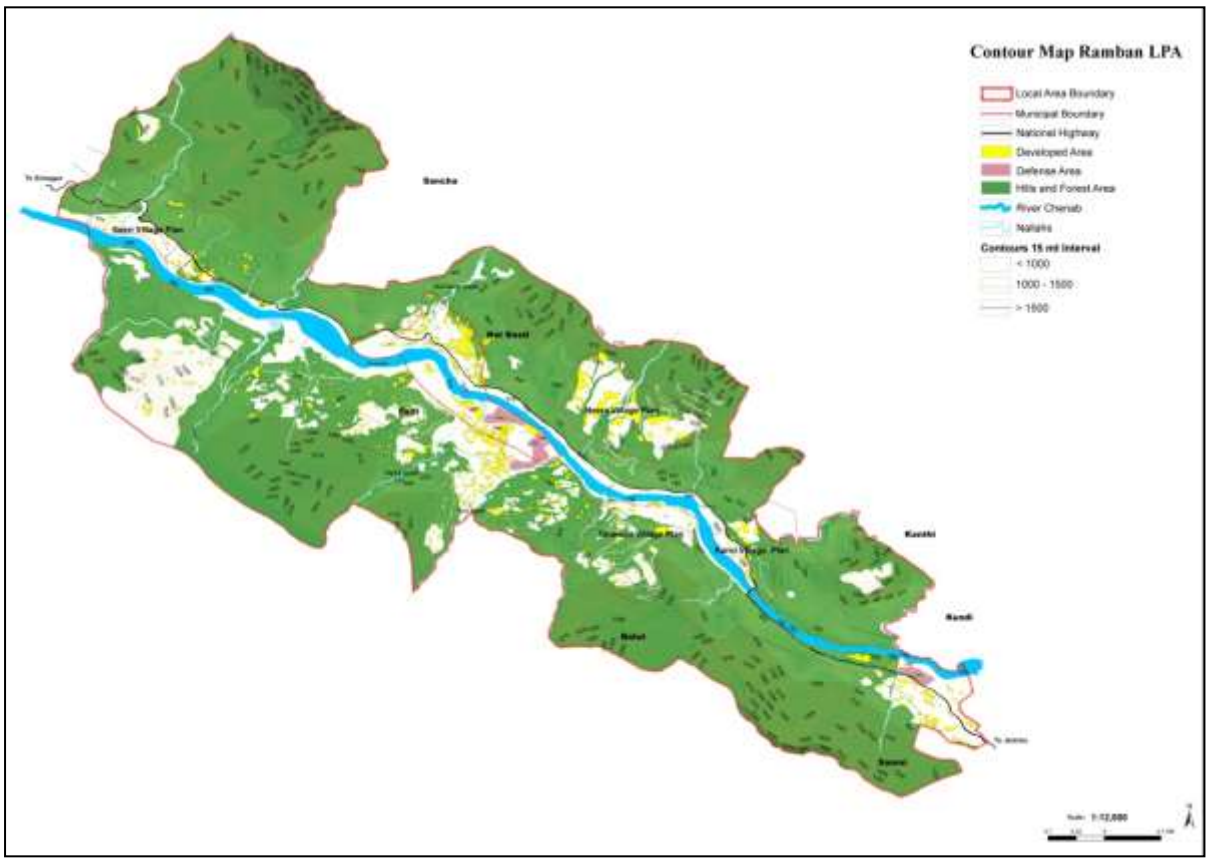
1.7.1 TOPOGRAPHY

Ramban district is all mountainous with very difficult terrain. The topography of the district is the typical representation of medium and small hills. It has an average elevation of 1,156 meters (3,793 feet) and is a newly formed district of the state of Jammu and Kashmir. It shares borders with Patnitop on its South, Doda District on East, Gool on west and Banihal on its north.

1.7.2 ELEVATION AND SLOPE

Elevation in the LPA ranges from 375 to 480m. The northern part of the town has hilly terrain, the central region around river Chenab and Ramban town are relatively flat and steep slopes are observed on either side of Chenab (Refer Contour Map and Slope Map).

Figure 4: Contour Map - Ramban (2000).



Source: *SRTM Digital Elevation Data (2000).*

The availability of flat developable land in Ramban is very less due to the hilly terrain. The contour levels vary from 660 metres to 1905 m.

1.7.3 SOIL

Two types of soil are mainly found in this area:

1. Mountainous Soil
2. Loamy Soil

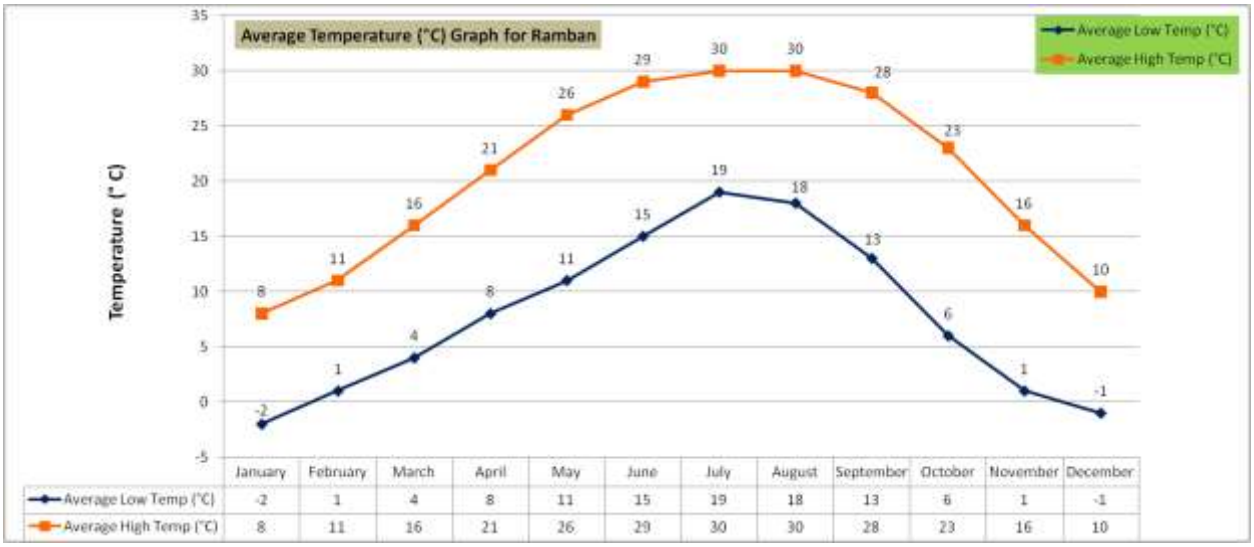
Mountainous Soil is brown in colour and contains medium levels of nitrogen & potash and very little phosphorous. It is found in most parts of Ramban.

Loamy Soil in general varies from loam to sandy loam. This soil is very useful for agricultural purposes and mostly found along Chenab River.

1.7.4 CLIMATE

The district experiences warm summers and severe winters and the climate varies according to the altitude. The temperature rises as high as 42 °C in the low-lying areas like Ramban town located in between steep Mountains on the banks of river Chenab and drops to subzero in the high-altitude areas. December and January are the coldest months of the year with average temperature ranging between -1°C to -2 °C while June to August is the hottest period with an average temperature of30 °C.

Figure 5: Average Temperature Trend - Ramban (2000-2012).



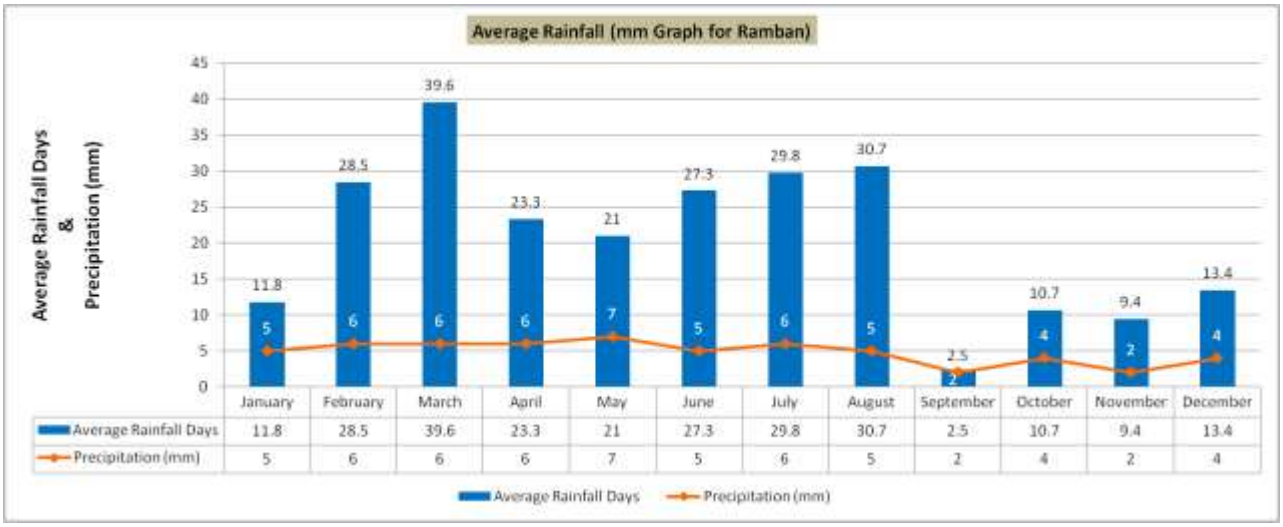
	January	February	March	April	May	June	July	August	September	October	November	December
Average Low Temp (°C)	-2	1	4	8	11	15	19	18	13	6	1	-1
Average High Temp (°C)	8	11	16	21	26	29	30	30	28	23	16	10

Source: *www.worldweatheronline.com.*

Seasonal Distribution:

1. Cold Zone (November to February).
2. Hot Season (March to June).
3. South West Monsoon (July to September).
4. Post Monsoon (October).

Figure 6: Average Rainfall Trend - Ramban (2000- 2012).



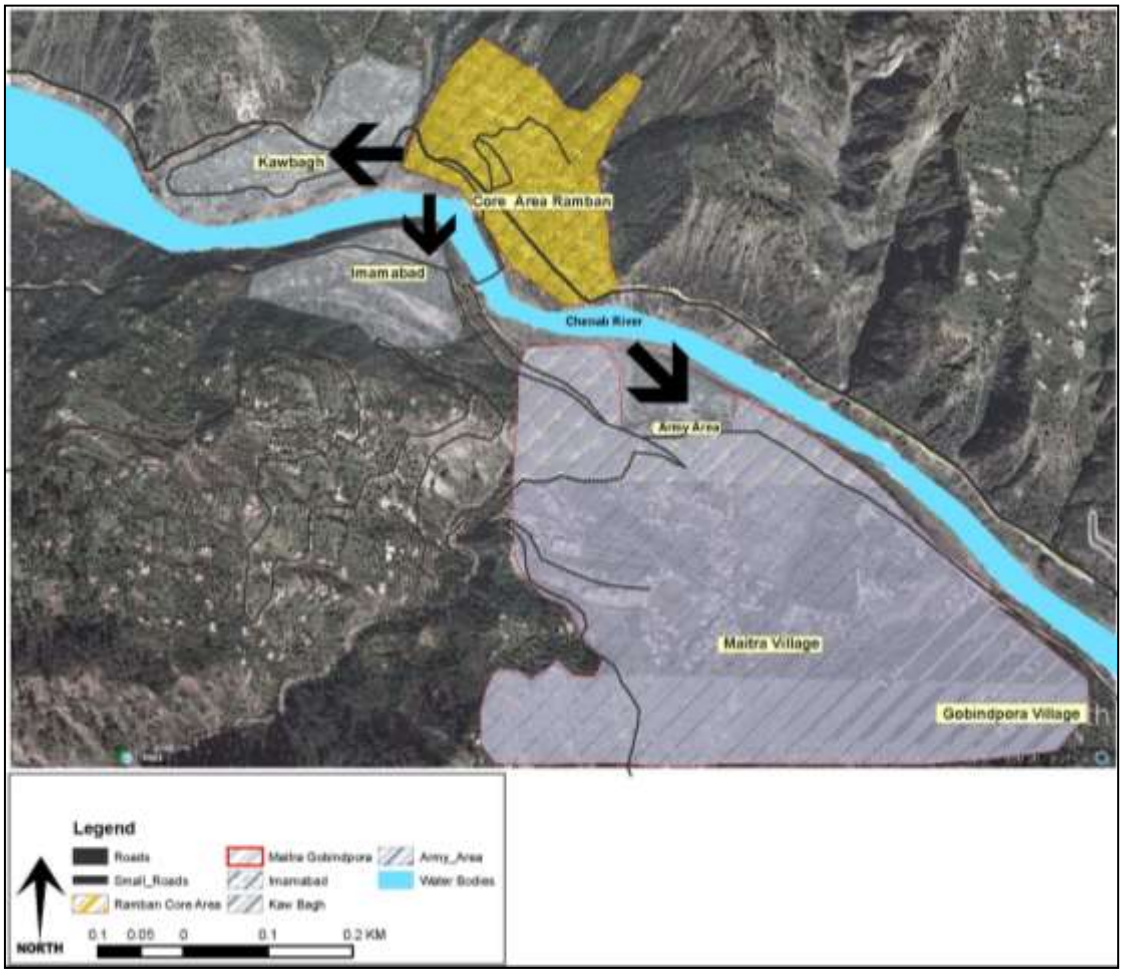
Source: *www.worldweatheronline.com.*

The town receives maximum rainfall from February to August and occasional rains during the rest of the months.

1.8 PHYSICAL PATTERN OF GROWTH

From the physical growth trends of Ramban town, it can be noted that the town has grown on both the sides of NH-44 which promotes development and it is growing fast in the direction of Maitra & Govindpura villages (South-East, across river Chenab). Both these villages provide space for future outgrowth of Ramban town. New residential areas are coming up along Jammu-Srinagar National Highway and some new developments are also there in Pernote.

Figure 7: Growth Trend - Ramban.



Source: *Worldview 2 Satellite Imagery (2010)*

The above figure shows the growth and development scenario of Ramban town. It shows that the development is mostly along National Highway and on the slopes of Maitra, Karol, Neera, Kawbagh and Naibasti within the municipal limits.

1.9 URBAN LANDSCAPE AND BUILT UP ENVIRONMENT

The town is developed along National Highway NH-44 and along both the sides of Chenab River. The character of the built structure and pattern which has developed over the period of time is very organic in nature, i.e., unplanned. Tapered or sloping roof structures are more in the town because this part of the State receives heavy rainfall.

The major lifeline of the town is National Highway NH-44, so most of the development is along this highway. The areas which are far away from the highway have scattered developments and also includes some agricultural fields. These fields give rise to leap frogging settlements. The

roads connecting these remote areas have certain shops which provide facilities and the primary occupation to the local residents.

1.10 HISTORICAL EVOLUTION

Ramban District was carved out from District Doda on administrative grounds in April 2007. The district comprises of two Tehsils- Ramban & Banihal and four community development blocks- Banihal, Gool, Ramban and Ramsoo. The district shares its boundary with Reasi, Udhampur, Doda, Anantnag and Kulgam districts of the state of J&K.

Ramban is a town in the newly created Ramban district in the state of Jammu and Kashmir. It is also the district headquarters. The town has evolved and grown since last 50 years and most of the development has happened in Maitra, Govindpura, Karol Road, Pernote and Seri villages.

In the past, before Banihal Railway Station came into being, the town used to be the halting place for the people travelling by road from Jammu to Srinagar.

1.11 IDENTIFICATION OF INCOMPATIBLE LANDUSES

Incompatible landuse and land-cover indicate the trend in territorial planning and generate instability and conflicts leading to the degradation in terms of environmental quality. Urban landscape structure of Ramban urban area has changed lately, especially due to the expansion of residential areas, increasing the risk of chaotic urban development. This residential expansion has also led to malfunctions, outlining a disadvantaged area due to environmental problems. In this context, the residential areas are frequently located in the proximity of Chenab River.

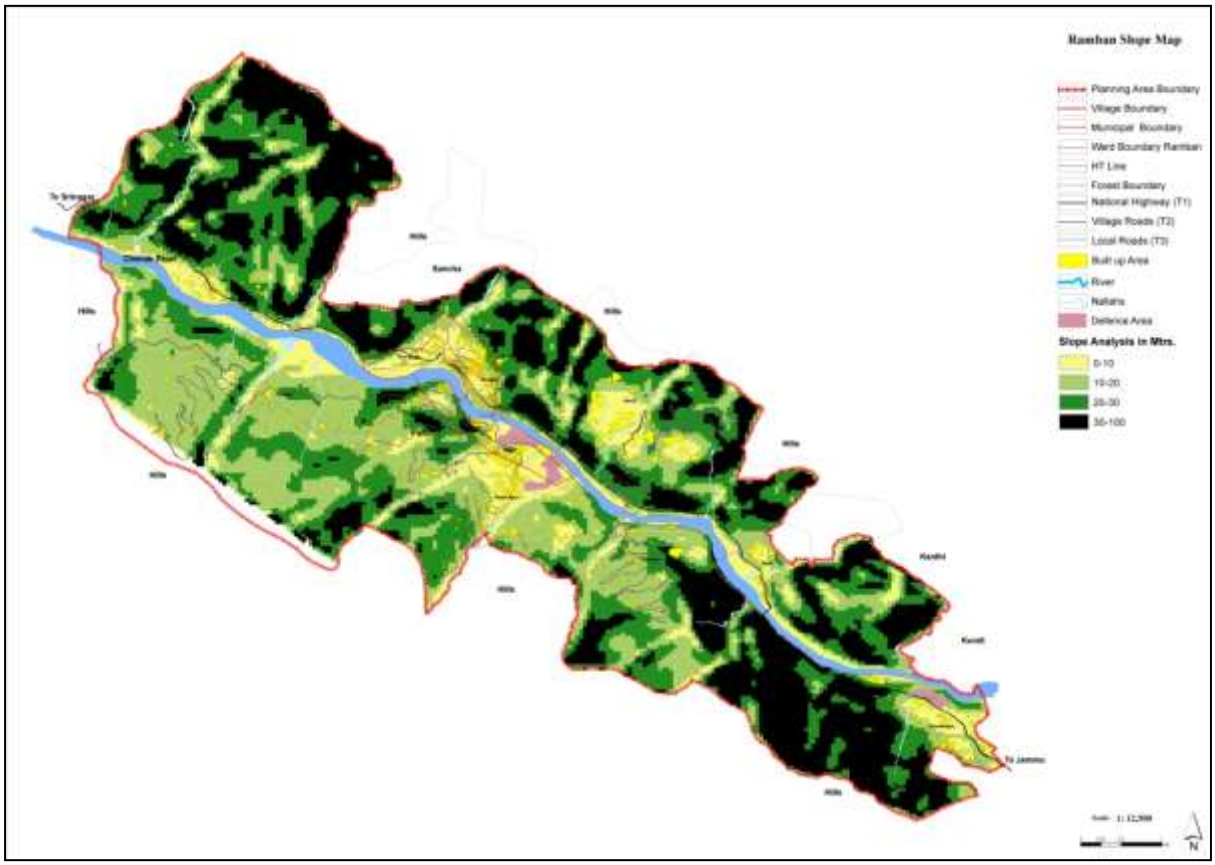
1.11.1 LAND SUITABILITY ANALYSIS

Identification of potential sites for urban development in hilly areas is one of the critical issues of planning. Land Suitability Analysis has become unavoidable for finding appropriate land for various developmental initiatives, especially in the undulating terrain of the hills.

The Land Suitability Analysis for the Ramban has been carried out using various parameters like slope, forest cover, plantation, water bodies, soil type, natural drainage, agricultural productivity of land, etc. The allocation of landuse is based on suitability analysis and for purposes of this Master Plan, a natural contour of above 945m is considered unsuitable for residential and commercial development based on restrictions of slope, environmental

sensitivity and hazard prone characteristics which are common in this area. These shall form a prohibitive contour.

Figure 8: Slope Map- Ramban.



Source: *Worldview 2 Satellite Imagery (2010).*

In Ramban, the elevation ranges from about 660 m to 1900 m. Most of the town is hilly and surrounded by steep hills & forest cover. Suitability Index has been carried out taking into account the grade, slope, natural drainage, land cover and forest cover of the area. In Ramban LPA, 30% of the slope has been assumed as the limit for development because of hilly terrain and physiographic conditions. Most of the town is hilly and surrounded by steep hills and forest cover. About 60-70% of land is under moderate and unsuitable area, including the low-lying areas of river Chenab and nallahs which flow throughout the LPA of Ramban (Refer Slope Map and Land Suitability Map).

Observations

1. Slope direction is from east to South east to North West.
2. Maximum slope is towards the bank of river Chenab.

Potentials

1. Area have the flat slope is from east to west only along river Chenab river which is suitable for development but only after cutting and filling.

Problems

1. A gentle slope on the side of river areas gives birth to the subsidence.

There is a danger of different natural disasters like earth quakes, floods, rain bursts, etc.

Note:

1. **No-Development Zone:** Areas covered under water bodies including Chenab River, Maitra Nallah, Seri Nallah, Karol Nallah etc.
2. **Highly Unsuitable Zone:** Areas existing beyond the prohibitive contour of 945-1900 and those with a slope higher than 30%.
3. **Moderately Suitable Zone:** Areas having marginal impact on development. This zone covers prime agriculture fields and hillocks.
4. **Suitable Zone:** Areas which are far away from the river having sufficiently flat terrain and no direct effect on the hydrology of the water features existing in the planning area.

1.12 EXISTING ENVIRONMENTAL HAZARDS & DISASTERS

Natural calamities, like cloud bursts, flash floods, heavy rains, earthquake, snowfalls, hails storms, drought and accident etc. cause lot of misery to the people residing and travelling through Ramban. The district has often been victim of natural calamities causing severe damage to life and property.

1.12.1 TYPES OF DISASTERS

Disasters can be divided into two broad categories- Natural & Man-Made Disasters and both these types can be sub-divided into the following types based on the source of origin or relative damage caused by it:

1. **Water and Climatic Disasters**: Flood, hailstorm, cloud burst, heat wave, cold wave, thunder and lightning.
2. **Geological Disasters**: Landslide and mudflow, earthquake, volcano, dam failure and mine fire.
3. **Accidental Disasters**: Forest fires, urban fires, mine flooding, oil spill, major building collapse, bomb blast, electrical accidents, air and road accidents, boat capsizing, village fire.

Ramban district has been affected by floods, landslides and earthquakes in the past. Kawbagh area has suffered in a big way due to these disasters and in the recent past, Seri village has also been affected by landslides.

Heavy rains and floods cause a lot of damages to the cultivated land of the farmers and wash away the bridges, human beings and cattle heads. The flash floods sometime hit the inhabited area harshly and the administration has to swing into action for rescue and relief operations.

Many motor accidents also take place in Ramban district owing to the hilly roads, resulting in injuries and loss of life. District Administration with the help of home guards and police personnel makes arrangement for medical relief and rescue.

CHAPTER 2. SOCIO-ECONOMIC PROFILE

The chapter includes the study of population size, distribution and settlement pattern. The data collected for population studies is broadly categorized as time-series data and spatial data. In the former, the change and transformation of various demographic aspects are measured while in the latter, the distribution pattern is studied. The study of demographic characteristics and employment is required for the assessment and for evaluation of the existing civic and infrastructural facilities.

2.1 POPULATION GROWTH OF LOCAL PLANNING AREA (LPA),RAMBAN

Ramban town is the headquarters of Ramban district with a population of 3,596as per Census of India, 2011. The town is governed by a Municipal Committee and has7 wards. The average household size of the town is 5.9 (refer Annexure 2) and the decadal growth rate from 2001 to 2011 is15.3% compared to the state urban growth of 35.7% (refer Table 2-1).

As per Census of India, 2011, Ramban LPA has a population of 17,461 which includes one urban settlement, i.e., Ramban Municipal Area and 7 villages (with a population of 13,865). For the LPA, the population within the municipal limits hold only 20.6% of the total LPA population and the remaining 79.4% is distributed in various settlements outside the municipal limits (refer Table 2-2 and Annexure 2).

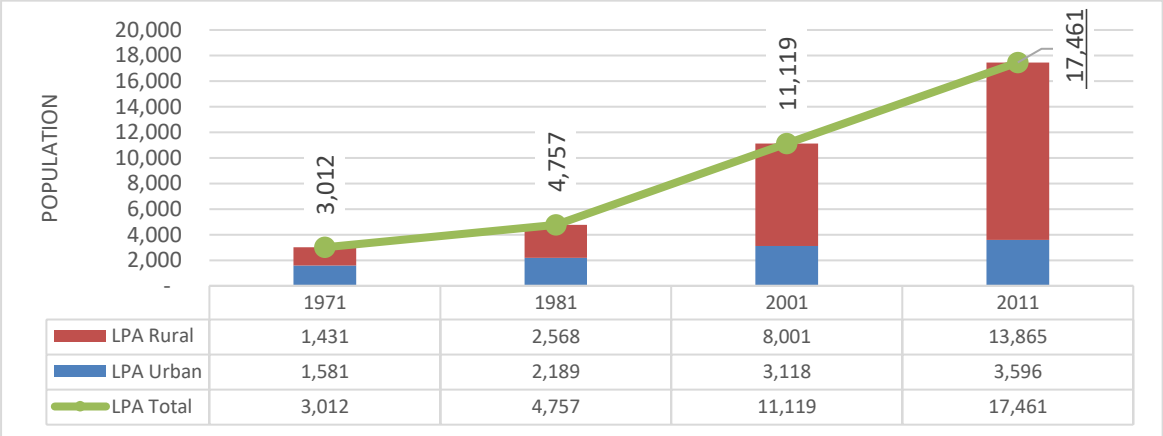
Table 2-1: Comparison of population between J&K State LPA of Ramban (1971-2011[1]).

	Population				Growth Rate 2001-11
	1971	1981	2001	2011	
J&K Urban	16,58,221	12,60,403	25,16,638	34,14,106	35.7%
J&K Rural	27,58,411	47,26,986	76,27,062	91,34,820	19.8%
J&K Total	44,16,632	59,87,389	1,01,43,700	1,25,489,26	23.7%
RambanMC	1,581	2,189	3,118	3,596	15.3%
Ramban LPA (Rural)	1,431	2,568	8,001	13,865	73.3%
Total Ramban LPA	3,012	4,757	11,119	17,461	57.4%

Source: *Census of India - 1971, 1981, 2001 & 2011.*

[1] Values for 1991 are not included because in the year 1991, the Census survey was not conducted in J&K.

Figure 9: Decadal Trend of Population, Ramban (1971-2011).



Source: *Census of India - 1971, 1981, 2001, 2011.*

Table 2-2: Percentage Distribution of Urban & Rural Population in Ramban LPA (1971-2011[2]).

	%age of LPA Population							
	1971		1981		2001		2011	
Settlement	**Population**	**%age**	**Population**	**%age**	**Population**	**%age**	**Population**	**%age**
LPA (Rural)	1,431	47.50%	2,568	54%	8,001	72%	13,865	79.40 %
LPA (Urban)	1,581	52.50%	2,189	46%	3,118	28%	3,596	20.60 %
LPA (Total)	3,012	100%	4,757	100%	11,119	100%	17,461	100%

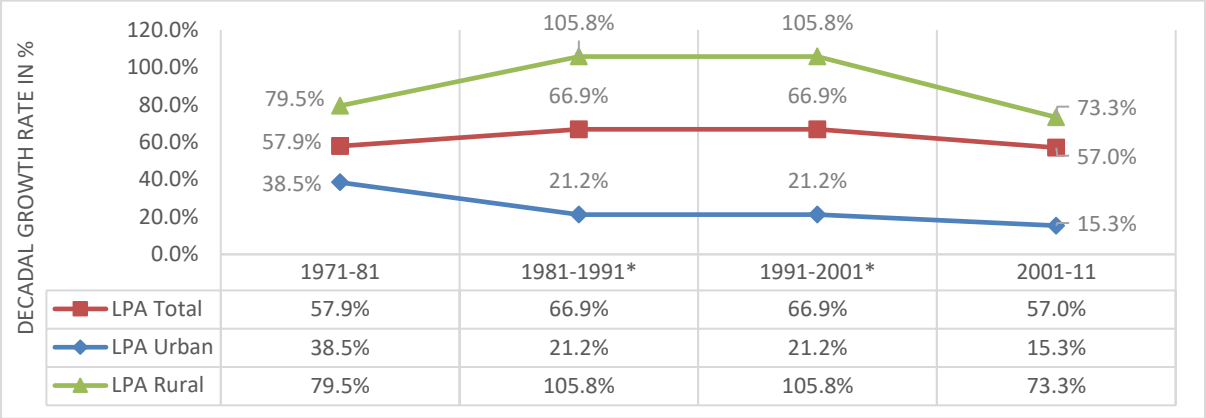
Source: *Census of India - 1971, 1981, 2001, 2011.*

2.1.1 GROWTH RATE

Ramban town experienced a growth rate of 42.40% and 15.30% during the decades of 1981-2001 & 2001-2011 respectively. A declining growth rate is seen during the last decade (refer Figure 10).

[2] Values for 1991 are not included because in the year 1991, the Census survey was not conducted in J&K.

Figure 10: Decadal Growth Rate of Ramban LPA (1971-2011).



Source: *Census of India - 1971, 1981, 2001, 2011.*

* Decadal growth rates for 1981-1991 and 1991-2001 are assumed as half of the combined growth rate from 1981-2001.

In the rural LPA, the growth rate of last decade (2001-11) is 73.3% which is significantly higher than the town growth rate. It shows that while further growth of town is restricted by hilly terrain, the urban pressures have boosted the growth rates of the surrounding rural settlements.

2.1.2 POPULATION DENSITY

The density gradient as per 2011 Census shows that ward 3 has a gross density greater than 100 persons per hectare (pph), whereas the density of ward no. 4 is marginally above 50 pph. All the other wards have a density ranging between 16 to 35 pph only. The population density of the town within municipal limits has been tabulated in Table2-3.

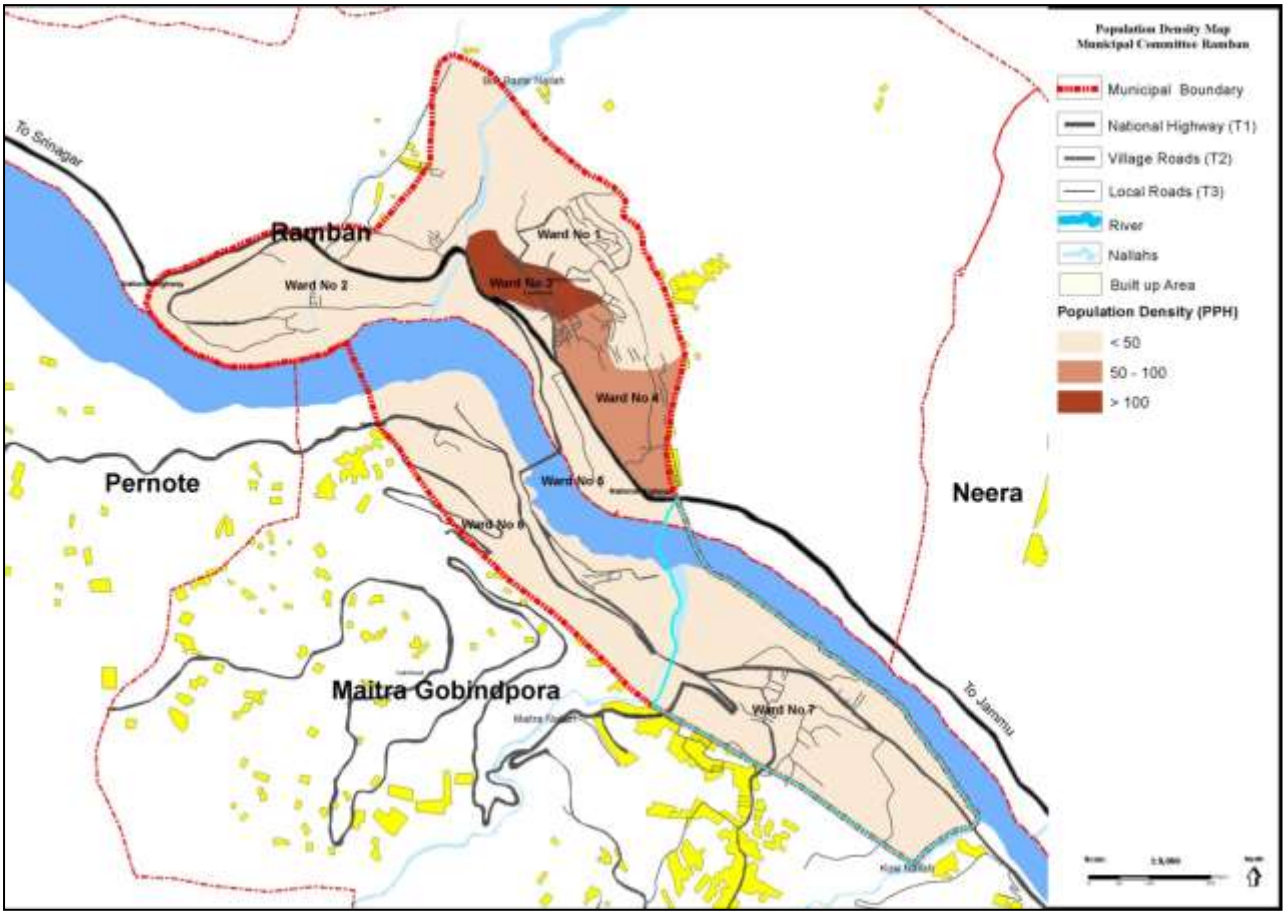
Table2-3: Ward-Wise Population Density, Ramban MC (2011).

Ward	Population (2011)	Area (Ha)	Density (PPH)
1	615	17	35
2	645	41	16
3	552	4	138
4	462	9	53
5	335	13	26
6	417	22	19
7	570	31	18
Total	**3596**	**137**	**26**

Source: *Census of India – 2011&Municipal Committee, Ramban.*

Old built-up residential areas of the town fall under the high and medium density zones. Apart from this, the other wards fall in the low-density zone showing a concentrated core town with scattered built up area in the periphery of the town (Refer Ramban Density Map).

Figure 11: Ward-Wise Population Density, Ramban MC (2011).



Source: *Census of India – 2011, Ward Boundaries, Municipal Committee Ramban.*

Table 2-4 Density Gradient of M. C. Ramban (Ward Wise): 2011.

S.No.	Density (PPH)	Zone	Ward numbers
1	More than 100	High Density Zone	3
2	50 to 100	Medium Density Zone	4
3	Less than 50	Low Density Zone	1,2, 5, 6 &7

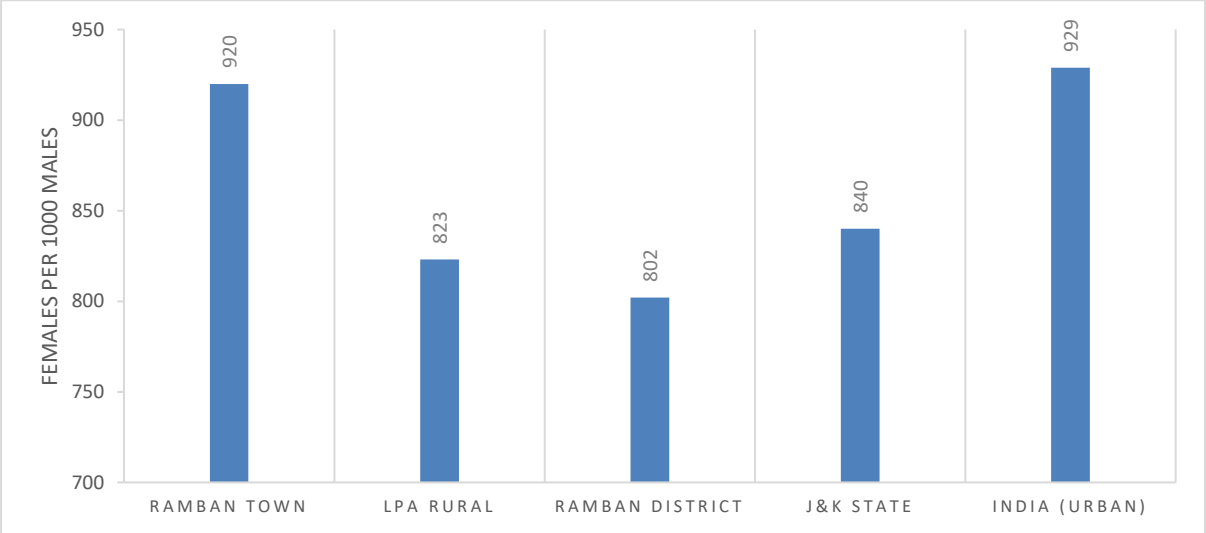
Source: *Census of India – 2011.*

2.2 POPULATION CHARACTERISTICS

2.2.1 SEX RATIO

Sex ratio of Ramban town (920) is found only marginally lower compared to the Urban India (929), but significantly higher than the State Average (840) and District Average (901) in 2011.

Figure 12: Comparative Sex Ratio Values for India (Urban), J&K State, Ramban District, LPA Rural and Ramban Town (2011).



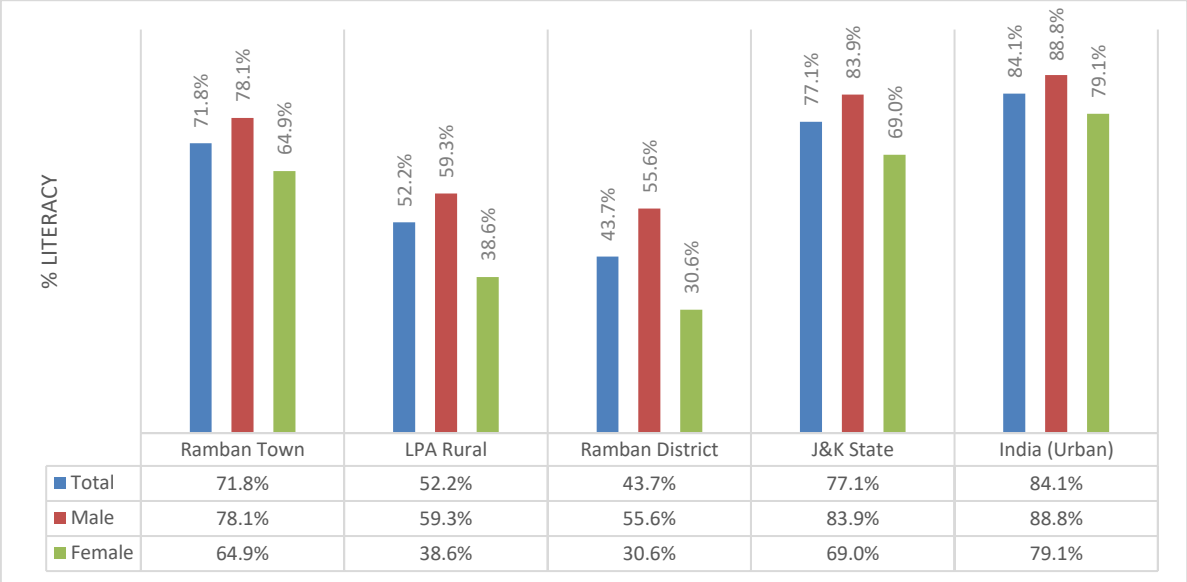
Source: *Census of India – 2011.*

2.2.2 LITERACY& EDUCATION

2.2.2.1 LITERACY IN RAMBAN TOWN

Ramban town has a literacy rate of 71.5%, lower than the literacy rate of urban India (84.1%) and State's Average (77.1%), but higher compared to the district and LPA averages (43.7%& 56.2%). The comparison of literacy among males and females show that more percentage of males are literate than females and this also holds true for the state and at the country level. Female literacy rate of town is also less compared to India and State Average.

Figure 13: Literacy Rate-Ramban MC, LPA Villages, Jammu District, J&K State and Urban India (2011).



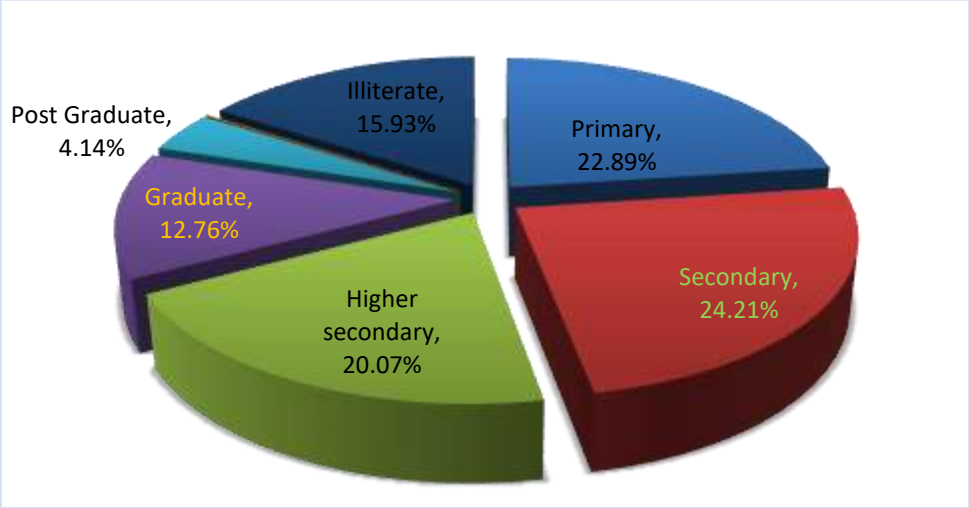
	Ramban Town	LPA Rural	Ramban District	J&K State	India (Urban)
Total	71.8%	52.2%	43.7%	77.1%	84.1%
Male	78.1%	59.3%	55.6%	83.9%	88.8%
Female	64.9%	38.6%	30.6%	69.0%	79.1%

Source: *Census of India – 2011.*

A household survey was conducted with 6.5 percent sample size in the entire LPA of Ramban to ascertain the demographic and socio-economic characteristics of the population. The survey was based on stratified random sampling, selecting every 20th house in each ward of the town and random samples from the villages consisting of a sample-215 houses and a population of 1136 residing in these houses.

The socio-economic survey supports the findings of a high literacy rate. Out of the 215 houses surveyed in 2014, 84.16% of the population is found to be educated and have passed at least primary school.

Figure 14: Educational Qualification Distribution - Ramban LPA (2014).



Source: *Primary Socio-Economic Survey (2014).*

Table 2-5: Educational Qualification Distribution - Ramban (2014).

Qualification	Persons	%age	Total %age
Literate			
Primary	260	22.89%	**84.16%**
Secondary	275	24.21%	
Higher Secondary	228	20.07%	
Graduate	145	12.76%	
Post Graduate	47	4.14%	
Doctorate	1	0.09%	
Illiterate	180	15.84%	**15.84%**
Total	**1136**	**100%**	**100%**

Source: *Primary Socio- Economic Survey (2014).*

2.3 ECONOMY AND EMPLOYMENT

2.3.1 WORK FORCE PARTICIPATION

According to the Census 2011, Workforce Participation Rate (WPR) in the town is 28.11%, (constituting the main and marginal workers) which is lower than the corresponding values of the State and LPA (refer Table 2-6).

Table 2-6: Composition of Work-Force Comparison–Ramban LPA&s town (2011).

	Population	Total Workers	Main Workers	Marginal Workers
Jammu & Kashmir	10143700	3753815 (37.01%)	2590132 (69%)	1163683 (31%)
Ramban Town	3596	1011 (28.11%)	900 (89%)	111 (11%)
LPA Villages	13865	4616 (33.29%)	3277 (71%)	1339 (29%)
Total LPA	17461	5627 (32.23%)	4177 (74%)	1450 (26%)

Source: *Census of India – 2011.*

2.3.2 OCCUPATIONAL STRUCTURE

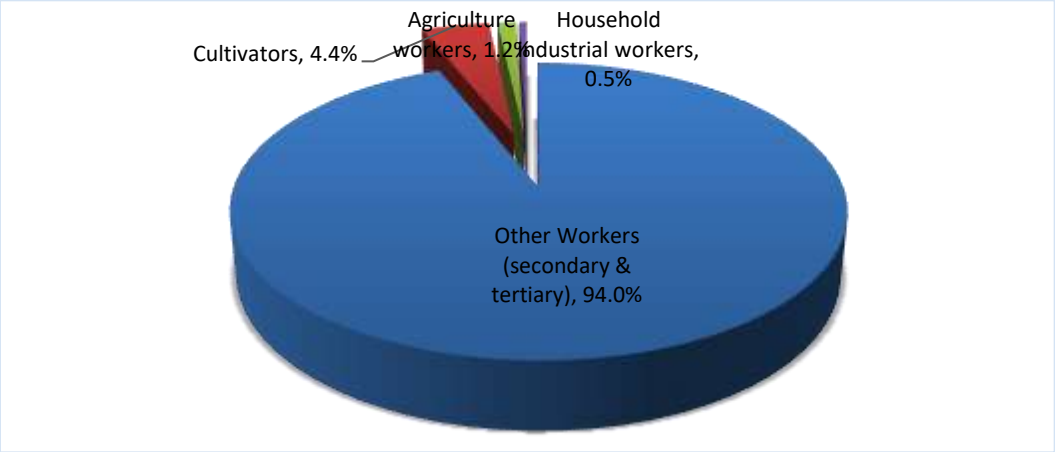
As per the Census 2011, 94% workers of the town are engaged in other activities (secondary and tertiary), 5.6% are engaged in primary activities (cultivators and agricultural workers) and remaining 3% are engaged in household industries (refer Figure 15&Table 2-7).

Table 2-7: Occupational Structure – Ramban Town & LPA (2011).

Type of Workers	LPA Urban	LPA Urban (%)	Total LPA	Total LPA (%)
Cultivators	44	4.4%	1158	20.6%
Agriculture workers	12	1.2%	2695	47.9%
Household Industrial Workers	5	0.5%	573	10.2%
Other Workers	950	94.0%	1200	21.3%
Total	1011	100.0%	5627	100.0%

Source: *Census of India – 2011.*

Figure 15: Occupational Distribution –Ramban Town (2011).



Source: *Census of India – 2011.*

2.3.3 INDUSTRIES

There is no established industrial estate in the town. Only a few small-scale units exist within the villages catering to the local needs of the people.

2.4 TRADE AND COMMERCE

Ramban town is an important trade and commerce center because of its nodal location. It is also located at the intersection of NH-44 and Ramban-Dhar highway. As per the data provided by the Municipal Committee of Ramban, it also houses many retail and wholesale shops located predominantly at:

1. Court Road and Old Town Market.
2. Bus Stand Market (unregulated).
3. Market along NH-44.

Figure 16: Commercial Areas along Highway - Ramban Town (2014).

2.4.1 RETAIL AND WHOLESALE SHOPS

There are 200 retail shops and 20 wholesale shops located in Ramban town. However, there is no vegetable mandi in the LPA, the nearest one being a vegetable market in Banihal and another vegetable mandi at Udhampur.

2.4.2 INFORMAL SECTOR

Most of the informal markets are located on major roads like National Highway of Jammu-Srinagar and on Ramban Bus Stand. The options for creating more affordable commercial areas in terms of day markets needs to be explored in order to enable the informal sector to contribute to the economic growth of the town.

These markets encroach the public lands (like road berms, pedestrian walkways, parking lots, etc.) and are improperly planned and chaotic which creates problems for the residents.

2.4.3 HOTELS

There are very few hotels and tourist bungalows in Ramban town, namely; a Tourist cafeteria of Jammu and Kashmir Tourism Development Corporation (JKTDC) and other two hotels, but there are a large number of Dhabas and restaurants in Ramban town and adjoining villages like Seri, Chanderkote, and Karol.

2.5 KEY ISSUES

1. The markets of the old town are highly congested and have high density. The absence of adequate parking and organized commercial area hampers movement and circulation in the area.
2. The narrow streets and road encroachments have further degraded the aesthetic value and business potential of the area.
3. No institution related to the research and development of traditional cottage industry products of the town, like wooden and forest products.
4. No commercial complex for banking, insurance and share market exists in the town.
5. No organized space is available for the street vendors in the town.

CHAPTER 3. PHYSICAL GROWTH & INFRASTRUCTURE AND SERVICES

3.1 EXISTING LANDUSE DISTRIBUTION

LPA Ramban covers the revenue estates of 7 villages and the areas of one urban center, i.e., Ramban**.** The total area of LPA Ramban is about 3444 ha., out of which 137 ha. falls under the jurisdiction of Municipal Committee and this area is further categorized into various uses.

Out of the total Ramban MC area, traffic and transportation use covers 31 ha., i.e., 22.6% of the area which is the highest among the developed area, whereas, plantation covers 27 ha., i.e.,19.7% of the area (highest among the undeveloped area) (Refer Existing Landuse Map).

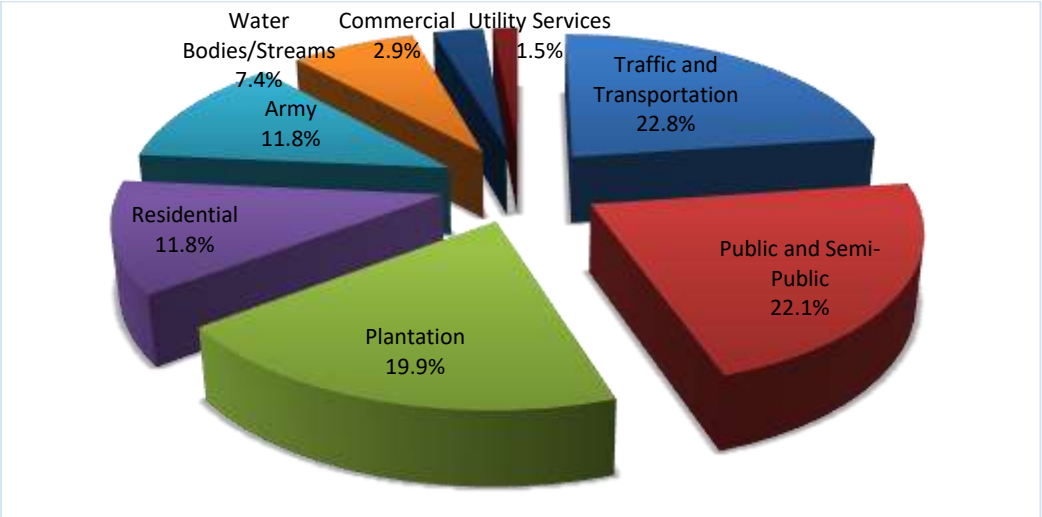
Table 3-1: Existing Landuse Distribution – Ramban MC (2014).

Landuse	Land under existing use (Ha)	%age of Developed Area	%age of Total Area
Developed Area			
Residential	16	19.3%	11.7%
Commercial	4	4.8%	2.9%
Industrial	0	0.0%	0.0%
Public and Semi-Public	30	36.1%	21.9%
Utility Services	2	2.4%	1.5%
Recreational	0	0.0%	0.0%
Transport and Communication	31	37.3%	22.6%
Subtotal Developed Area	**83**	**100.0%**	**60.6%**
Un-developed Area			
Agriculture	0	0.0%	0.0%
Plantation	27	50.0%	19.7%
Orchards	0	0.0%	0.0%
Hills & Forests	0	0.0%	0.0%
Open Land	1	1.9%	0.7%
Water Bodies/Streams	10	18.5%	7.3%
Army	16	29.6%	11.7%
Subtotal Undeveloped Area	**54**	**100.0%**	**39.4%**
Grand Total	**137**		**100.0%**

Source: *Worldview 2 Satellite Imagery (2010).*

Figure 17 Existing Landuse map of Ramban Town

Figure 18: Existing Landuse Distribution – Ramban MC (2014).



Source: *Worldview 2 Satellite Imagery (2010).*

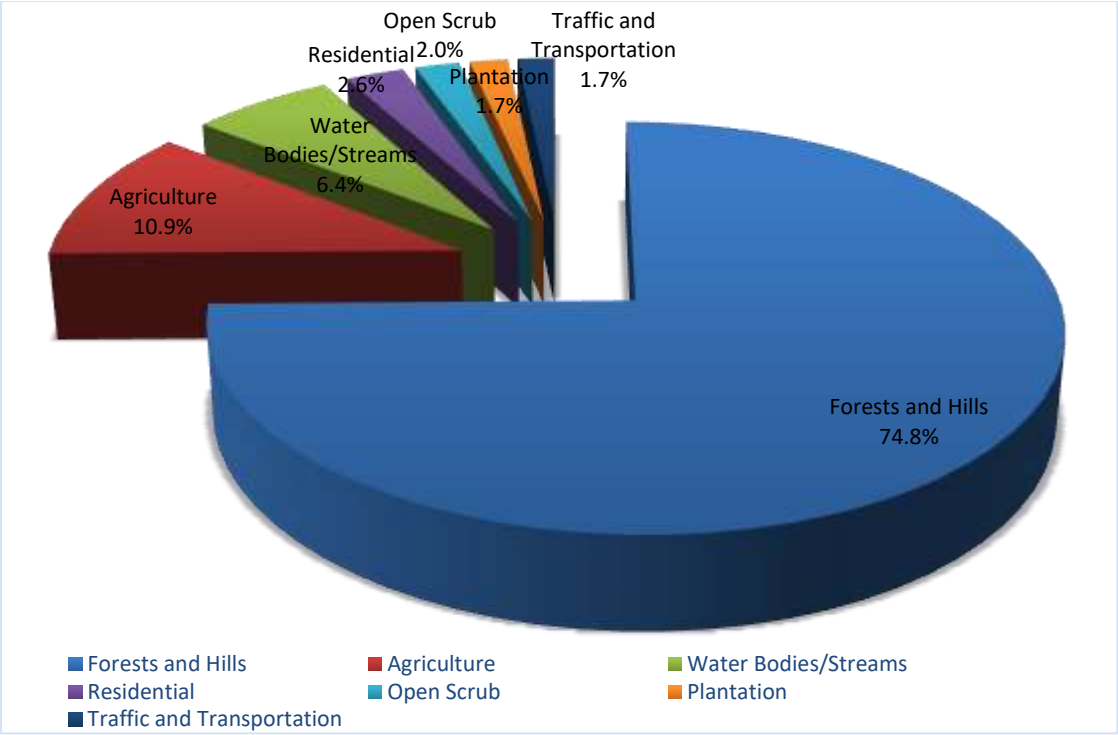
Table 3.2 indicates that for Ramban LPA, forests and hills cover most of the area, i.e., 2514 Ha (73% of the total LPA).

Table 3-2: Existing Landuse Distribution – Ramban LPA (2014).

Description	Existing Landuse 2010	%age of the Subtotal	%age of Total Area
Developed Area			
Residential	88	46.81	2.56
Commercial	5	2.66	0.15
Public and Semi-Public	38	20.21	1.10
Recreational	0	0.00	0.00
Utility Services	1	0.53	0.03
Transport and Communication	56	29.79	1.63
Sub-Total Developed Area	**188**	**100.0%**	**5.46**
Un-Developed Area			
Agriculture	365	11.21	10.60
Plantation	58	1.78	1.68
Orchards	19	0.58	0.55
Open Scrub	67	2.05	1.95
Forests and Hills	2514	77.21	73.00
Water Bodies/Streams	215	6.60	6.24
Army	18	0.55	0.52
Sub-Total Undeveloped Area	**3256**	**100.0**	**94.54**
Grand total	**3444**		**100.0**

Source: *Worldview 2 Satellite Imagery (2010).*

Figure 19: Existing Landuse Distribution – Ramban LPA (2014).



Source: *Worldview 2 Satellite Imagery (2010).*

3.1.1 RESIDENTIAL

Out of total Municipal area of 137 ha, about 16 ha is under residential use which is 11.7% of the total area. In the LPA, residential use covers88 ha (2.56% of the LPA area). In Ramban, there is no planned residential colony, the lack of which has resulted in urban sprawl and inefficient utilization of land.

Physical thresholds have played dominant role for shaping the urban structure of town but the density has primarily been shaped by the infrastructural facilities. Although the town has existed since long time, the urbanization has been taking place at a relatively slow pace and even slowed down.

3.1.2 COMMERCIAL

The total area covered under commercial use is 4 ha. (2.9% of the MC area) andhas200retail and 20wholesale shops. A very congested mixed landuse exists within the old town which creates problems for movement and circulation.

3.1.3 RECREATIONAL

There is no area under recreation within the MC or LPA.

3.1.4 PUBLIC & SEMI-PUBLIC

This use comprises the areas covered under government / semi-government offices, vacant government lands, education, health, socio–cultural, cremation grounds, etc. The total area covered by this use is about 30ha (21.9% of the MC area). Utilities include facilities like water works, electric grid station (EGS), solid waste dumping site, etc. Sewerage system does not exist in the town and has not been included in the above-mentioned values. There is no solid waste management site or land fill site in the municipal area and the waste is dumped outside the town area.

3.1.5 TRANSPORT AND COMMUNICATION

The total area under this landuse is 31ha, i.e., 22.6% of the MC area including roads and bus terminal. The major problems related to this aspect are- the existence of narrow roads, missing road hierarchy, lack of parking places, encroachment of roads, lack of traffic signals, etc.

The combined percentage of traffic and transportation and public and semi-public landuse categories is nearly 44.5%, depicting the service nature of the town.

3.1.6 AGRICULTURE AND PLANTATION LANDUSE

There is no land under agriculture within the MC area, however, 27 ha area (19.7% of MC area) is under plantation which is nearly 50% of the total undeveloped land within the town. The contribution of Plantation is the highest taking into account only the undeveloped area within the MC Limit of Ramban.

3.2 CHALLENGES OF LANDUSE

The town is witnessing unprecedented landuse transformation, the residential use is being succeeded by commercial use. Non-conforming and incompatible uses like workshops, wholesale, markets and on-road parking are badly affecting the predominant and befitting uses as well as community life.

The infrastructure lags behind the growth of the population. Lack of accessibility to many structures and localities is a matter of serious concern and the localities susceptible to hazards have to be dealt with very carefully. The multi-storey culture against hill development imperatives has to be effectively addressed. There is an urgent need to address to following issues:

1. Culture for unplanned development.
2. Regulations and penalties in respect of green areas.
3. Construction on slopes which are susceptible to hazards.
4. Rapid construction activities in the existing town.
5. Conservation and preservation of core municipal areas.
6. Parking encroachments.

3.3 PHYSICAL INFRASTRUCTURE

3.3.1 WATER SUPPLY

Ramban town is approx. 1156 m above mean sea level (AMSL). It has hilly topography and undulating profile, thus having good potential of the water resources. With the slope, the water is then supplied by gravity method to all the concerned areas. All the urban and rural settlements falling in the LPA are mainly dependent on river Chenab, springs, tube well sand nallahs; Shoura nallah, Sui nallah and Ashari nallah.

The existing domestic water requirement for Ramban town has been calculated by taking the desirable norm of 135 LPCD as given in URDPFI guidelines. So, the existing water demand of LPA Ramban is 2.3 MLD, out of which 1.13 MLD is supplied by the PHE and various tube wells and springs, etc., indicating a gap of 1.17 MLD.

3.3.1.1 AREA AND POPULATION COVERAGE

About 70 % of the municipal area is presently covered by water supply network and most of the supply is through unmetered piped connections.

Most of the LPA settlements (Chanderkote, Seri, Karol and Maitra) receive piped water supply in the plain areas, whereas, the settlements on the hillocks receive water supply through wells and springs.

3.3.1.2 WATER TREATMENT

As per the data provided by PHED, Division- Ramban, there are four water treatment plants in Ramban LPA with a total capacity of 22.6 KLD.

3.3.1.3 DISTRIBUTION SYSTEM

The distribution of water supply is done through piped network, wells and springs. Water supply lines stretch over a network of 8 km of major lines and 18 km of branched water supply lines. Table 3.3 gives details of water connections in Ramban MC.

Table 3-3: Water Supply Characteristics - Ramban MC (2011).

Source of drinking water	Quantity (MLD)	No. of Connections	Consumption (LPCD)	Area Covered (sq.km.)	Treatment of Total Water Supply (%)
Chenab, Maitra & Seri Nallah	0.33	380	40.6	1.1	70% (max capacity 22.6 KLD)

Source: *PHE Department, Ramban.*

Population in the outer villages uses springs and baolis to fulfill their water supply needs. Further, the water supply in Ramban LPA is un-metered and due to this absence of metering system, major wastage of water has been observed.

Due to the rapid increase in population, there has been a simultaneous increase in water connections for domestic use within the town. Also, due to the large number of commercial establishments in Ramban, number of connections in commercial category is also high.

Figure 20: Water Supply Pipelines along Streets and Drains - Ramban Town (2014).

3.3.1.4 KEY ISSUES RELATED TO WATER SUPPLY

The various issues related to water supply are mentioned below:

1. Most of the population in the town is not covered by piped water supply network.
2. High wastage due to water leakage.
3. Wastage of water due to unmetered water supply.
4. Poor maintenance of service network.
5. Lack of use of rainwater harvesting techniques.

3.3.2 SEWERAGE AND SANITATION

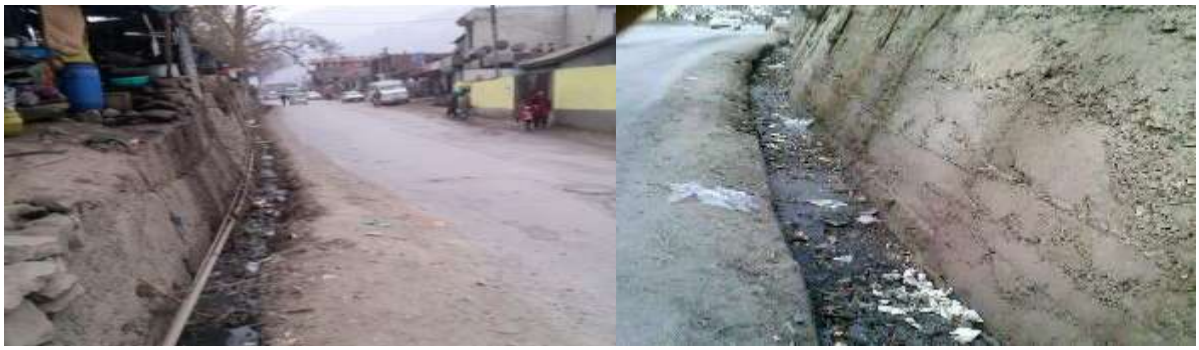
Presently, Ramban is totally deprived of sewerage facility. The existing system of the town includes septic tank, pit tank or directly dumping into drain. The polluted water of septic tank is also dumped eventually into the drains of the town area.

3.3.3 DRAINAGE

With the creation of large area of hard surface by bringing vacant and green land into urbanization, large volume of storm water drainage is generated in the urban areas. Draining the rain water assumes importance because of the creation of numerous problems due to the inefficient disposal of storm water.

Ramban town has a network of both natural and manmade open drains/nallah, with a general slope of North to South. About 75%of the drains within the MC boundary are pucca drains.

Figure 21: Open Drains – Ramban MC (2014).



There are various nallahs and streams flowing throughout the Ramban LPA (Maitra nallah, Kawbagh nallah, Seri nallah, Karol nallah, etc.) which drains the water from Chenab on either side. River Chenab play an important role in the drainage system of Ramban LPA, flowing from South-west to North-east of the town.

3.3.3.1 KEY ISSUES RELATED TO SEWERAGE, SANITATION AND DRAINAGE

Looking at the existing status of drainage, following major issues emerge:

1. Lack of rainwater harvesting.
2. Settlements outside of the town are completely devoid of any drainage infrastructure.
3. Disposal of domestic refuse and untreated sullage in the storm water drains has led to a high degree of health hazards, emerging as a major threat to the environment and quality of life.

3.3.4 SOLID WASTE MANAGEMENT

Solid Waste Management is the prime responsibility of Ramban MC involving collection, storage, segregation, transportation and disposal. In Ramban urban limits, house to house collection of the solid waste is carried out through a number of sanitary workers deployed by the municipal Committee, payment of which is made on shared basis by Municipal Committee which are supported in turn through household contributions.

3.3.4.1 GENERATION

The total generation of solid waste in Ramban town is estimated to be 0.2 to 0.3 ton per day (TPD). This large amount of solid waste generated is disposed of along the NH-44 outside the town due to the non-availability of permanent land fill site in the town.

3.3.4.2 COLLECTION

At the household level, door to door collection of the waste is practiced. Presently, 0.1 ton out of the total 0.3 ton of solid waste is collected every day. Since, the household waste has high contents of organic waste, so no system of segregation is used at the generation level. In the process, the quality of recyclable material gets distorted due to the mixing of dry and wet waste.

3.3.4.3 TRANSPORTATION OF SOLID WASTE

Ramban MC has deployed a number of vehicles including one small truck and small dustbinsfor the transportation of the solid waste from the collection centre to the disposal site. Hence, the effective implementation of the integrated solid waste management for the town is required.

3.3.4.4 DISPOSAL OF SOLID WASTE

Ramban Municipal Committee practices open disposal of waste without undertaking any pre-treatment of the waste. Municipal Committee has not identified any permanent landfill site and the waste generated is dumped along the NH-44.

In order to effectively manage the solid waste, it is important to involve all the stakeholders and create awareness among the masses to manage the waste and keep the town clean. It is required to advise the people to generate as little waste as possible and to segregate the waste at the household level itself.

Figure22: Solid Waste Disposal on Hill Slopes within and Outside the Town - Ramban Town (2014).

3.3.4.5 KEY ISSUES RELATED TO SOLID WASTE MANAGEMENT

The following issues are needed to be sorted out for the effective Solid Waste Management of Ramban town:

1. Inefficient and inadequate collection of solid waste generation on daily basis.
2. Absence of public participation and lack of public awareness.
3. Absence of scientific means of collection and disposal.
4. Absence of segregation of waste at the generation level.
5. Absence of solid waste treatment plant in the town.
6. Open dumping along roadsides, vacant plots, drains/nallah, etc.

3.3.5 ELECTRICITY

The Power Development Department (PDD) supplies electricity to the whole of Municipal Area with Baglihar being the main source of power supply.

3.3.5.1 DISTRIBUTION NETWORK

The electric supply to Ramban is made through a single 220 KV receiving station at Maitra.

Table 3.4 gives the details of Demand and supply of electricity within the LPA while Table 3-5 provides category wise connections within the town.

Table 3-4: Electric Supply – Ramban Town (2010-11).

Source/Distance of power plant (km)	Total Electricity Demand (MW)	Total Electricity Supply (MW)	Total consumption (Lakh units per month)
Receiving station, Ramban – 1km	2.95	2.279	18.504

Source: *PDD, Division-Ramban, 2011.*

Table 3-5: Electricity Consumption Characteristics – Ramban Town (2010-11).

Category	No of connections	Percentage
LT Residential	1274	68
LT Commercial	473	25
LT Others	135	7
Total	1882	100

Source: *PDD, Division-Ramban, 2011.*

3.3.5.2 KEY ISSUES RELATED TO ELECTRICITY

The following are the issues related to the supply of electricity in Ramban town:

1. Poor Maintenance of street lights.

2. Most of the rural settlements lack street lights.
3. Time duration for electricity supply is less, especially in rural areas.
4. Limited use of renewable sources of energy (like solar power) for power generation.

3.4 SOCIAL INFRASTRUCTURE

Social infrastructure refers to the facilities and the process involved, which ensures education, health facilities and community development in any town. It includes the education system, health care, social and cultural facilities, parks and open spaces, etc. The different components of social infrastructure will help assess how well a town is equipped with facilities. The provision of education, health, etc. defines the quality of life. As the town expands and population increases, the gap between demand and supply of these essential services increases, which deteriorates the quality of life in urban areas.

3.4.1 EDUCATIONAL FACILITIES

Educational facilities play an important role in the overall development of a town. These facilities enhance economic growth and employment. Ramban LPA has been fortunate enough to have a large number of educational institutes. Table 3.6shows the number of educational facilities within the town and LPA. The educational facilities in Ramban are found to be adequate as per the URDPFI guidelines.

Table 3-6: Educational Facilities - Ramban LPA and Town (2013).

S. No.	Name of Facility	Ramban	LPA	Total	Existing Shortage
1.	Pre-Primary School	3	4	7	0
2.	Primary School	6	4	10	0
3.	Middle School	3	2	5	0
4.	High School	4	1	5	0
5.	Senior Secondary School	1	1	2	0
6.	B.Ed. College	1	0	1	0
7.	Degree College	0	1	1	0
8.	Training Institute	2	0	2	0

Source: *Chief Education Officer, Ramban 2014*

3.4.1.1 SPATIAL DISTRIBUTION

The distribution pattern of these educational facilities is concerning, which is uneven in the town. Moreover, these facilities are located on narrow roads/streets having mixed landuse, which creates traffic bottlenecks at peak hours because of the on-street parking of vehicles. This is because these educational facilities do not have sufficient parking and also lack other facilities required for the students.

3.4.1.2 KEY ISSUES RELATED TO EDUCATIONAL FACILITIES

The following are the main issues related to the educational facilities:

1. Educational facilities are not well distributed over the town area.
2. Traffic congestion and parking problems are caused by unplanned manner of locating and placing the educational institutions, especially within the congested areas.
3. Lack of adequate playgrounds, parking areas, etc. in the institutions located in the congested areas.

3.4.2 HEALTH AND MEDICAL FACILITIES

Health services do not come under the purview of Municipal Committee of Ramban. The same is being run by the J&K Department of health Services. The number of health facilities within the town as per table 3.7 shows that the health facilities are adequate in number in Ramban.

Table 3-7 Health Facilities–Ramban Town (2013).

S. No.	Particulars of Existing Health Institution in Ramban Town	Existing Nos.
1	Primary Health Centre	2
2	Primary Health Sub-Centre	4
3	Multi-Specialty/District Hospital	1

Source: *Chief Medical Officer, Ramban*

3.4.2.1 SPATIAL DISTRIBUTION

Health institutions are spread evenly within the town but due to their locations within the congested town, the problems of congestion and illegal parking are there. Also, the District Hospital requires some traffic management in order to avoid the passing through traffic via its two main gates, thus becoming unsafe.

3.4.2.2 KEY ISSUES RELATED TO HEALTH FACILITIES

The issues related to Health Facilities are mentioned below:

1. Health facilities within the residential areas create problems of congestion and illegal parking as well as land use violations.
2. The main hospital has a congested access because of weak traffic management.
3. The medical facilities in the rural areas are inadequate.

3.4.3 SPORTS AND RECREATIONAL FAILITIES

Recreational facilities are important for the physical and social development of an individual. These exist in the shape of parks, open spaces, stadiums, museums, sport related activities, clubs, libraries, amusement parks, etc.

Ramban town is distressingly inadequate in terms of these facilities as there is not even a single large public space within the town, while some private open spaces have limited access. Other facilities simply don't exist in Ramban.

3.5 OTHER FACILITIES

3.5.1 POSTAL AND TELEGRAPH FACILITIES

There is one Post Office in the town located along the National Highway. Telephone Exchanges

Large numbers of private companies have emerged in the telecommunication sector due to privatization of this sector, consequently, the demand for providing telephone exchanges has grown up. To cater to the communication needs of the population, LPA Ramban has one (1) Govt. Telephone Exchange having about 1200 telephone connections including STD(s)/PCO(s). Many private communication companies have a major share in the telecommunication sector of Ramban LPA.

3.5.2 POLICE FACILITIES

Ramban has 1 District Police Headquarter and 2Police Stations in order to maintain the law and order situation in the town. These facilities are located within the town.

3.5.3 FIRE PREVENTION AND PROTECTION FACILITIES

There is one fire station near Maitra village for serving the entire LPA and district. Although, this may be adequate for the town as per the URDPFI norms, but it would be inadequate to serve the entire LPA taking into account the distance a fire truck needs to traverse during emergency.

3.5.4 KEY ISSUES RELATED TO FIRE PREVENTION AND PROTECTION FACILITIES

The following issues are there related to the fire prevention and protection facilities:

1. The existing fire station would not be able to serve the entire LPA population in case of any disaster.
2. Fire trucks cannot enter the old areas of town having narrow streets.

3.6 HOUSING

The Census of India defines 'census house' as a building or a part of a building having a separate main entrance from the road, common courtyard or staircase etc., used or recognized as a separate unit. Hence, the 'census house' has been taken as a unit for the study of housing component in Master Plan Ramban which not only includes residential component but also comprises of other type of buildings like shops, offices, hospitals, etc. However, the main focus of the study is on the residential and other uses. Housing characteristics (stock) reflects the economic and social status of the people residing in a particular area. Housing is one of the basic needs and it ranks after food and clothing in terms of priority. Housing constitutes one of the most important parts of the social environment where an individual is nurtured, grows and matures as a human being, part of the society and as a citizen. Housing, in addition to making contribution to the quality of living, also plays a significant role in improving the national economy and generation of employment.

Housing has multiplier effect on the economy and industry of the country. It does not provide merely a shelter but gives an identity to the human being besides making him better human being. Poor quality of housing or absence of appropriate shelter has considerable impact on the economy and productivity of human beings besides health and social environment. Housing is not merely confined to the four walls which make a house but also all supporting infrastructure

which is required to sustain the human beings in terms of physical and social infrastructure. Accordingly, National Housing Urban Policy laid emphasis not only on providing affordable shelter but also creation of appropriate quantity and quality of essential services.

3.6.1 HOUSING STOCK

In the absence of availability of status of housing and congestion index, the gap in the MC area has been estimated on the basis of difference in households (729) and occupied residential houses (550). According to this, the existing housing shortage is 179. It is also observed that the use of residential premises for other purposes like commercial and educational use is also widespread.

3.6.2 GROWTH OF HOUSING IN RAMBAN

Housing is an activity, which is mainly driven by individuals to provide them with an appropriate shelter. With the rapid increase in population, number of houses has also recorded an increase. Housing Department, Jammu and Kashmir has framed no housing schemes in the case of Ramban. The other Govt. agencies like Ramban Municipal Committee have also not provided any housing and most of the residential areas have grown with the efforts of individuals.

3.6.3 KEY ISSUES RELATED TO HOUSING

The various issues related to housing in Ramban town are mentioned below:

1. Lack of public housing or public housing schemes.
2. Unchecked growth of residential construction.
3. The central area of the town is overcrowded.
4. Lack of planned housing in the town.

CHAPTER 4. TRAFFIC & TRANSPORTATION

Transport is the backbone of economy and social structure of any region. If urban centers have been recognized as engines of economic growth, traffic and transportation has rightly been termed as wheels of such engines. Road and Rail network plays a vital role in the urban planning and traffic & transportation has been considered as a function of landuse planning. Transport network is considered as the life line of the town and if any bottleneck or obstruction comes in between it poses a severe threat to day to day life of the town people.

The road network has been studied in terms of classification of roads, length of roads, cross section of roads (divided and undivided carriageways), area under major existing roads and major road intersections. Available data regarding rail network has also been studied.

4.1 ROAD NETWORK AT LPA LEVEL

Ramban LPA is well served by roads connecting it to various cities within and outside the district. The most important linkage is via NH-44 linking Jammu and Srinagar through Ramban. This highway has right of way (ROW) varying from 9 m to 12 m, although, it has been proposed to make this highway, a four-lane highway and has already been handed over to NHAI for the same.

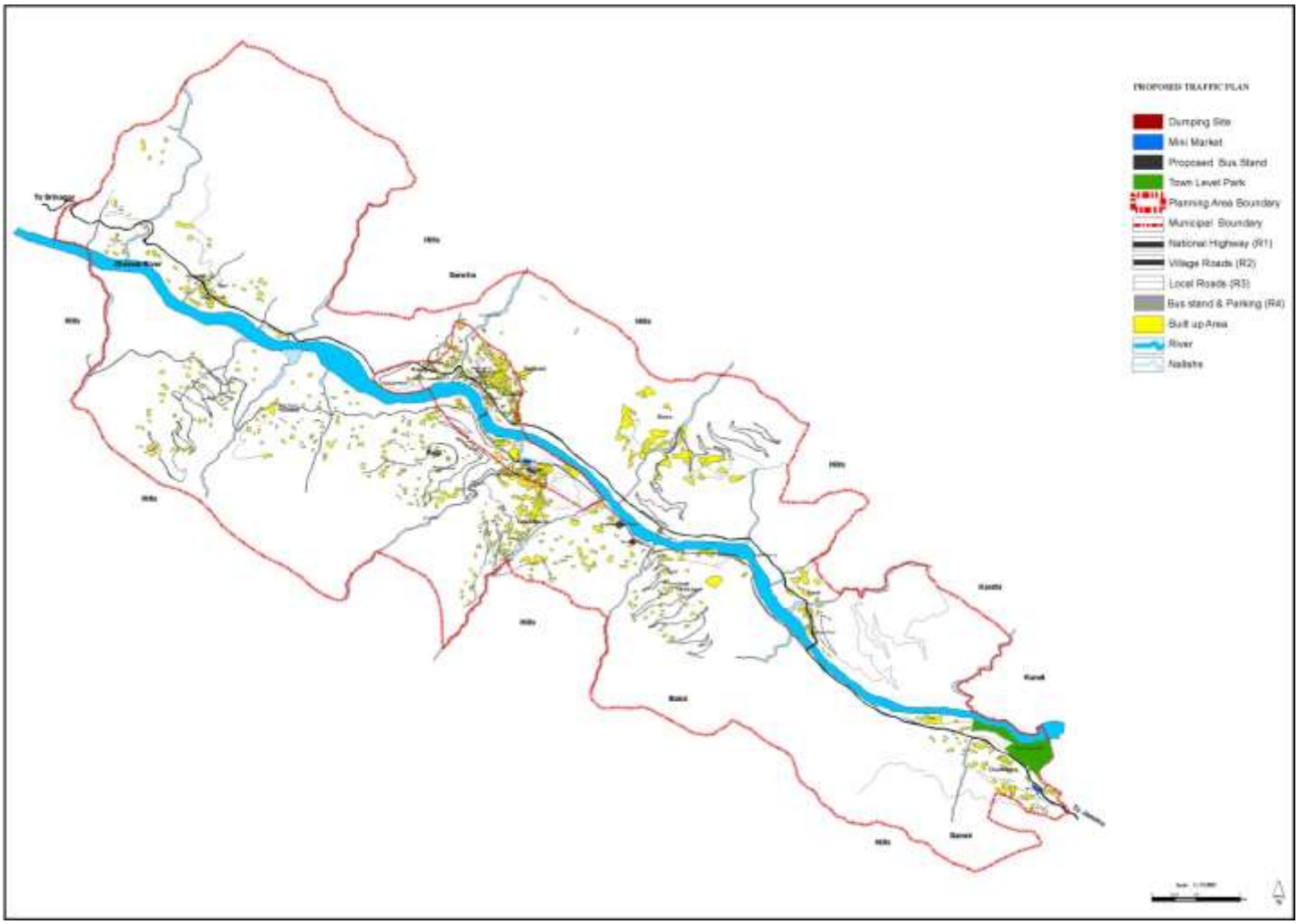
Table 4-1: Road Characteristics of Main Roads – Ramban LPA (2014).

S. No.	Hierarchy	Name of Road	Length of Road (km)	Right of Way (m)	Carriage Way (m)
1	R1	NH-44 linking Jammu to Srinagar	12.5	9-12	7-10

Source: *GREF Batote Ramban, (2015).*

NH- 44 has different ROW(s) because of the terrain and varying topographic conditions. The existing road network in LPA Ramban shows that it is well served by the regional roads which provide a high level of connectivity with other parts of the state (Refer Traffic and Transport Map).

Figure 23: Traffic and Transportation Map - Ramban LPA.



Source: *R&B Department, Ramban (2014).*

4.2 MAJOR ROADS AT TOWN LEVEL

The local roads are important in the internal flow of traffic as these inter-connect the major/prominent areas of work, business and residential to each other (refer Table 4.2).

Table 4-2: Detail of Major Roads – Ramban Town (2014).

S.No.	Name	ROW (m)	Building Line from the Centre of the Road (m)	Length in km
1	Gool Road	10	7.5	1.86
2	Maitra Govindpora Road	5.20	7.5	7
3	Neera Road	5.20	7.5	4
4	Kanthi/Degree College Road	10	7.5	0.50

Source: *R&B, Ramban (2015).*

The above mentioned are the major town roads. The intra movement of traffic is on the roads which have irregular alignments with varying widths and frequent intersections leading to

serious capacity constraints. Presence of steep terrain has restricted the scope of road widening and further, the road parking has aggravated the problem.

It is also noted that there is only one bridge on river Chenab to connect both sides of the town. This bridge can only be used by light vehicles and only one direction of traffic at a time. This is currently inadequate for the town.

4.2.1 GROWTH OF VEHICLES

The number of vehicles has increased on an average growth rate of 40.5% per annum. Two-wheelers and three-wheelers (passenger vehicles) occupy a combined share of 80.1% for the year 2012-13.

Table 4-3: Yearly Trend of Vehicles – Ramban (2008-09 to 2012-13).

S. No.	Type of Vehicle	2008-09	2009-10	2010-11	2011-12	2012-13
1	Buses	2	5	2	1	4
2	Mini Buses	34	21	8	13	26
3	Tata Sumo	25	42	67	71	85
4	3 Wheelers	11	15	21	29	39
5	2 Wheelers	123	231	327	467	587
6	Trucks	6	9	14	11	23
7	Tractors	2	7	5	14	18
8	Ambulances	1	1	3	2	2
9	Others	2	11	13	2	1
10	Total	206	342	460	610	785

Source: *Assistant Regional Transport Officer (ARTO), 2014.*

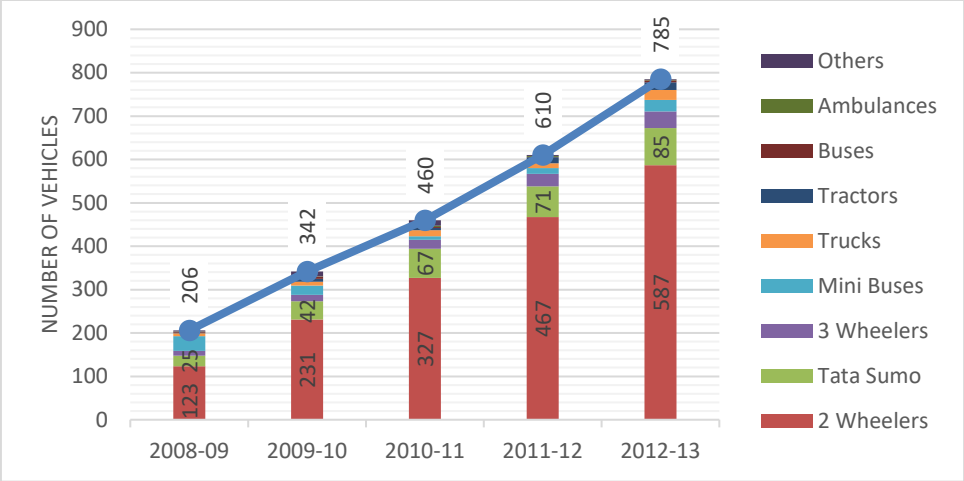
Table 4-4: Yearly Trend of Vehicle Growth - Ramban (2008-09 to 2012-13).

S. No.	Type of Vehicle	2008-09 to 2009-10	2009-10 to 2010-11	2010-11 to 2011-12	2011-12 to 2012-13	Average growth
1	Total	66.0%	34.5%	32.6%	28.7%	40.5%
2	2 Wheelers	87.8%	41.6%	42.8%	25.7%	49.5%
3	Tata Sumo	68.0%	59.5%	6.0%	19.7%	38.3%
4	3 Wheelers	36.4%	40.0%	38.1%	34.5%	37.2%
5	Mini Buses	-38.2%	-61.9%	62.5%	100.0%	15.6%
6	Trucks	50.0%	55.6%	-21.4%	109.1%	48.3%
7	Tractors	250.0%	-28.6%	180.0%	28.6%	107.5%
8	Buses	150.0%	-60.0%	-50.0%	300.0%	85.0%
9	Ambulances	0.0%	200.0%	-33.3%	0.0%	41.7%
10	Others	450.0%	18.2%	-84.6%	-50.0%	83.4%

Source: *Assistant Regional Transport Officer (ARTO), 2014.*

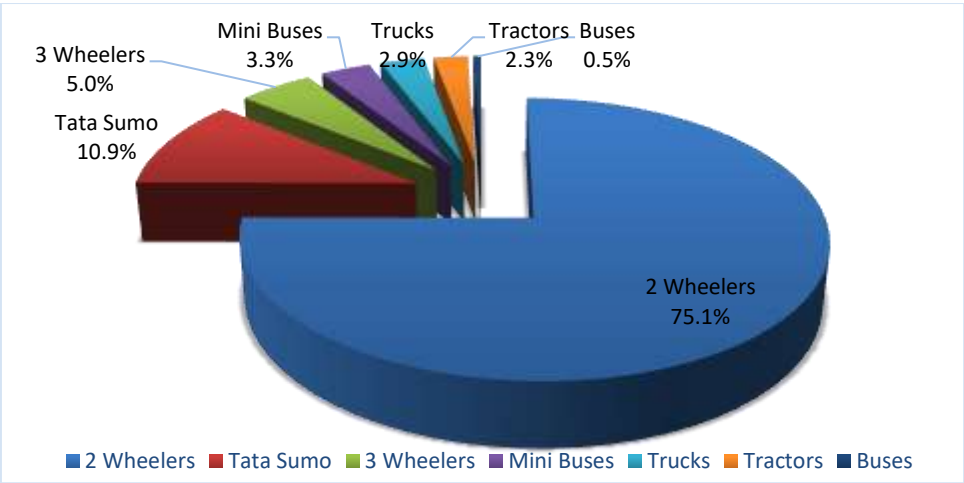
Mini Buses and Buses have got doubled during the period 2011-2012 to 2012-2013, showing the expansion of intra and inter traffic movement in Ramban.

Figure 24: Yearly Trend of Vehicles by Type – Ramban (2008-09 to 2012-13).



Source: *Assistant Regional Transport Officer (ARTO), 2014.*

Figure 25: Distribution of Vehicles by Type - Ramban (2012-13).



Source: *Assistant Regional Transport Officer (ARTO), 2014.*

4.3 PARKING FACILITIES

At present, no organized parking space is available for vehicles in the town, except the one for light vehicles near Municipal Committee Office.

Figure 26: On-Street Parking - Ramban Town (2014).

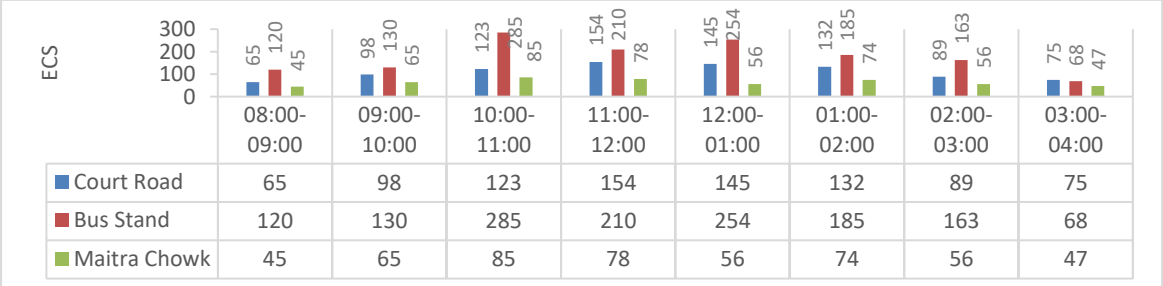

Parking study has been carried out at various locations on working days as mentioned in Table 4.5 & Figure 27. The calculations have been done on the basis of ECS per hour. All these locations have unorganized on-street parking.

Insufficient availability of parking spaces is a major problem being faced by the residents of Ramban. As the number of vehicles has increased manifold, there has not been corresponding rise in the number of public parking lots. The major problematic areas in terms of parking facilities are as under:

1. Parking near court road.
2. Parking of vehicles along the bus stand.
3. Parking around Maitra Chowk.

On-street parking is playing havoc with the traffic. Parking lots are needed at strategic locations and all the roads are needed to be made free from on-street parking which occupies 30 to 40% of the effective road width. Within the LPA, Chanderkote, Seri and Karol villages are also observed to have unauthorized on-street parking along the NH-44 for light passenger vehicles and trucks respectively.

Figure 27: On-Street Parking in Ramban Town–Ramban Town (March, 2014).



	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00
Court Road	65	98	123	154	145	132	89	75
Bus Stand	120	130	285	210	254	185	163	68
Maitra Chowk	45	65	85	78	56	74	56	47

Source: *Traffic Survey (2014).*

Table 4-5: Parking Details at Various Locations – Ramban Town (March, 2014).

Location	Parking peak time	Max. ECS	Type of shortage of parking
Bus Stand	10:00 – 11:00 AM	285	Parking on NH- 44
Court Road	11:00 AM – 12:00 PM	154	Parking for light passenger vehicles in commercial areas
Maitra Chowk	10:00 – 11:00 AM	85	Parking around Maitra Chowk

Source: *Traffic Survey (2014).*

4.3.1 PARKING ALONG COMMERCIAL STREETS

Mushrooming of informal commercial along commercial streets without the provision of adequate parking is a major traffic problem in certain pockets of Ramban town especially in the core town.

4.3.2 PARKING NEAR BUS STAND

No organized parking space is given for auto-rickshaws near the bus stand, due to which the autos, taxis, etc. are parked along the main road, thereby reducing the effective road width to a considerable extent and causing congestion in front of the bus stand.

4.4 TERMINAL FACILITIES

4.4.1 INTER-STATE & MINI BUS TERMINUS

The existing bus terminal is located on NH-44. The area of this bus terminal is 0.355 ha which is severely inadequate and pose difficulties in accommodating 57 (existing) buses and matadors per day. This bus terminal has become over-crowded and traffic often comes to a standstill during peak hours. The entry roads are also insufficient and are frequently congested.

4.4.2 BUS ROUTES AND INTERCITY TRANSPORT SERVICES

Daily bus traffic of Ramban reveals that 57busesoperate daily from Ramban town, including buses owned by private transporters. Nearly 2000 passengers are served by the bus stand on a daily basis along various routes as shown in Table 4.6.

Table 4-6: Bus Route Details - Ramban (2014).

Location	Name of Route	No. of Buses
From Main Bus Stand	Jammu-Ramban	15
	Banihal	12
	Gool- Gulabgarh	5
	Doda -Kishtwar	5
	Batote - Chanderkote	20
Total		57

Source: *Ramban Bus Stand (2014).*

Figure 28: Bus Terminal, Ramban (2014).

An informal auto-rickshaw stand is also situated along NH-44, near bus stand, which takes up half of the road width and causes congestion on the national highway. These vehicles are registered with the Ramban bus stand and serve passengers travelling within the LPA as given in Table 4.7.

Table 4-7: Auto-Rickshaw Route Details - Ramban (2014).

Location	Name of Route	No of Autos
From Auto Stand	To Maitra, Falti	25
	To Seri	24
	To Karol	20
	To Pernote	10
Total		79

Source: *Field Study (2014).*

Figure 29: Informal Auto-Rickshaw Stand - Ramban (2014).

4.4.3 INTRA-TOWN TRANSPORT SERVICES

Public transport system is inadequate within the town. Auto-rickshaws are used in town predominantly and there is no cycle rickshaw due to the hilly terrain. The town is also seeing an increased number of private vehicles like cars, motorcycles, scooters, light- weight scooters, etc.

Local bus service includes mini-buses which connect the core town to some localities as well as villages located just beyond the municipal limits and other educational colleges of nearby towns. There are also some school buses which contribute towards the bus traffic of Ramban town.

4.4.4 TRUCK TERMINAL

There is no established truck terminal within or around Ramban, due to which many trucks are found parked along the NH-44 within the town as well as in Seri, Karol and Chanderkote villages. Presently, there is a need for the truck terminal to be established.

4.4.5 RAIL BASED TRANSPORT

Ramban is not directly connected by rail; Banihal - 38 km and Udhampur - 86 km are the nearest railway stations. Pir Panjal Railway Tunnel (under construction) is India's longest railway tunnel (11.2 km long) and will connect Banihal with Qazigund and onwards to Srinagar.

4.5 KEY ISSUES

The key issues related to the traffic and transportation are:

1. Increased number of registered vehicles in Ramban, which have directly caused increase in road jams and accidents. Most of these are private rather than being public ones.
2. Parking availability is scarce leading to on-street parking and congestion, especially near the bus stand.
3. The width of most of the roads may not be sufficient for the traffic for next 20-30 years, keeping in view the existing trend of encroachment.
4. Existing bus stand is not sufficient and there is no scope of expansion.
5. Poor geometry of road junctions needs engineering improvements.
6. Ribbon development along roads reducing the road width of major roads.

CHAPTER 5. POPULATION PROJECTIONS AND REQUIREMENTS

Norms and standards are the backbone for preparation of master plan and provide a basis for taking decisions for urban development. The suggested norms and standards are indicative and can be suitably modified depending upon the local conditions. Norms and standards have been provided by the URDPFI guidelines along with variations owing to size of towns and hilly character (if any).

5.1 PROJECTION AND POTENTIAL DEMAND ANALYSIS

After detailed analysis of landuse and other socio-economic data of Ramban, which includes local planning area including municipality area of Ramban, the next step is to project for the future population up to the year 2035. Population projections are a very important factor for the development of any area and also the basis for working out the future landuse and infrastructure requirements for the local planning area.

Projections and requirements are calculated on the basis of some assumptions. These calculations are done keeping in mind the following methodology. To arrive at a conclusive projection figure, three methods of population projections have been used for the town as well as the whole LPA. The methods used for projecting population are:

1. **Arithmetic Progression Method**
2. **Geometric Progression Method**
3. **Incremental Increase Method**

Table 5-1: Population Projection of Ramban (Urban and LPA) as per projection methods.

Years	Methods	Projected Population		
		Ramban Town	Urban Villages	LPA
2021	Arithmetic Method	4,100	16,800	20,900
2035		4,604	19,735	24,339
2021	Geometric Method	4,354	22,080	26,434
2035		5,271	35,161	40,432
2021	Incremental Increase Method	4,057	18,290	22,347
2035		4,474	24,204	28,678

Keeping in view the projections through the above methods, we assume that the population in the town and its vicinity would grow in a manner shown by the table below:

Table 5-2: Assumed Population Projection of Ramban (Urban and LPA).

Area	Popltn.	Growth Rate %	Popltn.	Growth Rate %	Popltn.	Growth Rate %	Popltn.	Growth Rate %	Popltn.
Year	**2001**		**2011**		**2021**		**2031**		**2035**
Urban	3118	15.33	3596	14	4099	13	4632	5.2	4873
Rural	8001	73.29	3865	65	22877	60	36604	23.2	45096
Total	11119	57.04	17461	54.50	26977	52.86	41236	21.18	49969

Source: *Consultant's Assumptions*

As the population growth rate of Ramban from 2001-2011 has seen a decrease compared to the previous few decades, so the growth rates for the coming decades are expected to be lesser than the previous one. Thus, the future planning for the preparation of Ramban Master Plan, 2035 is taken by assuming that the population of the urban area shall rise to about 4,873 and total LPA (Including Ramban urban and villages) to 49,969 by the year 2035.

5.2 COMMERCIAL PROJECTIONS

The existing commercial area in Ramban LPA is 5 ha which is sufficient as per the URDPFI guidelines while an additional area of 4.50 ha will be required by 2035. According to the projected population, more 727 shops will be required.

Table 5-3: Norms for Commercial Centers.

Category	Area per 1000 persons (sqm)	Area Required (Ha)	No. of Shops	Required No. of Shops
Convenience Shopping	220	1.10	1 for 110 persons	454
Local Shopping including Service Centre	300	1.50	1 for 200 persons	250
Community Centre with Service Centre	500	2.50	1 for 200 persons	250
District Centre	880	4.40	1 for 300 persons	167
Total		**9.50**		**1,121**

Source: *URDPFI Guidelines.*

5.3 WORKFORCE PROJECTIONS

The workforce projections have been made for Ramban MC based on census 2011 data. To estimate category wise employment for the year 2035, it has been assumed that the employment pattern of Ramban town will be slightly changed with the pace of urbanization. The category wise employment data for 2011 and employment forecast for Ramban MC up to the year 2035 is given in Table 5.4.

Table 5-4: Comparison of Projected Workforce by Category –Ramban Urban.

Type of workers	2011	%age of workforce	2021		2035	
			Assumed	Workers	Assumed	Assumed

			%age of Workforce		%age of Workforce	%age of Workforce
Cultivators	44	4.35	5	61	5	80
Agriculture workers	12	1.19	2	25	2	32
Household Industrial workers	5	0.49	1	12	1	16
Secondary and Tertiary	950	93.97	92	1,131	92	1,480
Total	**1,011**	**100.00**	**100**	**1,230**	**100**	**1,608**

Table 5-5: Comparison of Projected Workforce by Category -Ramban LPA.

Type of workers	2011	%age of workforce	2021		2035	
			Assumed %age of Workforce	Workers	Assumed %age of Workforce	Assumed %age of Workforce
Cultivators	1,158	20.58	21	1,869	21	3,463
Agriculture workers	2,695	47.90	48	4,273	48	7,915
Household Industrial workers	573	10.18	10.50	935	10.50	1,731
Secondary and Tertiary	1,200	21.33	20.50	1,825	20.50	3,380
Total	**5,626**	**100.00**	**100**	**8,902**	**100**	**16,490**

5.4 INFRASTRUCTURE DEMAND

Infrastructure is the basic requirement of urban life and its adequacy and accessibility are two important ingredients and key contributors in the up-gradation and enrichment of quality urban life. Infrastructure is divided into two parts viz. Physical infrastructure & Social infrastructure.

The infrastructure demand has been worked out for each aspect on the basis of the projected population of 49,969 people in the LPA and 4,873 people in the municipal area by 2035 in accordance with the standards given in URDPFI.

5.4.1 PHYSICAL INFRASTRUCTURE

5.4.1.1 WATER SUPPLY AND SEWERAGE

Table 5-6: Requirement for Water Supply and Sewerage - Ramban Urban (2035).

			Water Supply		Sewerage
S. No.	Area	Population (2035)	Requirement (LPCD)	Requirement (MLD)	Requirement (80% of water required in MLD)
1	Urban	4,873	135	0.66	0.53
2	Villages	45,096	135	6.09	4.87
3	LPA	49,969	135	6.75	5.40

135 LPCD has been taken on the basis of URDPFI norms for domestic and commercial purposes. Using this, a water requirement of 0.66 MLD and a sewerage requirement of 0.53 MLD have

been projected within the town for the horizon year 2035 while a water requirement of 6.75 MLD and a sewerage requirement of 5.40 MLD have been projected for the LPA.

5.4.1.2 SOLID WASTE

The production of solid waste is considered as an important function of the socioeconomic profile of the population and activities in urban area. According to URDPFI Guidelines, the generation of waste varies from about over a quarter kilogram in small town to about half a kilogram per capita in large and metro cities. In Ramban, which falls in the category of small towns, the waste generation is projected at a quarter of kilograms per capita per day which comes to 1.2 tonnes per day for the Reasi town and 12.5 tonnes per day for the LPA by the year 2035.

Presently, the MC collects 0.1 of 0.3 tonn of solid waste generated per day. A gap of 0.2 tonn for the present and another 1.1 tonn for 2035 needs to be planned in order to ensure 100% garbage collection and disposal targets as set by the service level benchmarks by Ministry of Urban Development, Government of India. Landfill sites are also needed to be identified at LPA level.

5.4.1.3 POWER

Average consumption at 2KW per household would be adequate at the town level for domestic, commercial, industrial and other requirements. Table 5.7 shows a requirement of MW by 2035 for the urban & LPA area.

Table 5-7: Projected Electricity Demand –Ramban Town (2035).

Year	Total No. of Households		Power Requirement (MW)	
	LPA	Urban	LPA	Urban
2011	3,563	729	7.13	1.46
2035	10,198	995	20.40	1.99

No further need of electric sub-stations is projected by 2035 for the town but one sub-station would be required for the LPA. However, with regard to the High-Tension line, a radius of 15m needs to be earmarked for no developmental activity.

5.4.2 SOCIAL INFRASTRUCTURE AND PUBLIC SERVICES

5.4.2.1 EDUCATION

The education sector caters to the young age group of the population and the projections made are based on the norms and standards given in URDPFI guidelines, just like the norms of different aspects of physical infrastructure. For social infrastructure, the requirements of Ramban town and villages have been calculated together.

Table 5-8: Requirement of Educational Facilities – Ramban LPA (2035).

S. No.	Name of Facility	Urban	LPA	Total	Norms	Existing Shortage	Requirement for 2035	Area Required (Ha)
1	Pre-Primary School	3	4	7	1 for 4000	0	2	0.6
2	Primary School	6	4	10				
3	Middle School	3	2	5	1 for 15000	0	1	0.5
4	High School	4	1	5				
5	Senior Secondary School	1	1	2				
6	B.Ed. College	1	0	1	1 for 30000	0	0	0
7	Degree College	0	1	1		0	0	0
8	Training Institute	2	0	2	-	0	0	0
Total		20	13	33		0	**3**	**1.1**

As per the table and analysis of data, there is a requirement of 2 pre-primary cum primary schools and 1 Senior Secondary School in the education sector in Ramban LPA, considering the projected population of the LPA in 2035.

5.4.2.2 HEALTH CARE

The World Health Organization (WHO) defines health as a state of complete physical, mental and social wellbeing. The objective is to attain the same for the total Ramban population. The objective of the National Health Policy is to achieve an acceptable standard of good health amongst the general population of the country by increasing access to the decentralized public health system and by establishing and upgrading infrastructure in deficient areas. The state government must follow the national level policy for development of health infrastructure in the planning area.

Table 5-9: Requirement of Medical Facilities – Ramban LPA (2035).

Particulars	Standards	Future Requirement	Existing	Need	Area Required (Ha)
District Hospital	1/80,000	1	1	0	0
Primary Health Centre	1/20,000	2	2	0	0
Health Sub Centre	1/10,000	1	4	1	0.067
Dispensary	1/ 15,000	3	0	3	0.36
Nursing Home/Maternity Centre	1/ 15,000	3	0	3	0.6
Total				**7**	**1.027**

The Master Plan identifies some gap between demand and supply in terms of health facilities in Ramban town as well as LPA for the year 2035. A Health Sub Centre, 3 Dispensaries & 3 Nursing/Maternity Centers are required for 2035. (Refer Proposed Landuse Map).

5.4.2.3 SOCIO CULTURAL FACILITIES

All the facilities provided to meet those fundamental needs, which are beyond the capacity of individual households, are referred to as community facilities. The facilities are distinguished from utilities and services like water supply as each of them may not necessarily be enjoyed by every member of the household.

Table 5-10: Requirement of Socio-Cultural Facilities – Ramban LPA (2035).

Type of Facility	Existing Number	Norms	Future Requirement		Required Area (Ha)
			2021	2035	
Recreational Club	0	1 for 1,00,000	0	1	1
Library	0	1 for 15,000	2	1	0.75
Post Office	1	1 for 50,000	0	0	0
Petrol Pump	3	-	-	-	-
Cremation & Burial Grounds	3	1 for 10,000	According to local conditions		
Police Station	1	1 for 90,000	-	-	-
Fire Station	1	1 for 50,000	-	-	-
Religious Sites	10+	1 for 10,000	-	-	-
Total					**1.75**

1. There is requirement of facilities like community recreational club and library for the projected population in 2035.
2. Fire station is adequate in terms of numbers but inadequate in terms of coverage. A single fire station cannot respond quickly to the needs of the entire LPA population.
3. The total area for 2035 in socio-cultural facilities will be 1.75 ha (Refer Proposed Landuse Map).

5.4.2.4 RECREATIONAL FACILITIES

Recreational facilities play a very crucial role in the development of the people and further to the town growth. There is a need to provide emphasis in developing such facilities in Ramban town. The present land allocation for the recreational facilities is very low in comparison of the growth of the town. There is a great need to provide more gardens, parks and playgrounds in the town (Refer Proposed Landuse Map).

Table 5-11: Requirement of Recreational Facilities – Ramban Town (2035).

S. No.	Type of Facility	Standards with Min. Area Requirement	Existing Area (Ha)	Required Area (Ha)
1	Housing Area Park	1/5000 persons (0.5 Ha)	0	5
2	Neighborhood Park	1/10000 persons (1.2 Ha)	0	6
3	Exhibition Ground/Play Ground	For entire town at 1 or more sites depending upon design & space availability	0	4
4	Residential Unit Play Area	1/5000 persons (0.5 Ha)	0	5
5	Neighborhood Play Area	1/15000 persons (1.5 Ha)	0	4.5
		Total		**24.50**

Ramban LPA requires at least 24.50 ha area under recreational use by 2035.

5.5 HOUSING STOCK

Table 5-12: Housing Stock Existing and Projected Demand – Ramban Town.

Year	Population		No. of Households		No. of Houses		Shortage	
	LPA	Urban	LPA	Urban	LPA	Urban	LPA	Urban
2011	17,461	3,596	3,563	729	-	550	179	179
2035	49,969	4,873	10,198	995	10,198	995	6,814	445

Note: The houses in the villages were counted and no population was found homeless, therefore, no shortage of houses in the villages for 2011.

5.6 LAND REQUIREMENT

The land requirement for the projected population is estimated, considering the density of 72 persons per hectare. As per the URDPFI guidelines the town falls in the category of small town. The following table depicts the detail of land requirement.

Table 5-13: Land Requirement - Ramban LPA.

S. No.	Description	Figures
1	Projected population for Ramban LPA for 2035	49,969
2	Existing Population for Ramban LPA for 2011	17,461
3	Additional Population	32,508
4	Existing LPA Developed Area Density (persons per hectare)	93
5	Already developed land under LPA (Hectares)	188
6	Proposed developed area density as per URDPFI for small towns in hill area (persons per hectare)	72
7	Additional land required (Hectares)	506

5.7 CONCLUSION

The broad strategies for development and implementation of social infrastructure are as under:

1. The existing facilities should be continued irrespective of their meeting required planning standards.
2. For the existing facilities which may need expansion, necessary land should be provided, wherever possible.
3. Social amenities are generally provided to take care of the needs of the projected population of 20 years as per the guidelines of URDPFI. Here, the efforts are given to provide the amenities up to 2035 (20 years plan period), so land should be reserved for such future development.
4. New provisions have been made in the DC Regulations to pool the areas for the public purpose from the lands which will be newly brought into development.

5.8 SWOT ANALYSIS

Hilly terrain place provides a mix of opportunities and threats, strengths and weaknesses. A careful look at possible strengths and opportunities besides existing and potential thresholds available in the area has been made to evolve the most optimal development scenario for Ramban.

5.8.1 STRENGTHS

1. Premier urban center of the Ramban District.
2. River Chenab and hills provide natural boundaries to the district.
3. Adequate natural resources like, forest, water resources, etc.
4. Important growth center for surrounding villages because of its location.

5.8.2 WEAKNESSES

1. Low level of investment both by government agencies and private sector.
2. Inadequate physical and social infrastructure.
5. Hilly terrain becomes a barrier to urban development.
6. Town growth largely marked by haphazard, unplanned and unauthorized growth leading to uneconomical use of land with remarkable loss of good land.
7. Poor road geometry and inadequate capacity of existing road network.
8. Lack of awareness on conserving and preserving the valuable ecology.

5.8.3 OPPORTUNITIES

1. Forest, minerals and prime agriculture land can become economic resources of the region.
2. City is surrounded by water bodies on all sides which can be used as a water resource.
3. Proposed up-gradation of National Highway to four lanes in the future can drive economic activity.

5.8.4 THREATS

1. Natural hazards pose a threat to life and property.
2. Earthquake threat as the town falls in zone IV.
3. Through traffic can put huge burden on the town roads, as the town is located on the junction of important roads like Jammu-Srinagar and Ramban-Gool roads.
4. Present scenario of commercial development along major roads will create more parking problems.
5. Delay in placing appropriate framework for proper preservation and conservation of valuable natural heritage.

5.9 VISION 2035

For the Master Plan, it is necessary to formulate a long term (2035) vision for Ramban town that takes into account the present strengths, opportunities, weaknesses (limitations) and threats (SWOT). For visualizing the growth and development of Ramban town, care has been taken to include the related requirement along with needs and aspirations of the people.

> ***"To secure the planned development of the town as well as to provide quality infrastructure to its citizens to improve the quality of life in an inclusive and environmentally sustainable manner".***

5.10 OBJECTIVES

The objective of the Master Plan is to create enabling spatial and Landuse planning frameworks to achieve the vision of LPA Ramban. The long-term vision and the mission statements would require spatial Landuse planning, infrastructure planning, planning of transportation, effective management and operation of infrastructure services, and regulating and enforcing plan proposals. Specific objectives are as under:

- To develop Ramban town as the working center for the LPA and promote compact development of the area by minimizing disturbance to eco-sensitive areas like forest and hilly areas.
- To minimize haphazard, unplanned and sub-standard growth and development of the town and to achieve planned growth to create healthy environment.
- To effectively manage the traffic and transportation within the town through the mechanism of rationalizing the Landuse pattern defined in the Master Plan.
- Optimum use of Natural resources and promote eco-tourism especially in North East and North West part of the Local area.
- Regulate physical infrastructure including Water supply, Solid waste and Drainage system.
- Developing and making optimum utilization of existing water bodies and creating additional water bodies by utilizing the low-lying area along river Chenab like rafting.
- Developing and improving existing gardens, parks and open spaces, besides creating new open spaces to make Ramban Local area green.
- Decongestion and providing the basic infrastructure in the core area of the town.

5.11 CONCEPT AND ALTERNATIVES FOR THE PREPARATION OF RAMBANMASTER PLAN, 2035

It is a preliminary plan which giving the schedule of requirements, general approach and alternatives concepts solutions for the consideration of the client and his comments, suggestions and choice of preferred alternatives for the detailing.

On the basis of existing trend of development and studies conducted by the NF Infratech Services Pvt. Ltd, it is observed that the development activities around Ramban are concentrated along main roads passing through the town besides the area falling in the vicinity of existing developed area of the town.

Besides, other economic activities are to be explored keeping in view of potential of the area, along with support infrastructure to cater the future needs of the people.

5.12 SELECTION OF MOST OPTIMAL DEVELOPMENT SCENARIO FOR THE TOWN

After studying the existing development pattern of LPA Ramban, we find the growth to beli near along Chenab River with various nallahs cutting laterally across. Due to the slopes and restricted areas like forest and defense in the north, small parcels of flat land is available in the north and big parcels of land in the south.

1. Residential area is proposed with the continuity of existing residential area:
    a. Within the core town.
    b. Within the municipal boundary.
2. Commercial area will be proposed in the hierarchy of the town center and the sub-district centers.
3. The socio-cultural facilities like sports ground, public library etc. is proposed to be developed in Maitra.
4. Outskirts is proposed to be kept as an agriculture land and is reserved for the future expansion of the town.
5. Riverfront development along Chenab at Chanderkote is proposed.
6. Sewerage treatment plants have been proposed as per the slope of the area near Kawbagh area of town.
7. The socio-cultural facilities like sports ground, public library etc. is proposed to be developed in Maitra and River front development along river Chenab is proposed at Chanderkote villages.
8. Conservation of River Chenab and other streams of Ramban local area. These nallahs should be conserved and restricted from any built-up activity.
9. New bus stand is proposed at Maitra near power grid station, to cater the other areas like Gool, Maitra, Chanderkote areas.

CHAPTER 6. PLANNING & DEVELOPMENT PROPOSALS

Looking critically at the existing morphology of the urban settlements, in depth studies made and the detailed analysis carried out in terms of physical, socio-economic and demographical profile of the planning area, it appears that spatial planning framework for future growth and development of Ramban LPA should be defined in order to ensure the integrated growth of the entire planning area and to launch Ramban and other settlements on the path of fast trajectory of growth and development.

6.1 PROPOSED ZONE DEVELOPMENT

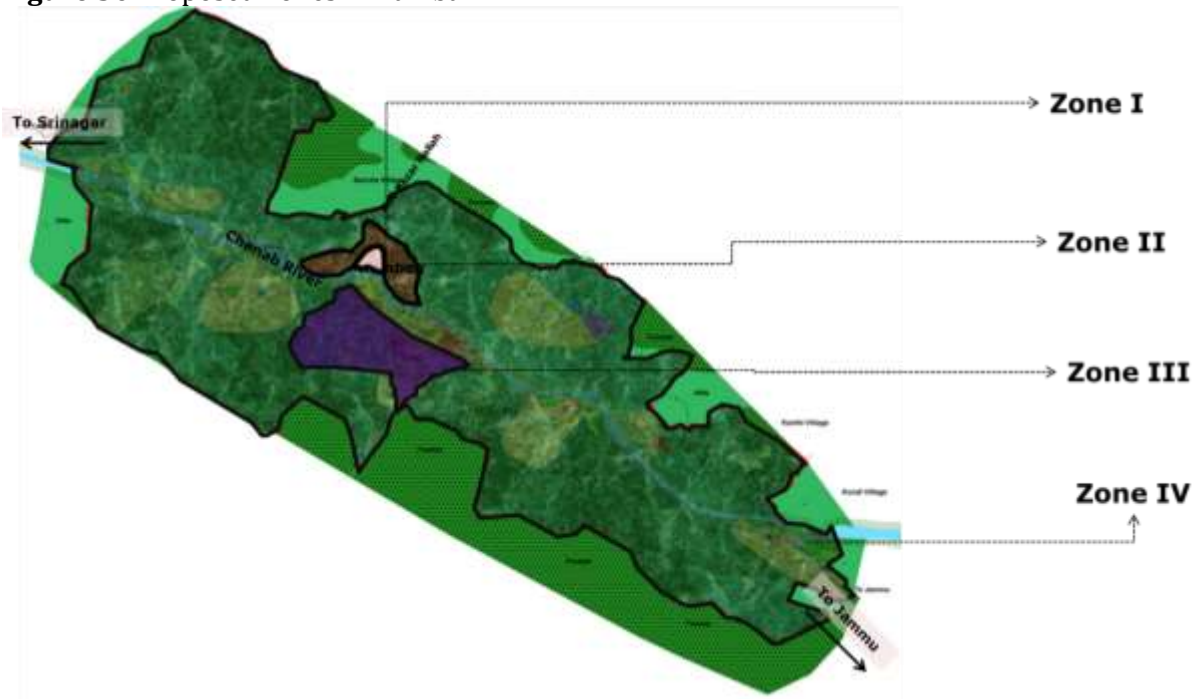
Ramban LPA covering an area of 3444hectares has been visualized into four different Zones that are described in detail below:

1. Zone I: Area enclosed by core area (dense residential area).
2. Zone II:Area enclosed by MC boundary.
3. Zone III: Area outside MC limit and up to the Urbanizable limit.
4. Zone IV: Agricultural/Rural Area/Defence/Forest Outskirt.

Table 6-1: Area Distribution among Proposed Zones - Ramban LPA.

	Area (ha)	%age of LPA
Zone 1	52	1.51%
Zone2	85	2.47%
Zone 3	164	4.76%
Zone 4	3143	91.26%
LPA	3444	100.00%

Figure 30 Proposed Zones in Ramban



6.1.1 ZONE I: AREA ENCLOSED BY CORE AREA (DENSE RESIDENTIAL AREA)

The Zone has total area of 52 hectares, which constitutes merely 1.51% of the area of the Ramban LPA. It covers wards 1, 3 and 4 fully and wards 2 and 5 partially.

This Zone has a unique quality of growth and development. Zone I has been considered as the first Zone of the entire planning area, being its heart and soul. Due to the dense residential developments, narrow streets and specialized markets, the zone is proposed for preservation, conservation and up-gradation of infrastructure in order to make it the core area of the town. It should be developed to preserve the existing rich character. Accordingly, the following strategies are proposed for the first planning Zone of Ramban:

1. To preserve, enhance and promote the basic character of old town.
2. To promote, preserve, enhance and augment the bazaar culture (inner core commercial shops and other retail shops).

In order to protect and enhance the existing character of core area, it is proposed to prepare detailed guidelines for the first planning Zone, for which following strategies shall be involved:

1. Prohibiting the change of landuse and sub-division of land within the core area.
2. Framing exclusive development control regulation for the special core area.
3. Using different controls in terms of:

a. Floor Area Ratio
b. Height Controls
c. Landuse Control
d. Setbacks/Projections
e. Facade Control

Based on the above parameters, detailed strategies for the development of the special core area shall be prepared.

6.1.2 ZONE II: AREA ENCLOSED BY MUNICIPAL LIMIT OF RAMBAN

The area enclosed by the municipal limit but outside the first planning Zone has been defined as the second Zone of Master Plan. This Zone comprises of an area of 85 hectares and constitutes the remaining 62% of the total area of the town (2.47% of LPA). It consists of the ward nos. 6 and 7 fully and 2 and 5 partially.

The projected population of 4783 having an additional population of 1187 persons will be accommodated partially in this area. The majority of the development is unplanned and the commercial areas along major roads have been developed without parking spaces. A number of educational and institutional buildings also exist in this Zone.

Therefore, in order to preserve the basic character, the following strategies are proposed:

1. To minimize the conversion of landuse.
2. To minimize the sub-division of land.
3. To regulate the future growth and development of the area.
4. Providing parks and other recreational services.
5. Developing the area as residential growth along with support services.
6. Improving quality of life by providing quality physical and social infrastructure.

6.1.3 ZONE III: AREA OUTSIDE MC LIMIT AND UP TO THE URBANIZABLE LIMIT:

This Zone includes the area of Maitra village on the western side of Chenab. The Zone constitutes an area of 164ha. This area has rural settlements with hills and some agricultural fields. It also has sporadic development, which is both unplanned and haphazard including many government offices. It is largely a low-density area, which is growing in an unplanned manner. As mentioned earlier, a portion of the proposed increase in population will be accommodated in this Zone.

The development in this area is visualized by adopting the following strategies:

1. Promoting planned development through a well-defined road network.
2. To make Ramban self-contained and self-sustaining in terms of basic infrastructure.
3. To rationalize the development with compatibility between various landuse of public-semi-public like educational institutions, government offices and small-scale industries.

6.1.4 ZONE IV: AGRICULTURAL/DEFENSE/FOREST OUTSKIRTS

This Zone comprises of the remaining area of Ramban LPA which includes the area outside the urbanizable limits and within the LPA boundary. The Zone has the largest area of 3143ha (91.26% of LPA). The area is mainly agricultural in nature containing village abadis, agricultural land forest lands on all sides of the region and water bodies (including Chenab). To retain the green character of this Zone, it is proposed to prevent or minimize the conversion of agricultural land into non-agricultural use such as residential, commercial, etc. Accordingly, the development in this area is visualized by adopting the following strategies:

1. To keep the out skirts with all the reserved land and all reservations like, forest, defense, etc. as existing.
2. To propose the Sewerage Treatment Plant (STP).
3. To propose the area for landfill site for solid waste.

6.2 PROPOSED LANDUSE PLAN

On the basis of the study of existing landuse plan, analysis and population projections of Ramban LPA followed by several discussions with TPO officials of Jammu and with the local administration of Ramban, a proposed landuse plan has been prepared. In this plan, different landuse zones such as residential, commercial, industrial, institutional, recreational, public uses, agricultural, etc. have been earmarked based upon the computation of landuse requirements as stated in the URDPFI guidelines (Refer Proposed Landuse Map).

The future urbanizable area required by 2035 is calculated assuming gross developed area density, but it is also important to take into account the working town character of Ramban because of it is importance as a district headquarters.

The LPA, Ramban is spread over an area of 3444ha, out of which Ramban Municipal Committee area is 137 ha constituting4% of the total LPA. The proposed urbanizable area of Ramban would comprise of the entire area which falls within the urban limits of Ramban Municipal Committee besides the area falling under Maitra.

Table 6-2: Proposed Landuse (Zone I, II and III) - Ramban LPA (2035).

Sr. No.	Description	Proposed Land Use Ha (2035)	% of the Developed Area	% of Total Area
I	**Developed**			
1	Residential	51	34%	17%
2	Commercial	10	7%	3%
3	Industrial	0	0%	0%
4	Public and Semi-Public	31	21%	10%
5	Utility Services	5	3%	2%
6	Recreational	12	8%	4%
7	Traffic and Transportation	40	27%	13%
	Total	**149**	**100%**	**50%**
II	**Undeveloped**			
1	Agriculture	20	13%	7%
2	Plantation	30	20%	10%
3	Orchards	7	5%	2%
4	Hills & Forests	66	43%	22%
5	Open Land	0	0%	0%
6	Water Bodies/Streams	16	11%	5%
7	Army	13	9%	4%
	Total	152	**100%**	**50%**
	Grand Total	**301**		**100%**

Table 6-3: Proposed Landuse up to LPA Level (only Zone IV) - Ramban LPA (2035).

Sr. No.	Description	Proposed Land Use Ha (2035)	% of the Developed Area	% of Total Area
I	**Developed**			
1	Residential	439	80%	14%
2	Commercial	5	1%	0%
3	Industrial	9	2%	0%
4	Public and Semi-Public	13	2%	0%
5	Utility Services	5	1%	0%
6	Recreational	11	2%	0%
7	Traffic and Transportation	67	12%	2%
	Total	**549**	**100%**	**17%**
II	**Undeveloped**			
1	Agriculture	128	5%	4%
2	Plantation	17	1%	1%
3	Orchards	2	0%	0%
4	Hills & Forests	2194	85%	70%

5	Open Land	49	2%	2%
6	Water Bodies/Streams	199	8%	6%
7	Army	5	0%	0%
	Total	**2593**	**100%**	**83%**
	Grand Total	**3143**		**100%**

Table 6-4: Proposed Landuse of LPA (Zones I, II, III and IV) - Ramban LPA (2035).

Sr. No.	**Description**	**Proposed Land Use Ha (2035)**	**% of the Developed Area**	**% of Total Area**
I	**Developed**			
1	Residential	490	70.20	14.23
2	Commercial	15	2.15	0.44
3	Industrial	9	1.29	0.26
4	Public and Semi-Public	44	6.30	1.28
5	Utility Services	10	1.43	0.29
6	Recreational	23	3.30	0.67
7	Traffic and Transportation	107	15.33	3.11
	Total	**698**	**100**	**20**
II	**Undeveloped**			
1	Agriculture	148	5.39	4.30
2	Plantation	47	1.71	1.36
3	Orchards	9	0.33	0.26
4	Hills & Forests	2260	82.30	65.62
5	Open Land	49	1.78	1.42
6	Water Bodies/Streams	215	7.83	6.24
7	Army	18	0.66	0.52
	Total	**2746**	**100**	**80**
	Grand Total	**3444**		**100**

6.2.1 RESIDENTIAL

Residential landuse is a major component of a town and accounts for majority of the total urbanizable area. The residential zone is spread over the entire urbanizable area proposed in the Master Plan and includes both the existing residential areas available in the town as well as new areas proposed for accommodating the future population. In order to accommodate the projected population in the LPA of Ramban up to the year 2035, the required residential area will be 491 ha including the already existing area under residential landuse based on the gross residential area density of ~ 102 pph.

The areas zoned for residential use are based not merely on the density defined above but also on the potential for future growth.

In order to ensure the availability of developed land in adequate quantity and at affordable price, it is proposed to leverage the active participation of private and co-operative sectors. Accordingly, an appropriate framework and the housing strategy will have to be such, which ensures active participation of public, private and cooperative sectors. The policy should aim at making the existing development integral part of Master Plan proposals following the prescribed norms.

6.2.2 MIXED USE PROPOSALS

Mixed use development is the practice of allowing more than one type of use in a building or set of buildings which can be combination of residential, commercial, industrial, office, institutional or other landuse. It is presumed that mixed landuse yields socio-economic benefits and therefore has a positive effect on housing and commercial values.

Good mixed use can be defined as a finely grained mix of primary landuse, namely a variety of housing and workplaces with housing predominant, closely integrated with all other support services, within convenient walking distance of the majority of the homes. It is also referred as cellular development. Mixed use is to be carefully allowed along with the compatible use only.

The approaches for promoting mixed use development can be by increasing intensity of landuse, increasing diversity of landuse or integrating segregated uses. The key parameters for integration of different uses can be:

The mixed-use zone can be subdivided into:

1. Mixed Industrial Use: M1
2. Mixed Residential use: M2
3. Mixed Commercial Use: M3

The activities permissible, restricted and prohibited shall as given below.

Permitted Uses/Activities:

In M1 Zone activities falling within non- polluting industry/ service industry (dominant landuse) categories can coexist with maximum up to 20-30% of commercial, institutional, recreational and residential land use.

In M2 Zone all activities falling within permitted residential land use (dominant landuse) shall be minimum 60% and to coexist with commercial, institutional, recreational.

In M3 Zone all activities falling within permitted commercial, institutional land use (dominant landuse) shall be minimum 60% and to coexist with residential, recreational and non- polluting and household industry.

Restricted Uses/Activities:

Activities related to commercial, institutional and residential landuse in M1 Zone and non-polluting industrial landuse in M2 Zone can be increased to between 20-50% depending on the contextual and locational feasibility of the area.

Prohibited Uses/Activities:

All other activities especially industrial which are polluting in nature and which will have an adverse impact on the overall activities of this zone

It has been proposed to permit mixed landuse development along the major road network as detailed below:

1. 100 feet deep mixed landuse zone has been proposed along the Gool Road.
2. 100 feet deep mixed landuse zone has been proposed along the Maitra Govindpura Road.
3. 100 feet deep mixed landuse zone has been proposed along the Neera Road.
4. 100 feet deep mixed landuse zone has been proposed along Kanthi/Degree College Road.

Note:

- Mixed use may be permitted with the prescribed development norms like ground coverage, FAR/FSI, density and other urban design guidelines.

6.2.3 HOUSING POLICY

The present housing stock is 3,563 units while the projected demand for housing is 11,029 units by the year 2035. The principal policies and strategies for Ramban Planning Area have been evolved based on the National Urban Housing and Habitat Policy, 2005 and the National Slum Policy. The specific strategies proposed for inclusive housing are:

a. Review of space standards considering land cost, availability of developable lands, land requirements, affordability and space standards for housing developments.
b. New housing for EWS and LIG as well as rehabilitation of slum households will be in composite and special neighborhoods whether developed by the public, private, cooperative or joint sector. These may be in the form of built dwelling units or affordable serviced sites.
c. When housing neighborhoods and apartment blocks are developed by the private sector on lands exceeding one hectare, 10-15% of the land shall be reserved and developed for housing for EWS/LIG with dwelling units not exceeding 45 sqm within the site proposed for development.
d. All shelter programmes will be integrated with provision of infrastructure, security of tenure, health and education, livelihood opportunities & skill training and micro finance.
e. Public-Private Partnerships will be facilitated to enhance capacity of construction industry to deliver housing for EWS and LIG through innovative technology routes.
f. Housing will be developed in proximity to the employment centers both existing and proposed.
g. Land assembly using innovative measures such as land readjustment, land pooling, guided development and neighborhood developments will be encouraged to minimize undesirable speculation and increase in land cost to ensure planned development to provide for the needs of the lower income groups.
h. Problems of shelter for the urban poor and their shelter improvement should be addressed through improvement of physical surroundings so that it has adequate basic services such as water supply, drainage, sanitation, street lighting and other physical conditions leading to better hygienic environment; secondly, through the improvement of the actual structures that the slum dwellers live in preferably by themselves (extending assistance in terms of financial and physical resources) and by encouraging in-situ development.

A judicious mix of in-situ development and relocation strategy need to be adopted for slum improvement. The slums located on the hazardous land need to be identified and relocated.

6.2.4 COMMERCIAL

Existing commercial space is inadequate and haphazard and the trend of ribbon development in the commercial sector has to be replaced by organized commercial complexes planned to meet the demand of different divisions. Organized commercial complexes will discourage the ribbon commercial development along the roads which creates traffic chaos on major streets in the town. The field observation revealed that the organized commercial facilities are inadequate resulting in continuous conversion of residential into commercial use. Also due to the mounting strain of commercial activities, road space is continuously being encroached upon by the shopkeepers and street vendors.

Accordingly, in terms of the projected requirement of commercial area up to 2035, 15ha. (including existing) of the total LPA area has been proposed under this use.

Mini markets are to be proposed at Maitra, Chanderkote and Seri villages to cater the local population.

Table 6.5 Proposed Commercial Facilities.

S. No.	Facility	Area (Ha)	Location	Zone
1	Local Shopping Centre	1	in Seri village	4th
2	Local Shopping Centre	1	in Chanderkot village	4th
3	Local Shopping Centre	1	in Pernote village	4th
4	Godowns	2	in Neera village	4th
Total Area		**5**		

The above facilities have been proposed on the Proposed Landuse Plan, 2035, but the rest of the below mentioned proposed facilities would come up when the Zonal Plans are prepared for Ramban.

6.2.4.1 INFORMAL SECTOR

Street vendors form a very important segment of the unorganized sector in the country and it is estimated that in several cities street vendors account for about 2% of the population. The planning of the urban street vending zones shall be so done so as to provide for and promote a supportive environment for the vast mass of urban street vendors to carry out their vocation while at the same time ensuring that their vending activities do not lead to overcrowding and unsanitary conditions in public spaces and streets.

The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 has come into force since March, 2014. The Act provides for Town Planning Committee (TVC), which shall conduct a survey of all the existing street vendors every five years. According to the Act, every local authority shall prepare a plan to promote the vocation of street vendors in consultation with the planning authority and on the recommendations of the TVC once in every five years. Local authority can also make byelaws, under the Act, to provide vending zones, regulation of civic services in the vending zones and other matters.

Demarcation of Vending Zones "the demarcation of 'Restriction – free Vending Zones', 'Restricted Vending Zones' and 'No-Vending Zones will be city/town specific and take into account the natural propensity of street vendors to locate in certain places at certain times in response to the patterns of demand of their goods/services. Municipal Authorities need to frame necessary rules for regulating entry of street vendors on a time-sharing basis in the designated vending zones.

Based on the primary survey conducted for the informal sector in Ramban town, it has been felt that organized sites for informal sector are required to be created near the main town nodes, like bus stand, railway station, parks, etc. and the detailed survey need to be undertaken for earmarking vending zones as above within the city.

6.2.4.2 PLANNING NORMS FOR INFORMAL TRADE

The provision for number of informal units for urban street vendors for different types of landuse categories is given below. It is observed that the informal eating places mushroom at a faster rate. It is suggested to make provision for 1 informal eating-place per 1 lakh population with a space allocation of 2000 sqm.

In order to include informal sector as an integral part in the planning process, it is proposed to be incorporated in the planned development in various use zones. The provision of informal sector trade units should be ensured at the time of sanction of layout plans as per the norms given in Table 6.8.

Table 6.8: Planning Norms for Informal Sectors –URDPFI.

S. No.	Use Zones/Use Premises	No. of Informal Shops/Units
1	Retail Trade	3-4 units per 10 formal shops as specified in the norms
1a	Central Business District	
1b	Sub Central Business District	
144	District Centre	
1d	Community Centre	
1e	Convenience Shopping Centre	
2	Government and Commercial Offices	5-6 units per 1000 employees
3	Wholesale Trade and Freight Complexes	3-4 units per 10 formal shops
4	Hospital	3-4 units per 100 beds
5	Bus Terminal	1 unit per 2 bus bays
6	Schools	
6a	Primary	3-4 units
6b	Secondary / Senior Secondary/Integrated	5-6 units
7	Parks	
7a	Regional / District Parks	8-10 units at each major entry
7b	Neighborhood Parks	2-3 units
8	Residential	1 unit per 1000 population
9	Industrial	5-6 units per 1000 employees
10	Railway Terminal	As per the norms of the Railway Authority

Source: *URDPFI Guidelines*

6.2.5 INDUSTRIAL

With a view to provide boost to the economy of the town and to promote industrial activity in the region, the requirement of 10 ha of total urbanizable area has been proposed for the industrialization. Green belts would also be created as an integral part of planning of industrial areas and areas separating the residential and industrial zones.

In view of hill station character, eco-friendly and small-scale industrial establishments are proposed to be developed in the activity zone in Karol village.

6.2.5.1 PROPOSED FOREST BASED INDUSTRIES

Chir forests are confined in Ramban Forest Division. As per J&K Forest Annual Administration Report, 2010-11 about 48279 ha of forest have been earmarked for commercial purposes and includes Deodar, Kail, Fir and Chir and broad leave forests.

J&K state forest corporation, a state government undertaking is engaged in the job of extraction of timber and its sale to different agencies.

It is suggested that forest-based industries based on the identified wood to be set up in the urban fringe of the town. These may include:

- Core veneer and plywood
- Manufacturing of cricket bats
- Production of furniture, fixtures and bamboo, interior decoration items
- Manufacturing of low and medium density fibre board
- Forest and agriculture residue wastage briquette
- Truck and bus body building
- Manufacturing of activated carbon
- Herbal extracts, natural products, Ayurvedic medicine and essential oil
- Centre for production of handicraft items

Table 6.9 Proposed Forest based Industries.

S. No.	Facility	Area (Ha)	Location	Zone
1	Forest Based Industries	9	In Neera Village	4th
Total Area		**9**		

6.2.6 PUBLIC AND SEMI PUBLIC

In order to overcome the qualitative and quantitative deficiency of public and semi-public uses, it is proposed to provide enough space under these uses. Accordingly, an area of 42ha has been proposed under this landuse that works out to be1.22% of the LPA. This includes the existing area under public &semi-public and an additional requirement of 7 ha of land in the urbanizable area to improve the physical and social infrastructure. However, an additional area will be developed under this landuse when planning the residential area.

This zone will accommodate physical and social infrastructure including education and health institutions, government offices, socio-cultural and religious facilities, utilities and services such as water treatment plant, sewerage treatment plant, and solid waste disposal sites, etc.

Table 6-5: Proposed Public & Semi-Public Facilities

S. No.	Facility	Area (Ha)	Location	Zone
1	Dumping Site	2	in Pernote village	4th
2	STP-1 Capacity 2 MLD	1	in Maitra Gobindpura village	4th
3	STP-2 Capacity 3 MLD	1	in Ramban village	2nd
4	Recreational Club	1	in Maitra Gobindpura village	3rd
Total Area		**5**		

The above facilities have been proposed on the Proposed Landuse Plan, 2035, but the rest of the below mentioned proposed facilities would come up when the Zonal Plans are prepared for Ramban.

Table 6-6: Distribution of Proposed Public & Semi-Public Facilities in Zones 1, 2, 3 & 4.

S. No.	Facility with Area	Zones			
		Zone-1	Zone-2	Zone-3	Zone-4
1	Library (0.20 Ha)	-	1	1	1
2	Nursing Home/Maternity Centre (0.30 Ha)	-	-	-	1
3	Polyclinic (0.30 Ha)	-	-	-	1
4	Dispensary (0.12 Ha)	-	1	1	1
5	Health Sub-Center (0.067 Ha)	-	-	-	1

6.2.6.1 DEVELOPMENTAL PROJECTS/SCHEMES SANCTIONED RECENTLY/IN PIPELINE

The developmental projects/schemes that are either sanctioned recently or are in the pipeline falling in the area coming under the proposed limits of Ramban Town are to be stressed upon and to be continued, the details of such projects/schemes are as follows:

Sl. No.	Name of the Project
1.	Construction of NTPHC at Maitra with Staff Quarters
2.	Construction of Medical Officer and Paramedical Staff Quarter in District Hospital Ramban
3.	Construction of Canteen and Mortuary at District Hospital Ramban
4.	Trauma care Center District Hospital Ramban: To be equipped with all necessary equipment, human resources and facilities.

6.2.6.2 LOCATION OF GOVERNMENT OFFICES AND BUILDINGS

Ramban has large number of government offices located at different places in the town owing to the newly established status of district headquarters. Dispersed and unplanned office locations within the town lead to considerable inconvenience to the public and cause a lack of co-ordination between these offices. Due to the location of these offices in the congested areas, it also causes parking related problems. Considering the peoples' convenience and for promoting

better coordination, the government has already proposed to develop Mini-Secretariat in Maitra, within the urbanizable limit for all the offices of district level.

6.2.7 RECREATION

As already explained, Ramban badly lacks in the provision of green /recreational spaces in the town which has adversely affected the quality of life prevailing in the town. Accordingly, there is an urgent need to provide recreational area as per prescribed norms and standards. In order to meet the deficiency of such activities, a recreational area has been proposed along Chenab River in Chanderkote and Maitra. In addition, it is proposed that available green belt is retained along both sides of the river and is developed as green belt/recreational area. The total area proposed under recreational use is 23 hectares (excluding river belt), which works out to be 0.67% of the total LPA.

Various proposals are:

1. 14 ha area is proposed for the parks and grounds mainly along the river front for the recreational purposes.
2. The wetlands and large water bodies should be categorized as eco-sensitive zone in the Master Plan-2035. These areas are to be conserved with no urban developments.
3. River front should be developed along river Chenab, including the facilities of hotels and way side amenities.
4. New proposed Bus Stand at Maitra Village.

Table 6-7: Proposed Recreational Facilities.

S. No.	Facility	Area (Ha)	Location	Zone
1	Town Level Park	14	In Chanderkot village	4th
2	Exhibition cum Play Ground	1	In Maitra Gobindpura village	4th
3	Neighborhood Play Area	1	In Seri village	4th
4	Neighborhood Play Area	1	In Pernote village	4th
5	Neighborhood Play Area	2	In Tatarsoo village	4th
6	Neighborhood Park	2	In Pernote village	4th
7	Neighborhood Park	1	In Tatarsoo village	4th
8	Neighborhood Park	1	In Neera village	4th
Total Area		**23**		

The above facilities have been proposed on the Proposed Landuse Plan, 2035, but the rest of the below mentioned proposed facilities would come up when the Zonal Plans are prepared for Ramban.

Table 6-8: Distribution of Proposed Public & Semi-Public Facilities in Zones 1, 2, 3 & 4.

S. No.	Facility with Area	Zones			
		Zone-1	Zone-2	Zone-3	Zone-4
1	Housing Area Park (0.50 Ha)	-	1	3	4
2	Residential Unit Play Area (0.50 Ha)	-	2	3	4

6.2.7.1 PROPOSED TOURISM BASED PRODUCTS

It is suggested to formulate projects on the concept of 'Make in India' to tap the tourism potential of Chenab and to give Ramban town a new identity as an attractive tourist destination. Nurseries, fishing and river front development projects may be explored as future potential of tourism in the area.

6.2.8 CONSERVATION AREAS

The town of Ramban has heritage zones like the core area of town that need to be preserved, conserved and promoted. Accordingly, a well-defined strategy will have to be put in place in order to integrate them in the future growth and development of Ramban town. Separate studies need to be carried out in order to identify conservation and preservation zones in the planning area.

6.3 PROPOSED TRANSPORT AND COMMUNICATION PLAN

Traffic and transportation are the most critical component of any town because it defines and determines both existing and future patterns, typology of growth and development of the town.

Since, the traffic and transportation in any town is the function of landuse, accordingly traffic and transportation network would be required to be integrated with the proposed landuse in order to provide a high degree of connectivity and travel options between various landuses. It would also be critical to increase the operational efficiency of different urban centers.

Accordingly, traffic and transportation plan of Ramban up to the year 2035 has been proposed based on the proposed landuse plan for Ramban. The proposals related to traffic and transportation plan as detailed, aims at:

1. Rationalizing the existing road network by:
    a. Creating a well-defined hierarchy of roads.

b. Redesigning the critical areas including road junctions.

2. Rationalizing the inter and intra town traffic by:
    a. Creating adequate parking spaces.
    b. Ensuring distribution and collection of traffic from various parts of the town both in terms of existing and proposed development.
    c. Developing well defined interface between different landuses.
    d. Improving efficiencies in traffic movement within the town.
    e. Minimizing delays, etc. in order to improve the operational efficiency and productivity of the town.

The proposed traffic and transportation plan defined in the proposed landuse plan will form the basis for promoting the rational and planned growth of the Ramban. The proposed network will also help in redefining the proposed urbanizable area into different development zones which can be planned on the basis of self-contained and self-sufficient neighborhood principles with convenience as a major objective. This would also help in promoting communities and interlinking them to the basic framework of the town. In addition, it will also help in redesigning the basic infrastructure and services essential for basic sustenance of the people and the town.

6.3.1 PROPOSALS FOR URBAN ROADS

The study of existing town road network reveals that there are several roads which are congested due to carrying more traffic volume than their carrying capacity. There is no possibility or scope of widening of existing Right of Way (ROW) of these roads due to thickly built up areas existing within the town. Some of the measures proposed for enhancement of road capacity are detailed below:

1. Rationalizing conflicting movements at major intersections, particularly during peak hours.
2. Minimizing the cross traffic and side-street traffic by regulating the gaps in the medians.
3. Up-gradation of existing bridge connecting both sides of Ramban town across Chenab.

Table 6-9: Planning Norms for Informal Sectors – URDPFI.

S. No.	Hierarchy	Name of Road	Existing ROW(m)	Proposed Right of Way (m)	Proposed Building Line (m)
1	National Highway	Srinagar-Jammu NH-44	12	30	22.86
2	Village	Gool Road	10	16	12

	Road				
3	Village Road	Maitra Govindpora Road	5.20	10	8
4	Village Road	Neera Road	5.20	10	8
5	Village Road	Kanthi/Degree College Road	10	13	9

6.3.2 PROPOSALS FOR RURAL ROADS

With regard to the rural roads which include Other District Roads (ODR) and village roads providing accessibility in the rural areas of the planning area, the accessibility-based network planning is required to address the sparsely populated areas with dispersed settlements. The 12 villages in the planning area which have population of 500 and above as per 2011 census, need to be undertaken on a priority basis for the development of pucca roads under Prime Minister Gram Sadak Yojana (PMGSY) or Bharat Nirman Programme.

The Panchayat Institutions developing the roads under various wage employment/rural development programme, need to adopt proper standards and design procedures. In the villages having more than 1,000 population, the carriage way could be limited to 3m with preferably cement concrete/brick pavement/block pavement depending upon the local conditions. Drainage should be given primary importance while constructing these roads.

6.3.3 PROPOSED ROADS

A new road is proposed towards Gool area, the coordinates of the proposed road are 33°13’23” N and 75°15’47” E with an elevation of 700 meters.

6.3.4 JUNCTION IMPROVEMENTS

In addition to the inadequacy of road network in Ramban town, it has also been observed that the majority of road junctions have not been properly planned, designed and constructed. Congestion at few junctions has also led to a large number of accidents. In order to rationalize the flow of traffic and minimized conflicts at the junctions carrying large volume of traffic, it is proposed to improve the road geometry at number of junctions that have recorded high rate of accidents. The junctions proposed for immediate improvement include:

1. Main Chowk
2. Tehsil Chowk

6.3.5 PROPOSED APPROACH ROAD

At the time of preparation of the Zonal Plans an approach road is proposed to connect the new NH44 with the Fish Farm Karol by way of flyover/ pillars.

6.3.6 PROPOSED BRIDGE

To further decongest the existing bridge over Chenab, a 270 meters long Motorable Bridge, Double Lane with Footpath is Proposed over River Chenab to link National Highway and Maitra Gool Ramban Road, District Ramban, J&K.

6.3.7 TERMINALS

6.3.7.1 EXISTING BUS TERMINAL

Existing bus stand is located on the National Highway and causes congestion throughout the day. There are also parking problems which arise due to the informal location of auto-taxi stand outside the bus terminal which encroach the national highway. Keeping in mind, the National Highway is already slated for up-gradation, certain improvements are proposed:

1. Expansion of existing bus terminal.
2. Space allocation for auto-taxi stand and parking of vehicles near bus terminal.
3. Efficient traffic management for the bus terminal.

6.3.7.2 PROPOSED BUS STAND

Considering the requirement and inadequacy of the existing terminal a bus stand is proposed in Ramban (Outside MC) with an area of 2 Ha.

Table 6-10: Proposed Transport Facility.

S. No.	Facility	Area (Ha)	Location	Zone
1	Bus Stand	2	Ramban (Outside MC)	3rd

6.3.8 PROPOSED PARKING LOT

Due to rapid growth of the town, most of the core areas still have roads of narrow widths, which are unable to accommodate large vehicular movement.

Accordingly, the rapid growth of vehicular ownership has led to the creation of major traffic bottlenecks due to the absence of adequate and well-defined parking spaces. In the absence of such spaces, most of the vehicles are parked on the roads leading to traffic congestion and problems in smooth movement of vehicles. Accordingly, in order to rationalize the movement of traffic in the town and to achieve the desired level of efficiency, in addition to creating new linkages/widening of existing roads, it will be critical to provide adequate parking spaces in the town.

For providing adequate parking, different strategies are proposed for area within the core town and other areas. Considering the typical character of the core town, it has already been proposed to decongest the core area by selective shifting of trade and commerce including wholesale market and population.

Traffic node like Bus Stand is required to be provided with adequate spaces, both for motorized and non-motorized vehicles catering to the needs of the residents of the town. In addition, the sites should also be identified for auto rickshaw parking and should be leased out.

6.4 PROPOSED WATER SUPPLY NETWORK OF RAMBAN

A study has already been done by the PHE Department of Ramban under the Integrated Development Scheme for Small and Medium Town (IDSSMT) and conceptual proposals for the water supply network has also proposed. It is proposed to keep this proposal, as it is by PHE Department for the development of water supply network. In addition, it is also proposed that PHE Department will coordinate with the Ramban Development Authority (proposed Agency at local level which is responsible for the implementation of Master Plan under the provision of Section 2 of Town Development Act, 1971) from time to time for the implementation of water supply network priority wise.

In addition, the option of recycling of the waste water, minimizing the wastage in the water supply system and creating awareness among community for water conservation needs to be explored to minimize the pressure on groundwater and recharge the ground water. Mechanism of rainwater harvesting should be encouraged at the household/institutional level in order to reduce dependence on the ground water.

6.5 PROPOSED SEWAGE TREATMENT PLANT

Since the LPA area contains town and villages scattered around and having horizontal low-rise growth, it is proposed that decentralized septage tank should be provided or encouraged and 2 Sewage Treatment Plants have been proposed at suitable locations within the LPA.

6.6 PROPOSED SOLID WASTE MANAGEMENT PROGRAM

A maximum of 0.8 Hectares of land in Seri village outside the urbanizable limit has been proposed for the sanitary land fill site for solid waste. It is proposed that the site must be acquired by the Municipal Committee, Ramban. In addition, it is also proposed that the detailed solid waste management project to be prepared for the proper collection, segregation, transportation and disposals of generated waste of the Ramban town.

6.7 PROPOSED DRAINAGE AND WATERSHED

The drainage of the town is taken care by combination of Nallahs and irrigation canals. The master plan envisages preparing a detailed technical report for laying the drainage system including channelization and final disposal of run-off water. All the small and tertiary drain will be linked with major and main drains. There is a need to develop an integrated drainage system. The entire watershed and catchment areas of town must be mapped for effective drainage system of the planning area. Besides, catchment area and watershed management will help in the agricultural productivity of the hinterland.

6.8 STRATEGIES TO OBTAIN LAND FOR PUBLIC PURPOSE

A town typically requires 20% to 30% of its area for variety of public purposes, where land is owned by the state government, which is easier to allocate land for public purposes. However, where private land market is active, it is difficult to ensure land for public purpose and is a major challenge in preparing a Master Plan, conventional master planning relied on the powers of compulsory acquisition of land designated for public purposes. However, limitations of this approach have been painfully exposed. At the same time, not addressing the question of land for public purposes may limit the utility of the Master Plan itself. With this background, a wide menu of strategies to obtain land for public purposes is examined in this section.

6.8.1 TRANSFER OF DEVELOPMENT RIGHTS

Alternative to monetary compensation could be an award of Transfer of Development Rights (TDR) either to remainder of the land or to a distant location. This could be in three generic cases viz.

Roads and Road widening: Development rights calculated at the FAR permissible in adjoining area may be allowed to be used in the remainder of the plot up to a limit. Development rights that cannot be so consumed can be transferred elsewhere in receiving areas. If FAR is related to width of the road, resistance to widening may get reduced.

Public purposes on open land or exclusive plots: Lands required for parks and playgrounds or exclusive uses like secondary school, fire station etc. can be obtained by providing TDRs in lieu of compensation. However, price differentials in originating and receiving zones could be considered as an incentive in such cases.

Public purposes that require built-up space but not necessarily exclusive plot: Examples of this could be municipal vegetable market, library etc. In such cases, the landowner may be permitted to use the full potential of development in terms of FAR over the plot provided, offers the built-up space required for the public purpose to the local body.

6.8.2 THROUGH TOWN DEVELOPMENT ACT, 1971

Under section 16 of town development act 1961 of J & K the compulsory acquisition of land is as follows: -

1. If in the opinion of the government, any land is required for the development, or for any other purpose under this act, the government may acquire such land under the provisions of the Land Acquisition Act, Samvat 1990.
2. Where any land has been acquired by the government, the government may, after it has taken possession of the land, transfer the land to the development authority (proposed) for the purpose for which the land has been acquired on payment by the authority of the compensation awarded under that act and the charges incurred by the government in connection with the acquisition.

And under section 19 of this act - The authority shall have and maintain its own fund to which shall be credited:

1. All money received by the authority from the central or state government by way of grants, loans, advances or otherwise.
2. All money borrowed by the authority from source other than the government by way of loans or debentures.
3. All fees and charges received by the authority under this act.
4. All money received by the authority from the disposal of lands, buildings and other properties, movable and immovable; and all moneys received by the authority by way of rents and profits or in any other manner or from any other source.

6.9 SPACE NORMS AND STANDARDS

Space norms and standards have been defined for different socio-economic infrastructure to be developed in the town for implementation of the Master Plan and for working out the requirements for different amenities. This includes its spatial distribution in order to ensure equitable distribution within different parts of the town. However, heritage buildings shall be governed by a system of specific guidelines to be framed for such buildings involving adaptive re-use through multiple uses such as residential, commercial, social, and cultural uses to promote conservation and preservation of such sites. The adaptive use shall be based on the detailed study and analysis of such historical buildings.

6.9.1 PLANNING NORMS FOR EDUCATIONAL INSTITUTIONS

For ascertaining the need and requirement of various levels and categories of educational institutions in the context of the town, planning norms have been worked based on the basis of population in order to ensure that educational facilities of desired quantity and quality are available uniformly to the entire population including their spatial distribution. Further, the norms have been defined in terms of areas to be provided under each unit. The level of facilities to be provided have been categorized into general-purpose education at the school, undergraduate and post graduate level besides technical and professional institutions and universities. Based on above, the norms for educational institutions have been detailed in Table 6.11.

Table 6-11: Proposed Norms for Educational Institutions.

Category	Population	Unit	Strength of Students	Area in hectares			Remarks
				Built-up	Play Field	Total	
General Education till 10+2							
Primary	4,000	1	500	0.20	0.20	0.40	Location

School (Class 1-5)							close to park with minimum of vehicular traffic
Senior Secondary School Class 6-12	15,000	1	1000	0.60	1.00	1.60	Minimum play field area of 68 m x 126 m to be ensured.
Higher Education							
College	30,000		1000-1500	1.80+0.40 for Residential /hostel	1.80+parking area0.50	4.50	

Source: *URDPFI Guidelines*

Notes:

1. Number of units in each category shall be based on the population prescribed above. In case any facility does not found the threshold population, it does not mean that facility will not be provided in the town. Such facility can be provided on the basis of the regional nature of town but the space norms must be followed as above.
2. Adequate area for plantation shall also be earmarked in order to improve the quality of environs and area under green cover. Adequate parking arrangement for buses, vehicles of students/staff shall be made.

6.9.2 NORMS FOR THE HEALTH CARE FACILITIES

Health care facilities shall be provided and distributed in such a manner that it covers the entire area and the population in order to make the facility available to every resident of the town irrespective of his location or place of residence. It must cover all the landuse including residential, commercial, industrial, institutional, etc. A well-defined hierarchy will be essential to meet both the basic and specialized needs of the health care.

Table 6-12: Proposed Norms for Health Facilities.

S. No.	Category	Population	Unit	Area (Ha)	Remarks
1	Nursing Home/ Maternity Centre	15,000	1	0.05 to 0.075	-
2	Health Sub Centre	10,000	1	0.025 to 0.067	-
3	Dispensary	15,000	1	0.08 to 0.12	-
4	Primary Health Centre	20,000	1	0.105 to 0.210	Capacity of 25 to 50 beds
5	General Hospital	80,000	1	0.840 to 2.10	Capacity of 200 to 250 beds

Source: *URDPFI Guidelines*

Notes:

1. In case of specific requirements for medical facilities other than those indicated above, the additional sites may be provided for catering to specialize needs of healthcare.
2. If medical college shall be provided, it should also include provision of medical hospital of 500 beds as an integral part of the complex.
3. Additional sites may be provided in case of regional/national level healthcare institutes which are to be located as part of the town.

The height, ground coverage, FAR and setbacks for various sites shall be as defined in the building bye-laws, zoning plans and development control regulations.

6.9.3 NORMS FOR FIRE STATION AND SECURITY INFRASTRUCTURE

1. One Fire Station/Sub-Fire station to be provided within a distance of 1-3 km covering a population of 2,00,000 of 1 hectare each
2. Fire Station needs to be coordinated with water supply system to provide for fire hydrants/water tanks.
3. Fire services to be fully equipped to deal with fire accidents in the multi storied buildings and the buildings in the narrow streets of old town.

Table 6-13: Norms for Police, Civil Defence and Home Guard.

S. No.	Category	Population Per Unit	Minimum Area (Ha)	Remarks
1	Police Station	90000	1.50	Additional area of 0.05 hectare to be provided in case of civil defense and Home-guard. Area includes essential residential accommodation.

Source: *URDPFI Guidelines.*

6.9.4 SOCIAL CULTURAL FACILITIES

Table 6-14: Proposed Norms for Socio-Cultural Facilities.

Category	Population per unit	Minimum area in ha
Recreational Club	1,00,000	1.00
Library	15,000	0.20
Cremation Ground	10,000	0.20

Source: *URDPFI Guidelines*

6.9.5 SPORTS ACTIVITIES

Table 6-15 Norms for Sports Facilities.

Category	Population Per Unit	Minimum Area in Ha
Residential Unit Play Area	5000	0.5
Neighborhood Play Area	15000	1.50
District Sport Center	100000	1.80

Source: *URDPFI Guidelines*

6.9.6 NORMS FOR ORGANIZED GREEN AREAS

Table 6-16: Norms for Organised Green Areas.

Category	Population Served / Unit	Area (Ha)
Housing Area Park	5,000	0.50 to 1
Neighbourhood Park	10,000	1.2 to 2
City Park/Playground/Maidan/Exhibition Ground/ Cultural Gathering Ground	For entire town at 1 or more sites depending upon design & space availability	-

Source: *URDPFI Guidelines*

6.9.7 NORMS FOR THE COMMERCIAL AREAS

Table 6-17: Norms for Commercial Facilities.

Category	Area per 1000 persons (sqm)	No. of Shops
Convenience Shopping	220	1 for 110 persons
Local Shopping including Service Centre	300	1 for 200 persons
Community Centre with Service Centre	500	1 for 200 persons
District Centre	880	1 for 300 persons

Source: *URDPFI Guidelines*

Hierarchy to be followed for commercial center:

1. Formal shopping.
2. Convenient shopping to be provided at cluster level.
3. Local shopping to be provided at neighborhood sector level.
4. Town center to be provided at town level.
5. Local wholesale market to be provided at town level.
6. Informal shopping.
7. Weekly markets to be provided for group of sectors.
8. Organized informal eating space to be provided at the traffic nodes.

Note:

1. Hierarchy of the commercial areas to be provided depending upon the size of the town.
2. In case of small towns, shopping at housing cluster, sector and community levels shall be provided.

3. All shopping areas are to be provided with adequate parking as per the prescribed norms.

CHAPTER 7. DEVELOPMENT CONTROLS &REGULATIONS

The purpose of the Development Control Regulations (D.C.R.) is to assist all the stakeholders including developers and end-users within the Local Planning Area, Ramban, to strive for a sustainable, quality and environment friendly development.

These Development Control Regulations are applicable to the entire set of existing and proposed developments that are going to come up within the Local Planning Area. The developers are required to comply with the provisions of Zoning and Land use Plans defined in the Master Plan.

The chapter lays down the procedural framework for exercising the development Rules. "Development" in the Town Development 1971 act has been defined as:

> ***"Development" with its grammatical variations means the carrying out of building, engineering quarrying or extraction or manufacture of building materials or other operations in, on, over or under land, or "erecting or re-erecting" of any building or land and include redevelopment."***

7.1 BUILDING BYELAWS

7.1.1 RESIDENTIAL USE ZONE

The residential areas are developed either as: a) Plotted Development or b) Group Housing / Flatted Development. The density pattern i.e. (high density, medium density or low density) are followed for working out the pattern of development with respect to the size of the plot to number of dwelling units on each plot, setbacks, FAR and no. of storey's/ height of the building. The development norms for different use/ activities and on different size of plots shall be applied for sanctioning of the plan. These are based on development control rules applicable to Municipality as per Master Plan/ Zonal Plan/ Layout Plan.

Residential use in designated core area of old Town:

The designated area of old city shall compromise of the congested part of the city. In essence it shall comprise of the densely populated wards of the old city. These areas can be developed under courtyard planning also up to max. Plot area of 250 sqm.

Max. Ground Coverage permissible	-	75%
No. of storeys	-	Ground + 2

Note:

No building shall be allowed on lands with more than 30% slope. Building line for proposed building shall be governed by Ribbon Development Act and National Highway building line respectively.

Minimum size plots: The minimum plot size for economically weaker section of society may be 25 Sq. mts plot coverage, No. of permissible storey and setbacks are given in the following table:

7.1.1.1 PLOTTED HOUSING

Table 7-1: Building bye-laws of plotted housing – Reasi town

Area (In Sq. mt)	Max. Ground Coverage	No. of Storeys	Type of Const.	Set Back Limits (Minimum)			
				Front (M)	Rear (M)	Side (M)	Side (M)
25-100	75%	G+2	Row	1.5	1.0	0	0
101-250	65%	G+2	Row	3.5	1.5	0	0
251-350	55%	G+2	Semi-detached	4.0	2	2	0
351-450	50%	G+2	Semi-detached	6.0	2	2	0
451-500	45%	G+2	Detached	7.5	2	3	2
501-1000	40%	G+2	Detached	8.5	3	3	2
Above 1000 Sqm	35%	G+2	Detached	12	3	3	2

Note:

i) No side setbacks shall be required in plots of irregular proportions/ dimensions up to the width of 30 feet. Minimum front set back of 5' and rear set back of 3' shall be permitted in cases where depth of such irregular plots is up to 40 feet. However, there shall be no change in permissible ground coverage, No. of storeys and height of the building as given in the table above.

ii) Height of each storey in a residential house should not be less than 3.0 mts. Staircase, Mumty height up to 2.5 mts shall be in addition to G+2 storeys permissible.

iii) Garage/ Porch to the extent of 16.00 Sqmts each shall be allowed in semi-detached and detached houses. Room over porch only on one storey shall be allowed.

iv) Mezzanine floor shall not be allowed in residential area.

v) Basement shall not be permitted in residential plots of Govt. approved colony.

vi) The height of basement shall not exceed 2.6 mts from finished floor to slab soft.

I. Regulations for Private/ Public Developers

i) **Group Housing/ Flatted Development:**

	In Plains	**In Hills**
Minimum plot size	0.40 ha (4000 Sqm)	0.40 ha (4000 Sqm)
Max. Ground Coverage	40%	30%
Max. FAR	240%	150%
Maximum Height	40 mts.	15 mts
Min. Set backs	to be determined @ one- third of the height of each building or 25'-0"	

Note:

a) Basement, if constructed and used for parking, services and for essential storage shall not be counted in FAR.

b) The quantum of basement varies between 33. 1/3% to 75% of the plot area and shall not be included in FAR if used for Parking/ Services.

c) In-house back-up facilities to be provided for buildings beyond four storeys.

d) Minimum 1 ECS per dwelling unit shall be provided for MIG and HIG Housing.

e) Stilts, Balconies, lift stairs, lift ducts shall not be counted in FAR.

ii) Housing Colonies:

2. A person or group of persons or a co-operative society or firm intending to plot out an estate into more than 4 plots (1000 Sqm or more) shall give notice in writing to the competent authority which will be accompanied by a layout plan of entire land showing the areas allotted for roads, open spaces, plot and public buildings, the specification of the roads, drains and other infrastructures.

3. **Min. Width of road**

i) Housing colony up to 50 Kanals

Entry from the main road shall not be less than 30' and no internal road shall be less than 20'-0".

ii) Housing colony beyond 50 Kanals.

Entry from the main road shall not be less than 50' and no internal road shall be less than 20'-0".

4. Roads, Drains, water mains and electric lines required for the colony shall be constructed by the developer at his own cost and no plot shall be eligible for any services and utilities from the Govt. and/or Municipality unless the colony is developed properly and approved by the competent authority. No building plan shall be considered by the Municipality or prescribed authority in any plot of such a colony which has not received the prior approval of the competent Authority.

5. No housing colony can be allowed in the area not specified as the residential in the proposed Master Plan (if approved by Govt.) unless considered in any special circumstances by the competent authority with the approval of govt. In such housing colonies, the following standards shall apply: -

    a) Area under roads: Min. 15% to 20% of the total area of land under the proposed colony.
    b) Land to be allotted for open spaces, schools and public building for a housing colony of 20 plots and above shall not be less than 15% of the total area of the colony. However, if the competent authority feels that an open space or a school site is absolutely necessary within the layout plan of less than 20 plots; necessary provision shall have to be made by the developer in the layout plan.

6. No housing colony will have shop plots of more than one for every ten plots. After the developed land is sold by the developer the roads and drains etc. constructed by the developer shall be transferred to the Municipality for their maintenance. Area under commercial use shall be 4% to 5%.

7. Land use of the layout plan approved by the competent authority shall not be changed without the prior consent of the competent authority.

    Open spaces allocated for parks, play-fields, school sites and public building in a colony shall be deemed to have been sold along with the plots as an amenity of the colony by the developer to the plot holders of the colony.

    No permission shall be accorded for construction of a building in any notified area which shall cause nuisance by way of odor, smoke, noise or disturbance to inhabitants of the locality or be injurious to health of the residents of the buildings or to the inhabitants in the surrounding areas.

7.1.2 COMMERCIAL USE

A. Single Shops:

Plot Area less than 100 Sqmts

Max. Ground Coverage 80%

In Plains:

No. of Storeys	G+2
Max. Height	11 mts
Max. FAR	240%

In Hills:

No. of Storeys	G+1
Maximum Height	9 mts.
Max. FAR	160%

Front set back shall be governed by the building line of the road.

B. Shopping Cluster:

a)	Plot Area	100 Sqmt- 750 Sqmts

In Plains:

Max. Ground Coverage	60%
Max. FAR	180%
Maximum Height	15 mts.

In hills:

No. of Storeys	G+1
Max. Ground Coverage	60%
Max. FAR	120%
Maximum Height	9 mts

Set Backs:

Front setbacks to be governed by the approved building line of the abutting road. Rear set back should be 3 mts and side set back should be 3 mts on one

side only up to plot of 500 Sqm & 10'-0" on both sides for area more than 500 Sqm.

C. Commercial Complex:

a.) **Plot Area**	751 Sqmts to 4000 sqmts
Max. Ground Coverage	45%

	In Plains	**In Hills**
No. of Storeys	G+3	G+2
Max. FAR	180%	135%
Max. Height	20 mts.	12 mts

Set Backs:

Front setback shall be governed by the building line or 20 ft from the plot line whichever is more. Rear 1/3rd of the height of the building and sides 10'-0" on each side.

Plot Area	More than 4000 Sqm
Max. Ground Coverage	40%
Max. FAR	200%
Max. Height	20 mts.

Set Backs:

Front setback to be governed by the building line or 40 ft from the plot line whichever is more.

Side Setback	10'-0" on each side.
Rear Setback	1/3rd of the height

Note:

Shopping permissible on ground and 1st floor only.

Commercial use Zone:

The use, coverage., FAR, setbacks, open spaces shall be as per provisions of Master plan/ Development Plan approved by the Govt. or as per the simplified

development promotions, regulations of the urban development plan formulation and implementation guidelines and where these are silent on such issues or which requires interpretations, the norms decided by the authority shall apply. The permission of uses/ use activities in premises shall be permitted in accordance with the provisions of Master Plan/ zonal plan/ layout plan.

Note:

Height of mumty/ lift wall above the terrace shall be in addition to the prescribed height.

D. Cinemas/ Cineplex:

Plot Area	0.40 hectare or 4000 Sqm
Max. Ground Coverage	50%
Max. FAR	150

However, the height of the building should not be more than 30 mts. Other regulations as proposed in Cinematography Act shall apply in this case.

Front set back shall be governed by building line of the road or 30 ft from the plot line whichever is more.

Rear and side setbacks shall be 1/3rd of the height of the building.

E. Hotels:

a) Plot Area	1000-2000 Sqmts
In Plains	
No. of Storeys	G+5
Max. FAR	200%
Max. Height	25 mts.
In Hills	
No. of Storeys	G+3
Max. FAR	150%
Max. Height	16 mts
b.) **Plot Area**	2000 Sqmts and above

Max. Ground Coverage	35%
In Plains	
No. of Storeys	G+5
Max. FAR	200%
Max. Height	25 mts.
In Hills	
No. of Storeys	G+3
Max. FAR	150%
Max. Height	16 mts.

Set Backs:

Front setback to be governed by the building line or 20 ft from the plot line whichever is more.

Side and rear setbacks should be minimum 1/3rd of the height of the building or 3 mts whichever is more.

Parking:

Minimum 1 ECS for 3 guest rooms plus 1 ECS for 4 seats in case of restaurant & Bar. If banquet hall is to be provided in Hotel, the prevailing norms given in for banquet hall shall apply over and above.

F. Multiplexes:

Definition: - Multiplex complex shall mean an integrated entertainment and shopping center/ complex having at least 2 cinema halls/ PVRs. The minimum area on which this use shall be permitted should not be less than 0.40 Hectares, or 4000 Sqmts. Apart from cinema halls, the multiplexes shall also have a restaurant, fast food, outlet, pubs, Health spas/ centers, hotels and other recreational activities. The shopping center may have retail outlet, video games, parlors, bowling alleys, health centers, shopping malls, office space.

Existing cinema halls can be considered for conversion into a multiplex by the Building Permission Authority provided it has a minimum plot area of 4000 Sqmts.

Land Use:

Multiplex may also be permitted on land earmarked for commercial use or cinema halls in the approved Master Plans/ Development Plans.

Bye Laws:

Minimum Plot Area	4000 Sqmts or 0.40 hectares
Maximum Ground Coverage	40%
Maximum FAR	200
Maximum height of Building	25 mts.

Side Setbacks:

Front setback to be governed by the building line of the road on which a multiplex is proposed. In case it is not facing any major road the minimum front setback for a multiplex should be 12 mts from the plot line. Rear and side setbacks shall be minimum 1/3rd of the height of the structure or 6 mts whichever is minimum.

Parking:

Three level basement parking will be permissible within the complex. Parking under the basement shall be permissible over 75% of the plot area subject to a minimum set back of 3 mtrs, on all sides. 15% of the basement area shall be reserved for locating services like Generator Room, Electric Room/ Plant Room etc. Portion of the basement where these services are proposed should be segregated suitably from the other uses so as to ensure adequate safeguards against the hazards.

Parking space to be provided within the proposed multiplex shall be @ 2 car space for every 100 Sqmts of floor space.

Area to be considered under parking in basement/ stilts/ open shall be as under:

i)	Basement	28 Sqmts per car space
ii)	Stilts	23 Sqmts per car space
iii)	Open to Sky	18 Sqmts per car space

Note:

Area under parking/ services in the basement floor and stilts shall not be counted towards the calculation of FAR.

G. Janjghar/ Community Center/ Banquet Hall:

Minimum Plot Area	2.5 acres (20 Kanals)
Max. Ground Coverage	30%
No. of Storeys	G + 2
Max. FAR	100%
Max. Height	15 mts

Set Backs:

Front setback to be governed by the building line or 30 ft from the plot line whichever is more.

Side and rear setbacks shall be minimum 1/3rd of the height of the building.

H. Ware Housing, Storage Vegetables & Fruit Mandis:

Minimum Plot area	2.5 Ha (25000 Sqm)
Maximum Coverage	25%
FAR	100%
Max. Height	15 mts.

I. Petrol Pumps:

The following regulations are recommended for locating petrol pumps cum service stations: -

i. Minimum distance from the road intersections.
   a. 50 mts. on roads having R/W up to 30 mts
   b. 100 mts. on roads having R/W more than 30 mts
ii. The minimum distance to the property line of Pump from the center line of the road should not be less than 15 meters on roads having less than 30 mts R/W. In case of road having 30 mts. or more R/W building line of the road should be protected.
iii. Plot Size (Minimum);
   a. Only filing station 30 mts. X 17 mts.
   b. Filling cum service Station minimum size 36 mts x 30 mts.

c. Frontage of the plot should not be less than 30 mts.
d. Longer side of the plot should be the frontage.
e. New petrol pump shall not be located on any road having R/W less than 15 mts.

b) **Other Controls**:

i. **Filling cum Service Station (Size 30 mt. x 36 mts. and above)**

a.	Ground Coverage	20 %
b.	FAR	20%
c.	Max. Height	6 mts
d.	Canopy Equivalent to permissible ground coverage within setback line.	
e.	Front Setback 6 mts (min) or B/L whichever is more	

ii. **Filling Station (Size 30 mt x 17 mts)**

a.	Ground Coverage	10 %
b.	FAR	10%
c.	Max. Height	6 mts
d.	Canopy	Equivalent to permissible ground coverage within setback line
e.	Front Setback	3 mts (min) or b/l whichever is most

c) **Compressed Natural Gas (CNG) Mother Station**

i.	Plot Size (minimum)	36 mt. x 30 mt.
ii.	Max. Ground Coverage	20 %
iii.	Max. Height	4.5 mt. (Single Storey)
iv.	Building Component Control room /office /dispensing room, Store, Pantry and W.C	

d) **Other Regulations**: -

i. Shall be accepted to Explosive /Fire Deptt.
ii. Ground Coverage will exclude canopy area
iii. Mezzanine if provided will be counted in FAR
iv. Whenever the plot is more than 33 mt x 45 mt. development norms shall be restricted to as applicable to the size i.e. 33 mt x 45 mt both in urban and rural areas.

7.1.3 PUBLIC AND SEMI PUBLIC/INSTITUTIONAL USE

A. **Government Offices**:

Max. Ground Coverage	35%
Max. Far	175%
Max. Height	20 mts

Set Backs:

Front setback to be governed by the building line or 30 ft from the plot line whichever is more. Rear and side setbacks shall be minimum 1/3rd of the height of the building.

Note:

i. The integrated office complex shall include Central Govt. Offices, local Govt. offices, public sector undertaking offices, courts and other Govt. offices, institutions.

ii. Basement up to the maximum extent of 75% of the plot area after leaving the setbacks mentioned above shall be allowed and if used for parking and services, the same should not be counted towards FAR.

B. **Educational**:

a) **Nursery School**:

Minimum Plot Area	750 Sqmt.
Maximum Ground Coverage	25%
Maximum FAR	50
Maximum Height	9 mts

Front set back shall be governed by the building line of the road or 20' from the plot line whichever is more. Rear and side setbacks should be 3 mts.

b) **Primary School**:

Minimum Plot Area	2000 Sqmts.	
Maximum Ground Coverage	25%	
	In Plains	In Hills
Maximum FAR	75%	50%
Maximum height	15 mts	9mts.

Set Backs:

Front set back shall be governed by the building line of the road or 20' from the plot line whichever is more. Rear and side setbacks should be 1/3rd of the height of the building.

Note:

School for handicapped shall have the same norms as the primary school.

c) **Middle School**:

Minimum Plot Area	4000 Sqmts	
Maximum Ground Coverage	25%	
	In Plains	**In Hills**
Maximum FAR	100%	75%
Maximum height	15 mts	12mts.

Front set back shall be governed by the building line of the road or 30' from the plot line whichever is more. Rear and side setbacks should be 1/3rd of the height of the building.

d) **High/ Higher Secondary School**:

Minimum Plot Area	7500 Sqm.	
Maximum Ground Coverage	25% including Hostel/ Residential accommodation for staff	
	In Plains	**In Hills**
Maximum FAR	100%	75%
Maximum height	18mts	12mts.

Front set back shall be governed by the building line of the road or 30' from the plot line whichever is more. Rear and side setbacks should be 1/3rd of the height of the building.

e) **College**:

Minimum Plot Area	30000 Sqm	
Maximum Ground Coverage	25% including Hostel/ Admin. Block/ Residential accommodation for staff.	
	In Plains	**In Hills**
Maximum FAR	100%	75%

Maximum height	18mts	12mts.

Front set back shall be governed by the building line of the road or 30' from the plot line whichever is more. Rear and side setbacks should be 1/3rd of the height of the building.

Note:

i) In case of specialized professional institutions like B. Ed Colleges, Law Colleges, Coaching Centers, Tutorials etc. plot area limitation shall be regulated by the Building Permission Authority on the merits of the case in accordance with the requirements/ guide lines of the regulating authority like Medical Council of India, AICTE, UGC etc.

ii) Minimum road width in front should not be less than 12 mts.

iii) Basement up to the max. Extent of 50% of plot area shall be allowed after maintaining the above setbacks& if used for parking & services should not be counted in FAR.

f) Educational and Research Center, (Large campus i.e. above 8 ha.):

i) Academic including Administration (45% of the total land area):

Max. Ground Cov.	20%	
	In Plains	In Hills
Max. FAR	80%	60%
Max. Height	20 mts	12 mts

ii) Residential (25% of the total land area):

Regulations as provided in group housing/ flatted development shall apply.

iii) Sports and Cultural Activities (15% of the total land area):

Maximum Ground Coverage	10%
Maximum FAR	15%

iv) Parks and Landscape Areas (15%of the total land area):

Note:

Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

C. **Health**:

a) Hospital:

Minimum Plot Area	6000 Sqm
Maximum Ground Coverage	25%
Maximum FAR	100
Maximum height	18 mts

Note:

i. Area to be used for housing of essential staff is indicated in the norms for health facilities. In such an area the regulations of group housing shall apply.

ii. Basement below the ground floor and to the extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

iii. Front set back shall be governed by the building line of the road or 30' from the plot line whichever is more.

iv. Minimum rear and side setbacks should be 1/3rd of the height of the building.

b) **Health Center/ Nursing Home**:

Minimum Plot Area	1000 Sqm
Maximum Ground Coverage	35%
Maximum FAR	100%
Maximum height	15 mts

Note:

Front set back shall be governed by the building line of the road or 20' from the plot line whichever is more.

Minimum rear and side setbacks should be 1/3rd of the height of the building or 10'-0".

D. **Facilities and Amenities**:

i. **Religious Premises**:

Plot Area	500 Sqm

Maximum Ground Coverage	30%
Maximum FAR	60%
Maximum height	11 mts
(Excluding minars, shikahrs and Domes)	

ii. **Police Post**:

Plot Area	500 Sqm
Maximum Ground Coverage	35%
Maximum FAR	70%
Maximum height	12 mts

iii. Police Station/ Fire Station

Plot Area	10000 Sqm
Maximum Ground Coverage	25%
Maximum FAR	100%
Maximum height	15 mts

iv. Post & Telegraph Office

Plot Area	500 Sqm
Maximum Ground Coverage	25%
Maximum FAR	100%
Maximum height	15 mts

v. General (Public & Semi-Public Premises)

Plot Area	500 Sqm
Maximum Ground Coverage	25%
Maximum FAR	100%
Maximum height	15 mts

vi. **Non- Residential Premises**:

i) **Hostel**

Maximum Ground Coverage	25%
Maximum FAR	100%
Maximum Height	15 m
Min. No. of occupants	40

Note:

i. Front set back shall be governed by the building line of the road or 25 ft from the plot line. The rear and side set back shall be 1/3rd of the height of the building or 10'-0".

ii. Min. approach road width should not be less than 12 mts.

iii. Basement up to the max. extent of 50% of plot area shall be allowed after maintaining the above setbacks& if used for parking & services should not be counted in FAR.

ii) **Guest House, Boarding House and Lodging House**

Minimum Plot Size	500 Sqm.
Maximum ground Coverage	33.33%
Maximum FAR	100%
Maximum Height	18 m

Note:

i. Front set back shall be governed by the building line of the road or 20 ft from the plot line. The rear and side set back shall be 1/3rd of the height of the building.

ii. Max. No. of rooms shall be 12 (double bed room).

7.1.4 INDUSTRIAL USE:

a. **Flatted Group Industry and Service Centre**:

Minimum Plot Area	2000 Sqm	
Maximum Ground Coverage	30%	
Maximum FAR	100	
	In Plains	**In Hills**
Maximum FAR	120%	100%
Maximum height	15mts	12mts.

Other Controls:

Basement up to the max. extent of 50% of plot area shall be allowed after maintaining the above setbacks& if used for parking & services should not be counted in FAR.

b. **Light and Service Industry**:

S. No.	Plot Size (Sqm)	Max. Ground Coverage	Max. FAR in		Max. height in	
			Plains	Hills	Plains	Hills
1	100 to 400	60%	125%	100%	12 m.	9 m
2	400 to 4000	50%	125%	100%	12 m.	12 m
3	4000 to 12000	45%	125%	100%	12 m.	12 m
4	Above 12000	40%	100%	75%	12 m.	9 m

Other Controls:

i. Maximum floors allowed shall be basement, ground floor and 1st floors; basement should be below ground floor and to the maximum extent of ground coverage shall be counted in FAR. In case the basement is not constructed, the permissible FAR can be achieved on the second floor.

ii. In case of truss, height of building should be adjusted/ relaxed.

c. Extensive Industry (Medium & Large Industry):

S. No.	Plot Size (Sqm)	Max. Ground Coverage	Max. FAR in		Max. height (m)
			Plains	Hills	
1	400 to 4000	50%	100%	75%	9
2	4000 to 12000	45%	90%	60%	9
3	12000 to 28000	40%	80%	50%	9
4	28000 & Above	30%	60%	45%	9

Note:

i. Single Storey building with basement is allowed. Basement shall be below the ground level and the maximum extent of the ground coverage and shall not be counted in FAR.

ii. In case of truss, height of building should be adjusted/ relaxed.

iii. Height relaxation can be considered by the competent authority for specialized industries requiring more height.

7.1.5 PARKING STANDARDS

The following table may be referred for deciding the parking norms for different use zones/ activity depending upon local vehicle ownership mass transportation and parking needs.

S. No.	Use/ Use Permitted	Equivalent Car Spaces (ECS) per 100 Sqm of floor area
1	Residential Group Housing	1 ECS for each dwelling unit for MIG & HIG having covered area above 800 Sft , 1 ECS for LIG having area between 500 to 799 and 0.5 ECS for EWS..
	Commercial i) Wholesale, retail, shopping, office & Hotels/ G. Houses	2.0 per 100 Sqm of total built up area on all floors. Area under lifts/ stairs, ducts, balconies shall not be counted while calculating parking.
	ii) Cinemas	1 ECS for 10 seats
	iii) Community/ Banquet Hall/	Minimum 100 ECS up to an area of 12 Kanals in case the area is more 6 car spaces shall be added after every

	Janjghar iv) Restaurant /Fast food/ Bar	additional 1 kanal of area. 1 ECS for 4 seats. Note: If banquet hall is to be provided in Hotel the prevailing norm given for banquet halls shall apply over & above
2	Public /Semi Public i. Nursing Home/ , hospitals, socio-cultural and other institutions, government and semi government offices ii. School, college, university and Govt. hospitals.	1.0
3	Industrial. Light and service industry flatted group industry extensive industry.	0.75

Note:

i. Areas under lift, open Stairs, ducts, balconies shall not be counted while calculating parking.

ii. If basement and stilts are used for parking it shall not be counted in FAR.

7.2 ENVIRONMENTAL CONSIDERATIONS

1. All the electroplating units within industrial zone shall be required to set up treatment plants individually or collectively to achieve zero liquid discharge and meet all the requirements laid down by central pollution control board.
2. Minimum green buffer of 15 meters depth in the shape of a belt comprising of broad leaf trees shall be provided around the boundary of village abadies. Also, between residential areas and air polluting industries falling in industrial zone of Master Plan located within 100 meters, shall be provided with a green buffer of min. of 15 meters/max 50 meters depth all along the industrial/residential zone. The provision of buffer strip shall be made by the owner of Land use, which comes later.
3. Trees that are native to Jammu Region shall be planted on these green buffers along the highways in order to provide shade to the passersby as well increase the aesthetic value of the town. The saplings for these trees may be procured from the forest department.

Table 7.2 enumerates trees that are native to Ramban Region that can be planted along the highways.

Table 7-2: Native trees to Ramban Region

S. No.	Common Name	Scientific Name
1.	Shisham (Indian Rosewood)	Dalbergia sissoo
2.	Mango	Magifera indica
3.	Khair	Acacia catachu
4.	Palosa/ Phulai	Acacia modesta
5.	Persian Silk Tree	Albizzia spp
6.	Semal (Cotton Tree)	Bombax cebia
7.	Eucalyptus	Eucalyptus globulus
8.	Guadua Bamboo	Dendrocalamus strictus
9.	Jacaranda Tree	Jacaranda mimosifolia
10.	Amaltas	Cassia fistula
11.	Neem Tree	Azadirachta indica

7.2.1 SAFETY

7.2.1.1 FIRE

Fire services have to play vital role and be fully prepared in protecting people from fire hazards, building collapse, road accidents and another unforeseen emergency etc. At present there is only one fire station in town.

Table 7-3: Planning norms and standards for safety/ fire facilities.

	Category	Population/unit	Plot area
1	Fire post	3-4 km radius	2000 sqm
2	Fire station	5-7 km radius	1 ha
3	Disaster management canter	1 in each Administrative zone	1.0 ha along with suitable open area (2 ha.) For soft parking, temporary shelter, parade ground etc.

7.2.1.2 DEVELOPMENT CONTROLS FOR SAFETY/ FIRE FACILITIES

Guidelines for locating fire stations & other firefighting facilities in urban extension as per zoning plan/building byelaws of the local body/any other concerned agency or as per state govt. instructions issued from time to time.

Fire station shall be so located that the fire tender is able to reach any disaster site immediately within minutes.

1. Fire station shall be located on corner plots as far possible and main roads with minimum two entries.
2. In new layouts, concept of underground pipelines for fire hydrants on periphery, exclusively for firefighting services shall be considered.
3. Fire stations are permitted in all land use zone/sectors except in recreational use zone.
4. Necessary provisions for laying underground/over ground firefighting measures, water lines, hydrants etc. may be kept wherever provision of fire station is not possible.
5. The concerned agencies shall take approval from fire department for firefighting measures while laying the service for an area.

7.2.2 DISASTER MANAGEMENT CENTRE

Ramban is placed in seismic zone IV according to the Indian seismic zone map, which means high damage risk zone. Such natural and manmade disasters neither can be prevented nor predicted. However, with the technological advancement to some extent mechanism can be developed to mitigate the after effects of the disaster. Areas of vulnerability can be identified and necessary measures can be proposed by the concerned agencies. The concerned local bodies should keep updating the building byelaws to safe guard against disasters and ensure effective and impartial enforcement. Following policies and strategies for disaster management are proposed:

7.2.2.1 PRE-DISASTER PREPAREDNESS

1. Micro-zonal surveys shall be referred for land use planning and be considered while preparing the sectors/zonal plans and layout plans.
    a. Seismic micro-zonal for selected areas having high growth rates shall be taken up on priority.
    b. On the basis of vulnerability studies and hazard identification, which includes soil conditions, probable intensity of earthquake, physiographic conditions of the area, fault traces, etc., local level land use zoning and planning shall be undertaken.
2. Building byelaws shall incorporate the aspects of multi hazard safety, and retrofitting.
    a. Priority shall be given to public buildings (such as hospitals, educational, institutional, power stations, infrastructure, heritage monuments, lifeline structures and those which are likely to attract large congregation) for their ability to withstand earthquake of the defined intensity.

b. Ramban fire services being the nodal agency for disaster management shall identify vulnerable areas such as areas with high density and poor accessibility in the city and propose suitable measures. Proposed disaster management centers should be established in every zone / sector to deal with the disasters, including bio-chemical and nuclear disasters.

7.2.2.2 POST DISASTER MANAGEMENT

1. It has been observed that any disaster is generally followed by break down of communication lines and disruption of essential services. Therefore, the key communication centers shall be protected from natural disasters i.e. flood, fire and earthquake etc. and services restoration shall be taken up on top most priority. Necessary setup shall be created in each of the concerned department for such eventualities
2. Standard type designs and layout shall be prepared by the local bodies and made available to the people so that crucial time may not lose in approval of layout plans and building plans after disaster.
3. Disaster management centers have been proposed to serve people in the case of disaster and provide emergency shelters.

Due to the heavy rain on 03, 04 and 05 Sept. 2014, the water level of Chenab river reached up to 48.5' which was turn into a big flood problem. The details of the villages, affected by the flood are given in the Annexure No. 9.4.8.

7.3 OTHER DEVELOPMENT CONTROLS AND GUIDELINES

1. Regulation for village abadis: Special building regulations shall be prepared for the development and regulation of an area falling within the lal dora or phirni of the villages falling in the local planning area.
2. All panchayat land of villages falling in local planning area shall be used exclusively for public and semi-public uses including utilities, services, physical and social infrastructure, parks, open spaces, community facilities etc. and not for any other purpose.
3. The existing high-tension lines shall be shifted along the road but outside the right of way to ensure unhindered ROW for traffic and other services for all times.
4. The minor drains shall have minimum 10 meters wide (or as may be specified by the state govt. from time to time) green strips on either side of the drain. Other major water

bodies shall have minimum 30 meters (or as may be specified by the state govt. from time to time) green strips on each side. Realignment of water bodies shall be permissible wherever feasible, subject to the certification by the engineering department to ensure free flow of storm water.

5. Contiguous expansion of village abadis in non-residential zones of Master Plan is not permissible. However, for the village abadi falling in the residential zone of Master Plan, no such restrictions shall be applicable.

7.3.1 TRANSFERABLE DEVELOPMENT RIGHTS

To facilitate development, it is necessary to accord top priority to the implementation of public utilities and infrastructure (such as roads, parks, green belts etc.) which will in turn encourage planned development/regulated urbanization. However, the respective technical agency or authority will not be able to proceed with its implementation programmes until the ownership of private land affected by these public utilities and infrastructure has been transferred to the state or to the relevant authority(s). Acquisition of private land for this purpose is proposed to be carried out through one of the following options:

1. Cash compensation to be paid to affected land owners whose land is to be acquired or a land-pooling scheme may be formulated and implemented.

Out of these options, use of mechanism of TDR (Transfer of Development Rights) is recommended due to the reasons specified below:

1. It is relatively simple and direct mechanism to implement and execute.
2. The requisite public infrastructure projects can be implemented quickly, thus facilitating rapid urban development.
3. The interests of affected landowners are protected.

The TDR scheme shall be restricted to development projects for public infrastructure and facilities which shall be announced from time to time. The additional FAR shall not be transferable from one LPA to another. The competent authority on priority shall finalize detailed policy guidelines on the operation and implementation of TDR Scheme.

Important note:

In addition to all these building byelaws and development controls, the byelaws described in the Jammu and Kashmir municipal council act 2000 may also be applied on any building as per the site requirement.

7.4 ZONING REGULATION

Zoning regulations are basic tools for implementation and enforcement of a development plan within the frame of the Land use proposals with the intention of achieving orderly growth and development of the town as envisaged.

Zoning regulations help in controlling density as well as land use in ensuring standards provided for the future expansion of each zone in an appropriate manner.

The enforcement of zoning regulations is like the enforcement of building bye laws. It will therefore be simpler to follow and can also be enforced by the concerned department through a qualified Town and Country Planner holding delegated powers.

The enforcement of zoning regulations will require a detailed development plan of the planning area. The adoption of the regulations will, therefore, guide to undertake the necessary physical surveys and also to keep the land record up-to-date so as to enable the effective enforcement of the zoning regulations.

Zoning regulations shall be applicable to the entire planning area except areas designated otherwise like Defense areas. There will be a separate set of norms to deal with such areas. The zoning regulations are broad in nature as follows.

7.4.1 RESIDENTIAL

The Residential Use Zone can be subdivided into

1. Primary Residential Zone: R1,
2. Mixed Residential Zone: R2 and
3. Unplanned/ Informal residential Zone: R3.

The activities Permitted, Restricted and Prohibited in Residential land use zone shall be as given below:

7.4.1.1 PERMITTED USES

Residence – plotted, (detached, semi-detached and row housing) group housing houses, residential flat, residential-cum-work, hostels, boarding and lodging (accommodation for transit employees of Govt./ Local Bodies) houses, Baratghar/ marriage hall, community hall, old age home, police post, guest houses, crèches, day care center, convenience shopping centers, local (retail shopping), medical clinic, dispensaries, nursing home and health centers (20 bed), dispensary for pets and animals, professional offices, educational buildings: (nursery, primary, high school, college), school for mentally/ physically challenged, research institutes, community centers, religious premises , library, gymnasium, park/tot-lots, plant nursery, technical training canter, yoga centers/health clinics, exhibition and art gallery, clubs, banks/

ATM, police stations, taxi stand/three-wheeler stands, bus stops, electrical distribution depot, water pumping station, post offices, hostels of non-commercial nature, kindergartens, public utilities and buildings except service and storage yards.

7.4.1.2 RESTRICTED USES/ACTIVITIES

Dharamshala, foreign missions, night shelters, petrol pumps, motor vehicle repairing workshop/garages, household industry, bakeries and confectionaries, storage of LPG gas cylinders, burial-grounds, restaurants and hotels, printing press, go-downs/warehousing, bus depots without workshop, cinema hall, auditoriums, markets for retail goods, weekly markets (if not obstructing traffic circulation and open during non-working hours), informal markets, multipurpose or junior technical shops, transient visitors camp, municipal, state and central government offices.

7.4.1.3 USES/ACTIVITIES PROHIBITED

Heavy, large and extensive industries: noxious, obnoxious and hazardous industries, warehousing, storage go-downs of perishables, hazardous, inflammable goods, workshops for buses etc., slaughter housing wholesale mandis, hospitals treating contagious diseases, sewage treatment plant/disposal work, water treatment plant, solid waste dumping yards, outdoor games stadium, indoor games stadium, shooting range, zoological garden, botanical garden, bird sanctuary, picnic hut, international conference center, courts, sports training center, reformatory, district battalion office, forensic science laboratory.

7.4.2 COMMERCIAL

7.4.2.1 USES PERMITTED

Dwellings of employees working in the area; offices, retail business, departmental store, hotels, restaurants and their accessory uses, professional business including educations coaching, theatres, cinemas, public assembly halls, cultural centers, social and welfare institutions, libraries, electric sub-station, fire station, post office, police post, clinics, nursing homes, public facility buildings, temples, mosques, churches and other religious buildings, car and scooter parking, taxi and auto rickshaw stands, garbage dhalaos.

7.4.2.2 PERMISSIBLE ON APPLICATION TO COMPETENT AUTHORITY

Service industries which neither involve manufacturing nor requiring extensive land, petrol filling stations, commercial entertainment of a transient nature like a circus; Clean industries employing not more than 40 persons, with or without power; Coal & Fire wood/timber storage yards, transport terminals for both goods and passengers.

7.4.2.3 PROHIBITED

All uses not specifically mentioned herein including the following:

Quarrying of gravel, sand, clay, and stone except for the purpose of development of the area, agricultural uses except nurseries, hot houses and green houses. Warehousing and storage of perishable and inflammable commodities

7.4.3 LOCAL COMMERCIAL

7.4.3.1 USES PERMITTED

All retail and wholesale business and their accessory uses, clinics, nursing homes, professional business establishments, offices, banks and financial institutions, hotels and restaurants, commercial entertainment of a transient nature, service industries, petrol filling stations with garages and service station, public facility buildings, newspaper offices with printing presses, warehousing for nonperishable and non-flammable commodities, electric sub-station, post & telegraph offices, fire station, police station, telephone exchange, cinema, theatre, LPG distribution center, transport terminals for goods and passengers, parking for cars, scooters, taxi and auto rickshaw, garbage dhalaos.

7.4.3.2 PERMISSIBLE ON APPLICATION TO COMPETENT AUTHORITY

Transit accommodation, temples, mosques, churches, and other religious buildings; all clean industries not employing more than 20 persons, storage for perishable and inflammable goods; Sports stadium, swimming pools and other recreational uses, hospitals, technical education and research institutions

7.4.3.3 PROHIBITED

Dwellings except those of essential watch and ward personnel.
All agricultural uses, quarrying of gravel, sand, clay or stone except for purpose of development of the area.

7.4.4 LIGHT INDUSTRY

7.4.4.1 USES PERMITTED

All types of light industries, clean industries and service industries, warehousing and storage for light & service industries, newspaper offices with printing press and accessory uses, petrol filling stations with garages and service stations, parks and playgrounds, nurseries and greenhouses, medical centers, restaurants, public utility buildings, transport terminals for goods and passengers, cars, scooters, auto rickshaw and taxi stands. The minimum road within this use zone shall be 18m R/w.

7.4.4.2 PERMISSIBLE ON APPLICATION TO COMPETENT AUTHORITY

Commercial entertainment of a transient nature like a circus, warehousing & storage of perishable and inflammable goods, sports stadia, swimming pools and other recreational uses.

Junk yards, hospitals, nursing homes, and technical education and research institutions

7.4.4.3 PROHIBITED

Dwellings except of essential watch and ward personnel; Religious buildings, boarding houses, rooming houses, irrigated farms and sewage farms; Quarrying of gravel, sand, clay or stone except for the purpose of development of the area

7.4.4.4 INDUSTRIES PROHIBITED

Manufacturing/refining of ammonia bleaching powder, chlorine, asphalt, brick, terracotta, gypsum, lime, plaster of paris, coke, creosote, glucose, starch, dye, explosives or fireworks or storage thereof in excess of 250 kg. fertilizer, gas (fuel or illuminating) in excess of 30 cu.m per day or storage in excess of 300 cu.m, gelatin or glue or dye from fish or animal refuse or offal, hydrochloric or nitric or sulphuric or sulphurous acid, lampblack; linoleum or oil cloth or prexylim. Blast furnace, coal or junk yard, coal, wood or tar or manufacture of any of their distilled products, crop forges, fat, grease, lard or tallow manufacture, refining flour or grist millo, hot rolling mill, incineration, reduction or dumping of dead animals, garbage, official or refuse except when accumulated and consumed on the same premises without the emission of odour, production or refining or storage above ground of petroleum or other inflammable liquids except heating fuels, slaughtering of animals, tanning or curing, or storage of raw hides and skins, tyre recapping.

7.4.5 GENERAL INDUSTRY

7.4.5.1 USES PERMITTED

All industries except obnoxious or hazardous industries, warehouses, storage, accessory uses, and all other uses permitted in the light industrial zone, junk yards, public utility building, car, scooter, auto rickshaw and taxi stands. The minimum road within this use zone shall be 24 m R/W.

7.4.5.2 PERMISSIBLE ON APPLICATION TO COMPETENT AUTHORITY

Storage of perishable & inflammable goods, sport stadia, swimming pools and other recreational uses, technical or research institutions, quarry of gravel, sand, clay or stone.

7.4.5.3 PROHIBITED

Dwellings, except those of essential watch and ward personnel and workers of this area; Religious buildings, boarding houses and rooming houses; Irrigated farms and sewage farms; All uses not specifically mentioned herein.

7.4.6 PUBLIC SEMIPUBLIC

The Public and Semi-Public use zone can be sub divided into

1. Govt. / Semi Govt. / Public Offices: PS 1,

2. Govt. land use: PS 2,

3. Police Headquarter/ Station. Police line: PS 3,

4. Educational and Research: PS 4,

5. Medical and Health: PS 5,

6. Socio Cultural and Religious (incl. Cremation and Burial Grounds: PS 6 and

7. Utilities and Services: PS 7.

The activities Permitted, Restricted and Prohibited in Industrial land use zone shall be as given below:

7.4.6.1 PERMITTED USES/ACTIVITIES

Government offices, central, state, local and semi government, public undertaking offices, Defense court, universities and specialized educational institute, polytechnic, colleges, schools, nursery and kindergarten(not to be located near hospital or health care facility), research and development centers, social and welfare centers, libraries, social and cultural institutes, religious buildings/centers, conference halls, community halls, barat ghar, Dharamshala, guest house, museum/art galleries, exhibition centers, auditoriums, open air theatre, recreational club, playground, banks, police station/police posts, police lines, police headquarters, jails, fire stations/fire posts, post and telegraph, public utilities and buildings, solid waste dumping grounds/sites, post offices, local state and central government offices and use for Defense purposes, bus and railway passenger terminals, public utility and buildings, local municipal facilities, incidental to government offices and for their use, monuments, radio transmitter and wireless stations, telecommunication center, telephone exchange, hospitals, health centers, nursing homes, dispensaries and clinic.

7.4.6.2 RESTRICTED ACTIVITIES/USES

Residential flat and residential plot for group housing for staff employees, hostels, water supply installations, sewage disposal works, service stations, railway stations/yards, bus/truck terminals, burial grounds, cremation grounds and cemeteries/graveyards, warehouse/storage godowns, helipads, commercial uses/centers, other uses/ activities.

7.4.6.3 PROHIBITED USES/ACTIVITIES

Heavy, extensive and other obnoxious, hazardous industries, slaughter-houses, junk yards, wholesale mandis, dairy and poultry farms, farm-houses, workshop for servicing and repairs, processing and sale of farm product and uses not specifically permitted herein.

7.4.7 OPEN SPACES & PARKS

7.4.7.1 USES PERMITTED

Sports stadium, swimming pools, gardens, parks, playgrounds, Golf courses and other recreational uses requiring extensive open space with its accessory uses. A district level park is proposed alongside proposed Hanuman Chowk to Jourian Road.

7.4.7.2 PROHIBITED

Dwellings except of watch and ward personnel.

All other uses not specifically permitted.

7.4.8 AGRICULTURAL (GREEN BELT) AND PERIPHERY AREA

7.4.8.1 PERMITTED USES

Dwellings for the people engaged on the farm, farmhouses, accessory buildings, agriculture, horticulture, dairy, poultry farms, animal rearing and breeding, stables for riding, etc., storage, processing and sale of farm produce, petrol and other fuel filling stations, temples, churches, mosques, other religious buildings and public utility building.

7.4.8.2 PERMISSIBLE ON APPLICATION TO COMPETENT AUTHORITY

Quarry of gravel, sand, clay or stone, limekilns, brick-kilns, workshops for servicing and repair of farm machinery, service stations and warehousing.

7.4.8.3 PROHIBITED

All other uses not specifically permitted herein.

7.4.9 TOURISM ZONE

7.4.9.1 PERMITTED USES

All types of public utilities and public buildings, regional level entertainment places, Residential use (plotted/flatted), commercial uses like Shopping malls, Multiplexes, IT/ITES, Institutes, Hotels, Motels, Hospitals, Clinics, Amusement parks, Rides, Water sports, Green houses, Nurseries, Mela ground

7.4.9.2 PERMISSIBLE ON THE APPLICATION TO COMPETENT AUTHORITY

Commercial like flowers, bakery items, confectionary items, Karyana, general store, dairy product, stationery, books, gifts, book binding, Photostat, fax, SID, PCO, cybercafé, call phone, booths, meat, poultry and fish shop, pan shop, barbershop, hair dressing saloon, beauty parlor, laundry, dry cleaning, ironing, sweet shop, tea stall without sitting arrangement, chemist shop, clinic, dispensary, pathology lab, optical shop, readymade, garments, cloth shop, ATM.

7.4.9.3 PROHIBITED

All other uses not specifically permitted herein.
Exceptions

1. Any use not listed above under a specific zone will not be permissible in the respective zone
2. Uses determined by the Chief Town Planner, Jammu and Kashmir as compatible with uses permissible shall be allowed in respective zones.

7.5 RESIDENTIAL DENSITIES

The entire Residential zone for LPA, Ramban has been defined in the Proposed Land Use. The Residential Zone has been divided into two sub zones. Keeping in view the peculiar quality and pattern of development within core town, the area enclosed within the core town has been designated as especially residential zone whereas remaining residential area has been put into another category. The maximum permissible residential density in the sub-zone other than the

core city shall be person per hectare. The gross density for the core town shall not exceed persons per hectare.

7.5.1 CORE TOWN

Keeping in view the special character of the core town and its pattern of development, special regulations for the development of area falling within core town shall be formulated in order to ensure decongestion of population and decongestion of activities for creating more open spaces and improving the quality of life by making available land for physical and social infrastructure. Strategies would also include prioritization of pedestrian mobility in the congested area of Core town, minimizing change of land use, minimizing sub-division of land, preserving and enhancing the ambience of buildings of historical, cultural and religious importance besides rationalizing the traffic and transportation.

7.6 IMPLEMENTATION OF THESE REGULATIONS

1. All authorities competent to grant permission for layout or sub-division of land or construction of building or development of land in any other form shall ensure that the permitted development is in compliance with these Regulations.
2. Landowners desirous of developing their land can obtain, by applying to the designated authority in writing and giving details of their land along with necessary maps, a list of permissible uses.
3. Similarly, landowners proposing development of certain uses on their land can obtain certificate of “Compliance with Master Plan” from a designated authority.

CHAPTER 8. FACADE CONTROL AND DEVELOPMENT MEASURES

Facade treatment and the architectural detail of buildings contribute significantly to the way a building 'reads' from the street and to the character and continuity of the streetscape. The composition and detailing of the building facade also has an impact on the apparent bulk and scale of a building. It is important when considering the design of new development that the predominant patterns, compositions and articulation of facades reinforce the character and continuity of the streetscape.

Design consideration is to be given to the underlying building materials that contribute to the character of a building. Such things include roof shape, pitch and overhangs; entry porches, verandas, balconies and terraces; materials, finishes, fixtures, patterns, fenestrations, colors and detailing; the location and proportion of windows and doors.

8.1 CONTROLS AND REGULATIONS

In case of Ramban, only Zone one (the core town area) depicts a special character and there is a need to frame facade controls measures for this area. Following are the suggestive measures for facade control in this area:

1. The facade of the building/blocks shall be maintained on old lines in case of reconstruction of existing buildings, however the internal changes shall be permissible.
2. The existing parks and green open spaces shall be preserved as such.
3. Signs and outdoor display structures / including street furniture on heritage site shall be framed by urban design wing (proposed in the development authority). In addition, the regulations or guidelines to regulate signs, outdoor display structures and street furniture on heritage sites/ or in area shall also be framed.

8.2 IMPLEMENTATION OF THESE REGULATIONS

1. All authorities competent to grant permission for layout or sub-division of land or construction of building or development of land in any other form shall ensure that the permitted development is in compliance with these regulations.

2. Landowners desirous of developing their land can obtain, by applying to the designated authority in writing and giving details of their land along with necessary maps, a list of permissible uses.

CHAPTER 9. INSTITUTIONAL FRAMEWORK AND IMPLEMENTATION MECHANISM

9.1 URBAN LAND POLICY

Master Plan is a set of coherent policies for ensuring living environment in a town or city through a vision for location criteria and factors of accessibility, functionality, optimization and sustainability of urban uses. In the Master Plan, an attempt has been made to make Urban Land Policy more realistic by taking cognizance of economic forces, urban forces, ground realities, fiscal empowerment, and structure/functions of local agencies and requirement of the community at large. The Master Plan of Ramban for a horizon period of 20-years (2014-2034) proposes development encompassing roughly about 280 hectares of land within the Planning Area Limits. About 70 % of the land is in private ownership, which is likely to generate impediments in the implementation and enforcement of the Master Plan proposals. Due to ownership constraints of land, it has been observed over the period of time in cities/towns, that most of the Master Plans are not able to achieve the desired goals of planned development. Master Plan recommends the development of a model for the implementation of proposals by the local authority using the Public-Private Partnership and Public-Public Partnership. Land is the medium on which the entire human superstructure of human settlement is created. In planning, the use of land leads to socio-economic and physical development of urban and rural areas. Land being a scarce entity envisages it is most effective and judicious utilization in the best interest of a community through the instrument of development plans.

As per the development act of 1970 of Jammu and Kashmir, there is only option of zonal development plans for the development of urban areas.

Following are the current features of Development act of Jammu and Kashmir 1970 are:

- Provides overall development framework;
- Overall direction of urban expansion;
- Land use zoning;
- City level infrastructure;
- Reservation of land for other public semi-public purposes;
- Reservation of land for the housing for poor;
- Development control regulations (DCRs).

9.1.1 ZONAL DEVELOPMENT PLAN UNDER DEVELOPMENT ACT 1970;

1. Area to be declare for development or redevelopment;
2. Specify standards of population density;
3. Provisions related to all any of the following:
    - Sub division of land/ site in to plan.
    - Land reserved for roads/open spaces/ parks etc.
    - Amenities to be provided in relation to the site buildings.

Some of the other points which will be cover under ZDPs:

- Development
- Acquisition and disposal of land
- Betterment charges
- Man power
- Development charges

There is a need for the review of Development Act, so that the private players can be involve for development and acquisition of land through negations and land pooling just like the following models of some states of India.

Land procurement through such means naturally requires huge capital investment, which is beyond the fiscal capabilities of many of the local authorities. As a result, many plans remain confined to paper planning only. There is a growing consciousness that urban planning should be self-financing with minimum burden on local authorities or the government. In this context, the Master Plan proposes a set of techniques for land assembly or land procurement on the pattern of states like Maharashtra, Gujarat and Andhra Pradesh, which includes the following:

- Town Planning Scheme (TPS) by way of land pooling and redistribution;
- Mechanism of Transfer of Development Right;
- System of Accommodation Reservation;
- Large scale ownership of land by the government in the town;
- Amendment to land acquisition act;
- Disposal of urban land by the government on lease hold basis;
- Development of private lands in accordance with the development act;

9.2 POLICY DIRECTIVES

- The effective public control over land particularly through large-scale acquisition, especially for creating land banks for achieving major proposals of the Master Plan e.g. housing, nodal facilities, terminus centres, socio cultural activities, parallel corridors, etc. It is also likely to help to regulate future development of the town and give financial sustainability to weak Urban Local agencies of the town ensuring control over land values;
- The plot reconstitution/land assembly/land pooling is needed because of private ownership of the land in Ramban and this process can be used to facilitate land banks without acquisition for planned development;
- Provision of Utilities and Services after acquisition of land by local agencies and encouraging the builder sand housing cooperatives, urban local agencies etc registered with the planning agencies and making them vital component of urban development of Ramban;
- Government besides propagating plot reconstitution and plan layout shall also develop planned colonies after bulk acquisition/land pooling to cater the urban poor who otherwise due to non-affordability are left out of land market. Plots in Housing colonies developed by Government/Private Entrepreneurs/individuals shall be reserved for the urban poor (EWS & LIG) as per norms in vogue to avoid growing of urban slums;
- The implementation agencies should invite applications from the interested parties or individuals having chunk of land within the Master Plan limits to promote private interventions in the implementation of landuse proposals;
- In the Planning Area, patches of Government land exist. Government land, pasture land, within the Master Plan limits shall be taken over by the Local Authority constituted for the purposes of Planning and Development of Ramban under the provisions of the J&K Development Act1970, while as such land within the Municipal Committee limits shall be handed over to Municipal Committee for creation of assets, development of amenities/facilities as per the provisions of the J & K Municipal Act 2000.

9.3 IMPORTANCE OF LEGAL FRAMEWORK

Contemporary city planning, through government machinery seeks to regulate market forces, in a sequential manner towards city building processes with the intention of furthering citizen's wellbeing. The proposed master plan apart from seeking to lay-out a physical pattern of land use and transportation linkages for Ramban local planning area as a whole, will serve as a guide for public and government agencies to conform and integrate their sectorial projects into

programmers. Hence it is important that suitable strategies are evolved for implementation of the plan proposals. The authorities have to be identified within the framework of existing legal framework wherever possible and if required frame new set of rules and regulations or amend the existing ones.

9.3.1 EXISTING LEGAL FRAMEWORK

At present the building and land development activities in Ramban are regulated by the following regulations:

1. The Jammu and Kashmir Development Act, 1970.
2. The Jammu and Kashmir State Town Planning Act, 1963.Act No. XX of 1963.
3. The Jammu and Kashmir Municipal Act, 2000.Act No. XX of 2000.

Out of the above, the Jammu and Kashmir State Town development act 1963 provide for preparation of master plan and regulate development for matters connected therewith the procedures in the preparation of master plan, there are no clear-cut provisions regarding monitoring and implementation of the plan. Chapter IV provides for use of land and building as per the master plan provisions and permission is to be granted by the town planner. The Jammu and Kashmir Municipal law deals primarily with the financial allocation as per the annual plans, five-year plans and perspective plans pertaining to various sectors.

The Jammu Municipal Act 2000, 1999 deals with the rules and regulations and procedures for issuing building license within the jurisdiction of the council. The town planning act 1963 deals with procedures relating to approval of master plan, modifications to the plan, application for planning permission and fees structure for development or redevelopment.

9.3.2 STRENGTHENING THE LEGAL FRAMEWORK

Development Regulations proposed in the master plan is applicable to the entire Ramban Planning Area. In case of conflict between the proposed development regulation and municipal committee byelaws or any other law, the provisions contained in the proposed development regulation will be implemented.

The Ramban planning area includes Ramban Municipal Town and 7 revenue villages. The J&K municipal committee building byelaws, 1999 are applicable only within Ramban Municipal Area. The provisions of the same may be extended to the entire planning area.

9.4 IMPLEMENTATION STRATEGY

After the formal submission of the Master Plan for Ramban, the Planning Area thereby declared under J&K Development Act 1970 would come under the purview of suitable authority appointed by the Government, for planning and development of Ramban as an upcoming class-II town. With an objective of developing Ramban as a self-sustained town, the proposals of the Master Plan felt the need of having a long-term policy framework to guide its development in a cohesive and sustainable manner. Town Planning Organization, Jammu prepared the Master Plan for Ramban with due recognition of its fragile environs and rich water resources resource base. Special planning considerations were adopted while preparing the master plan. The Master Plan implementation requires (i) development of new areas (ii) redevelopment of existing developed areas and (iii) conservation of eco-sensitive areas. Landuse plan, Landuse zoning, sub-division and development control regulations would in general be the base for all development, and redevelopment in the city.

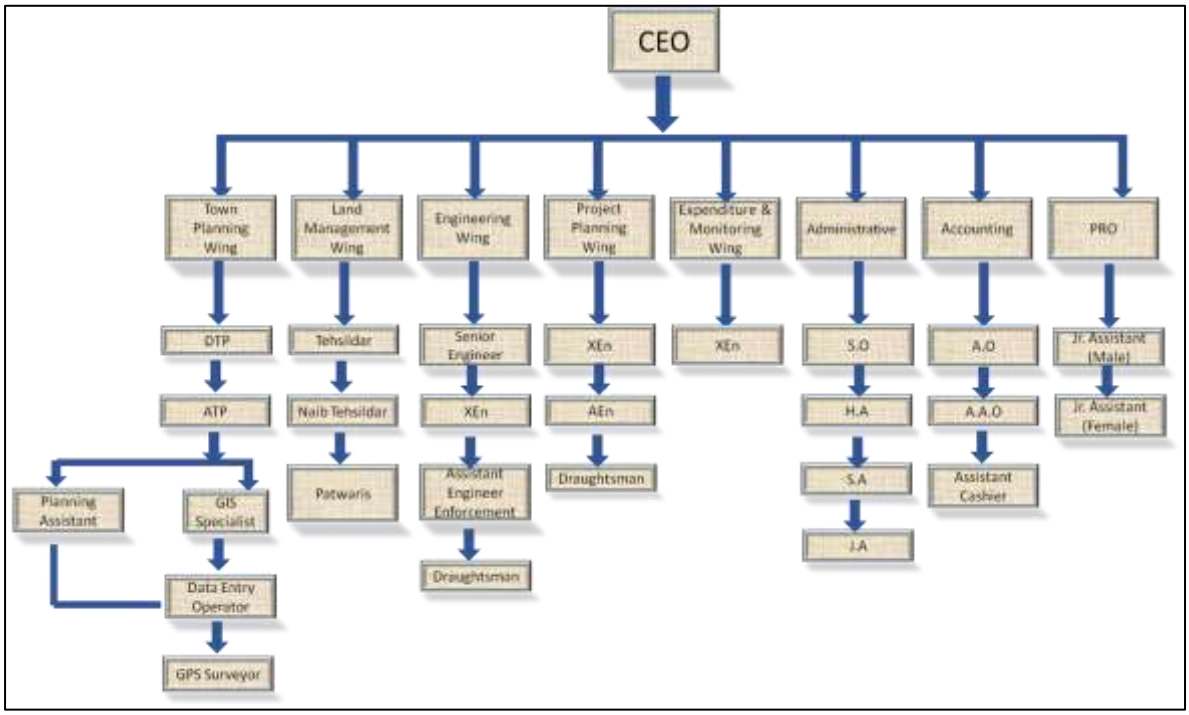
9.5 RESTRUCTURING ADMINISTRATION

At present there is the district development board which is the Planning and the execution agency including the public representatives headed by the District Development Commissioner (DDC) with the responsibility of formulation of district plan and fixing of the priorities and the monitoring the progress and financial department. As per our field survey there is no coordination between various departments. Ramban being the district headquarters, it is proposed that **Ramban Development Authority (RDA)** as apex controlling agency needs to be setup to regulate, guide and control the integrated development as per proposed Master Plan.

9.5.1 ORGANIZATIONAL STRUCTURE OF RAMBAN DEVELOPMENT AUTHORITY (RDA)

To implement the Master Plan2035 proposals, the following organizational setup has been proposed with its various functional wings.

Figure 31: Proposed Organizational Structure of Ramban Development Authority.



Besides general administration, including accounting and the maintenance of statistics, RDA should have the following major functional wings.

1. Town Planning Wing
2. Land Management Wing
3. Public Relation Wing
4. Project Planning Wing
5. Expenditure and Monitoring and Development Control Wing

RDA should function only as controlling agency but should have limited execution function. Execution work mostly will be done by respective departments. Since the execution is to be carried out by different departments, monitoring and development control wing of RDA has to be capable enough to monitor and control all these execution works. Modern techniques including computer planning to plan development projects should be there.

9.5.1.1 PROJECT PLANNING WING

PPW/Monitoring developing has to function in close conjunction these wings should be headed by an executive engineer and should be under control of CEO. Major function of this wing should be to phase out projects, set targets according to available resources and achievable capabilities, set land procedures and call for tenders. This wing should integrate various projects / schemes within the flow of funds.

9.5.1.2 EXPENDITURE AND MONITORING AND DEVELOPMENT CONTROL WING

This wing should monitor the progress of projects upgrade these if necessary.

1. Impose cost control techniques
2. Monitor physical progress for cast cash flow
3. Schedule resources optimality
4. Optimize the project cost

9.5.1.3 LAND MANAGEMENT WING

This wing is the major functional wing should have to prepare the inventory of all lands are acquiring to give details of Khasra no., ownership, cost, etc.

9.5.1.4 TOWN PLANNING WING

This wing should review the development in view of Master Plan, review the target premises of Master Plan at suitable intervals and prepare long term development objectives and structures and view on environmental issues.

This being the first Master Plan for Ramban and since there are also proposals for preparation of Master Plans for more towns in J&K, it is required that the office of the town planner, as provided for in the town planning act 1963 is further strengthened for effective implementation and monitoring of the plan proposals.

9.5.2 POWERS AND FUNCTIONS

The proposed authority will be vested with powers such as, review and revision of Master Plan for the planning area, implementation of the provisions contained in the approved Master Plan, programmes and projects contemplated in the Master Plan. It will have jurisdiction over the entire planning area including Ramban town. The main functions of the authority will include the following:

1. Framing policies and strategies towards implementation of Master Plan.

2. Realization of identified programmes and projects of the Master Plan, by evolving suitable implementation mechanism.
3. Approval of building plans and layouts.
4. Change of landuse and reclassification.

9.5.3 ROLE AND RESPONSIBILITIES OF THE AGENCIES

A measure of success of the Master Plan would be the extent to which the proposals envisaged in the plan are implemented in the plan period. The role of various agencies including the government departments of the Jammu and Kashmir is critical in this regard, and convergence of efforts of all the concerned stakeholders is required. The departments responsible for the projects enlisted in the Master Plan need to initiate actions towards preparation of detailed project reports (DPRs) and environmental impact assessment (EIA) reports wherever necessary and obtain clearance from all relevant authorities.

9.6 RESOURCE MOBILIZATION STRATEGY

Implementation of Master Plan generally requires massive financial investment, mobilization of which is a complex task. In the pursuit of spatial development, the government should not always be expected to spend money or participate directly in development activities rather private resources should also be appropriately mobilized. The role of private sector shall be duly recognized and utilized in plan implementation.

As a general fiscal policy on resource mobilization, it would be desirable to have a proper mix of public and private sectors, both playing a symbiotic role in such a way that the public infrastructure programme is implemented through budgetary sources and marketed infrastructure and the facilities are provided through private sector while a joint venture could also be explored where practical. The local authority as such has to come up with innovative fiscal instruments and ways to mobilize financial resources. One of the ways to enhance fiscal capabilities of the authority is to shed some of its functions and evolve alternative institutional arrangements for the performance of such functions. Already some headway has been made in this regard in other parts of our country. BOT, BOOT, OMT etc. are emerging variations of such partnership arrangements, which need to be explored. Resource Mobilization especially in terms of fiscal investment during horizon period of Master Plan for achieving targets is proposed in the light of alternative investment models.

9.7 PHASING

With limited resources in hand, debarring from horticulture resources, the Master Plan asserts that local area authority should evolve a scientific mechanism for resource mobilization and implementation of development proposals. It has been proposed that private participation shall be encouraged to cater the potential infrastructure demand during horizon period of 20 years. It is urged that the authority shall provide a conducive environment for public-private-participation and should develop a mechanism to safeguard the area from destruction through effective checks on development carried out by private developers. Based on priority of targets, potential demand and fiscal investment, it is held that the Master Plan will have a horizon period of 20 years to be implemented in four phases of 5-years.

It proposes that Phase – I shall comprise all those components which may act as catalysts and contain multiplying effects for development. Therefore, apart from road connectivity, acquisition for development of housing colony, industrial development, logistics, dislocation and rehabilitation of shops and residential structures at major road intersections shall be taken up in Phase-I and Phase-II.

The follow-up phases i.e. Phase-III and IV shall have thrust on further expansion, land acquisition for further infrastructure development. The Master Plan of Ramban being a guiding policy document asserts that possibilities have to be explored to check migration to other major urban centers by providing the entire infrastructure envisaged in the Master Plan.

9.7.1 PHASE FIRST (2014-19)

1. Developments of parking lots along the major roads likes inner roads.
2. Development of major roads and a road network hierarchy.
3. Conservation of heritage structures within the core area.

9.7.2 PHASE SECOND (2019-2024)

1. Development of major residential/ commercial area.
2. Development of sewerage network along with STP.
3. Up-gradation and development of drainage system.

9.7.3 PHASE THIRD (2024-2029)

1. Development of residential area for population and adequate infrastructure.
2. Development of river fronts.

9.7.4 PHASE FOURTH: (2029-2032)

1. Development of residential area for population and adequate infrastructure.
2. Development of gaps by review of all phases.

Ramban due to its location, linkages, population growth and urban sprawl is developing, it is important to effectively implement the proposal of Master Plan. This however will depend considerably on the availability of infrastructure such as housing, power, transport, water supply, drainage, etc.

The present level of infrastructure provision is largely indicated which has to be increased considerably to fulfill the future needs of Ramban.

9.8 REVIEW AND MONITORING OF MASTER PLAN

Master Plan is a guiding policy exploring the potential frontiers of development. The Master Plan is perspective in nature and provides sufficient scope for accommodation of future development. The Master Plan has been so devised that it shall remain responsive to necessary amendments and ever-changing financial positions of implementing agencies during the horizon period of 20 years. As such, Master Plan proclaims "inherent flexibility through simplification of zoning regulations etc." thereby; rendering it more responsive to necessary adjustments and/or re-adjustments based on physical development and ground realities. It envisages that "Master Plan of Ramban is not an un-changeable Land Use Plan" while piece meal adjustments and/or readjustments shall remain invariably incessant in the implementation of its proposals. During implementation and enforcement of various proposals of Master Plan, piece meal modifications made in the Land Use or in the basic framework of policies of land development, should be incorporated in the Plan and corrections so made be updated at the close of every five-year (maximum) plan period. It is proposed that a mechanism for monitoring the progress of the master plan be established on sound footing at appropriate levels by the state Government. It is also proposed that State Government shall establish a vibrant and proactive enforcement wing with state-of-the- art technology in consultation with concerned line departments to monitor the progress of the Master Plan proposals.

9.9 ACTION PLAN

The proposed Landuse plan 2035 reflects the development strategies evolved on the basis of many parameters such as physical, social, economic and environmental. The Master Plan aims to promote the socio-economic conditions coupled with improvements in quality of life. For successful implementation of the same the following action programmes are required.

1. Prepare and implement detailed development plans for the various nodes as suggested in the Master Plan proposals.
2. Horizontal and vertical integration of all the sectoral programmes envisaged in the Master Plan and initiation of action in implementing the same within the timeframe stipulated.
3. Promotion of public private partnership mode of development, especially in the tourism, industries and housing sectors.
4. Review of the Master Plan periodically, to assess the developments taking place and suggest amendments in accordance with policies of the government and the priorities of the people.

CHAPTER 10. RESOURCE MOBILIZATION AND IMPLEMENTATION

Adequate amount of land and financial resources will be required to implementation the proposal of Master Plan. The State and local budgetary support are inadequate for the development of existing and proposed infrastructure facilities. Since urban development is a continuous phenomenon, city administration needs to improve its internal resources and management. In the age of the market economy, there is nothing like availability of free services and facility. The expenditure incurred on provision of services and facilities will have to be recovered through direct and indirect mean from the users. Private sector participation needs to be increased in means to be encouraged in order to efficient delivery of services. Besides budgetary support and mobilization of resources from the market, the following, the following land base resource mobilization efforts need to be taken up by the urban local body.

10.1 ESTABLISHMENT OF LAND/PROPERTY BANK

1) Preparation of base map for the municipal area and for the development area through recent satellite images and GIS technology.
2) Identification of additional land on the basis of satellite imagery and revenue records.
3) Acquisition of land for public facilities, services and transport through preparation of urban land consolidation measures. Town planning scheme can also be adopted here. Thus, the detailed record ownership and management of land will be available with urban local body and administration which can be used as land bank.

10.2 ASSESSMENT OF USER CHARGES AND HOUSE TAX ON THE BASIS OF ACTUAL USE

There are many properties in urban areas which either is unauthorized or developed in excess of approved development. These have been used mainly for commercial purposes and it is difficult to remove these properties. There is need to identify such property and penalty in terms of user charges and house tax.

- Penalties and Punitive charges need to be incorporated. Similarly, additional house tax needs to be planned for unauthorized development.
- As many heavy and light vehicles have parked on the public land, especially in night. Therefore, monthly rent needs to collect from these vehicles.

- Permissible FAR needs to be increased upto 1.0 in urban areas. Additional FAR of the marked sites can be sold out. FAR from 1-2 meter may be saleable by the development authority.
- Additional FAR can be permissible to those land owners who give their land free of cost for the construction of roads or development of parks. This additional FAR, he can use himself or sold to any person.
- External development charge and betterment charge needs to be regulated on the basis of actual displacement expenditure.
- User charges revenue from various public facilities should be increased on the basis of corresponds to costing.
- Land use conversion charge and Impact fee needs to be collected on the basis of actual constructed property.
- "Free land use Zone" also can be developed by the development authority in which various non-polluted activities can be permitted after charging of additional impact fee on the basis of actual demand.

Therefore, these charges will help in efforts to strengthen the financial resource mobilization for development in the urban area.

CHAPTER 11. ANNEXURES

ANNEXURE 1: LETTER NO.DCR/PS/1921

GOVERNMENT OF JAMMU & KASHMIR
OFFICE OF THE DEPUTY COMMISSIONER RAMBAN

Chief Town Planner,
Town Planning Organization,
Jammu.

No: DCR/PS/1921 Dated: 08-03-2014

Sub: Inclusion of Revenue villages in Master Plan Ramban.

Sir,

In reference to your letter No: CTPJ/MP Ramban/2013-14/1315-18 dated: 30-11-2013 and No: NFIT/MP/Ramban/2013-14/05 dated: 18-03-2014 regarding the subject, the following revenue villages may be considered for inclusion in Master Plan of Ramban:-

1. Pernote
2. Seri
3. Maitra Govindpura
4. Tatarsoo
5. Chanderkote
6. Karol as hamlet

Yours faithfully,

Deputy Commissioner

ANNEXURE 2: SETTLEMENT-WISE POPULATION AND AREA DETAILS - RAMBAN LPA (2011)

Settlement	Population (2011)	% of LPA population	Households	Average Household size	Area (ha)
LPA Total	**17461**	**100.0%**	**3361**	**5.2**	**4073.6**
LPA villages	**13865**	**79.4%**	**2632**	**5.3**	**3937.0**
Pernote	3260	18.7%	678	4.8	796.0
Seri	2023	11.6%	409	4.9	1201.0
Maitra gobind Pura	4108	23.5%	682	6.0	900.0
Tatarsu	1260	7.2%	224	5.6	120.0
Chanderkot	1501	8.6%	272	5.5	322.0
Karol (as Hamlet)	370	2.1%	105	3.5	175.0
Neera	1343	7.7%	262	5.1	423.0
Ramban MC	**3596**	**20.6%**	**729**	**4.9**	**136.6**
Ward 1	615	3.5%	125	4.9	17.4
Ward 2	645	3.7%	126	5.1	40.6
Ward 3	552	3.2%	121	4.6	4.0
Ward 4	462	2.6%	96	4.8	8.7
Ward 5	335	1.9%	72	4.7	12.9
Ward 6	417	2.4%	86	4.8	22.0
Ward 7	570	3.3%	103	5.5	30.9

Source: *Census of India, 2011.*

ANNEXURE 3: HOUSEHOLD SURVEY – RAMBAN TOWN (2014)

As per the clause 2.4 (i) of the RFP, a sample survey of five percent of the total population within the urban area was conducted and various attributes have been collected by NF Infratech Service Pvt. Ltd. (New Delhi).

215 no houses were surveyed which constitute about 30 percent of the total 729 households. The survey data has been collected for every 35thhouse from the whole planning area and from each ward of the town. The total no. of persons residing in these215 houses is found to be 1136. The various characteristics of the surveyed population are as follows:

Age and Sex

Table 11-1: Ageand Sex Distribution –Ramban Town (2014).

Age years	Males	Females	Total	% of Total
0-6	26	35	61	5.37
6-20	68	85	153	13.47
20-55	356	469	825	72.62
55-above	39	58	97	8.54
Total	489	647	1136	100

Source: *Primary Socio- Economic Survey, 2014.*

Occupational Structure

The survey shows, 23 percent of the total workers are engaged in their own business-like shops, rehris, etc. Service sector in government sector as well as in private sector also plays an important role in the economic growth of the town. The survey shows that 56% of the population is engaged in the service sector while 21% of the population is engaged in the primary and secondary activities.

Per Capita Income

Out of 215 families surveyed, 89have a per capita income of INR 2000 - 5000 per month, 52 families have a per capita income of INR 5000-10000 per month and only 32 families have a per capita income less than INR 2000 per month.

Work Place Relationship

Forty Two percent (42%) of the population have their work stations at a walking distance, i.e., under 0 to 3 km from their residence. As much as 90% of the population is residing at a distance

of 10 km or less from their work stations, i.e., 42% of 0-3 km, 33% of 3-5 km and 15% of 5-10 km categories which indicates compact development.

Educational Structure

Table 11-2: Educational Structure - Ramban Town (2014).

Qualification	No. of Persons	% of Total Population
Primary	260	22.89
Secondary	275	24.21
Higher secondary	228	20.07
Graduation	145	12.76
Post-graduation	47	4.14
Ph.D.	1	0.56
Illiterate	180	15.85
Total	1136	100.00

Source: *Primary Socio- Economic Survey, 2014.*

Housing Type

On the basis of material used in the flooring, superstructure and roof, the surveyed houses can be categorized into three types, i.e., Kaccha House, Pucca House and semi Pucca House. The percentage of each type has been given in Table 11-3.

Table 11-3: Houses by Type – Ramban Town (2014).

S.No.	Type	Number	%age
1	Pucca	132	61
2	Kaccha	9	4
3	Semi Pucca	74	35

Source: *Primary Socio- Economic Survey,2014.*

Ownership status

Ownership status of the houses indicates that of the total population, 96 percent people have their own houses and only 4 percentage living as tenants.

Households by Source of Drinking Water

As per the survey, about 88 percent of the total surveyed households are getting the drinking water from piped water supply provided by PHE Department and the remaining 12 percent depend on the wells, springs, etc.

Households by Availability of Sanitation Facility

Table 11-4: Households by Availability of Sanitation Facility – Ramban Town (2014).

S. No.	Type	Number	%age
1	Septic Tank	154	71
2	Pit Tank	21	10
3	Direct in Drain	2	1
4	No Facilities	38	18

Source: *Primary Socio- Economic Survey, 2014.*

ANNEXURE 4: Letter no. 220/08 Dated: -04-09-2015

OFFICE OF THE TEHSILDAR RAMBAN

The Chief Town Planner,
Jammu.

No: - 220/08 Dated:-04-09-2015

Subject:-Request for providing the Data on Govt. lands of various villages (List attached) under the local planning area of Ramban Master Plan 2032.

Sir,

Kindly refer your office letter No: NFIT/DL/CTPJ/MP /2015/20 dated: 13-07-2015, regarding the subject cited above. in this connection the detail of the state land available in Tehsil Ramban in respect of villages i.e. Pernote, Seri, Maitra Govindpura, Tatarsoo, Chanderkote & Karol is annexed herewith as annexure-A.

However the khasra Map of the above villages is not available in this Tehsil.

Encl:- 9 Lrs

Yours faithfully,

Tehsildar
Ramban

ANNEXURE 5: Khasra Wise Statement of State Land in Ramban

Sr. No.	State Land		Revenue Land		Khasra No.	Name of Village
	Kanal	Marla	Kanal	Marla		
1	7	3	0	0	45	Maitra
	6	12	0	0	50	
	21	1	0	0	52	
	2	8	0	0	75	
	190	8	0	0	116	
	4	8	0	0	166	
	8	16	0	0	235	
	17	3	0	0	286	
	87	19	0	0	298	
	3	16	0	0	341	
	25	17	0	0	344	
	0	7	0	0	354	
	1	7	0	0	358	
	0	3	0	0	360	
	0	5	0	0	365	
	0	2	0	0	372	
	0	17	0	0	379	
	1	11	0	0	503	
	336	7	0	0	899	
	1	6	0	0	932	
	9	11	0	0	951/1	
	0	13	0	0	952	
	0	17	0	0	953	
	1	18	0	0	954	
	0	17	0	0	955	
	0	7	0	0	956	
	0	7	0	0	957	
	0	10	0	0	1000/1	
	0	7	0	0	1041	
	111	13	0	0	1045	
	2	12	0	0	1047	
	0	6	0	0	1051	
	2	4	0	0	1054	
	2	13	0	0	1062	
	9	6	0	0	1119	
	1	5	0	0	1122	
	0	12	0	0	1123	
	310	13	0	0	1163	
	111	12	0	0	1192	
	5	6	0	0	1316	
	8	11	0	0	1367	
	3	12	0	0	1403	
	1	17	0	0	1418	
2	245	18	0	0	1	Tatarsoo
	8	6	0	0	14	
	32	9	0	0	88	
	6	4	0	0	136	
	2	16	0	0	157	

	14	15	0	0	352	
	11	16	0	0	383	
	5	9	0	0	397	
	39	14	0	0	398	
	11	0	0	0	429	
	0	16	0	0	430	
	0	14	0	0	443	
	4	6	0	0	476	
3	2	0	0	0	655	**Pernote**
	17	11	0	0	671	
	7	17	0	0	681	
	8	0	0	0	737	
	3	19	0	0	777	
	15	15	0	0	797	
	6	15	0	0	865	
	2	15	0	0	896	
	0	19	0	0	900	
	3	15	0	0	988	
	4	7	0	0	1039	
	2	16	0	0	1144	
	82	11	0	0	1	
	79	10	0	0	2	
	76	11	0	0	9	
	6	7	0	0	11	
	13	4	0	0	16	
	4	1	0	0	17	
	154	14	0	0	29	
	21	4	0	0	40	
	4	2	0	0	42	
	5	2	0	0	46	
	35	14	0	0	120	
	11	15	0	0	138	
	5	10	0	0	165	
	0	5	0	0	508	
	3	9	0	0	514	
	16	0	0	0	531	
	9	19	0	0	532	
	60	19	0	0	166	
	29	4	0	0	169	
	14	0	0	0	232	
	66	0	0	0	233	
	28	11	0	0	248	
	89	7	0	0	249	
	90	0	0	0	250	
	16	19	0	0	251	
	5	16	0	0	267	
	4	14	0	0	268	
	12	12	0	0	278	
	1	7	0	0	288	
	3	10	0	0	293	
	6	19	0	0	427	
	0	19	0	0	450	

	2	0	0	0	499	
5	4	7	0	0	74	**Kanga**
	2	2	0	0	81	
	0	19	0	0	189	
	2	14	0	0	194	
	6	13	0	0	195	
	2	3	0	0	207	
	3	14	0	0	218	
	1	18	0	0	230	
	3	19	0	0	265	
	13	19	0	0	275	
	10	2	0	0	279	
	20	16	0	0	370	
	4	1	0	0	403	
	1	0	0	0	406	
	4	16	0	0	417	
	2	7	0	0	436	
	0	17	0	0	437	
	8	8	0	0	607	
	1	1	0	0	846	
	28	3	0	0	992	
	5	15	0	0	1005	
	1158	1	0	0	1047	
	88	0	0	0	1182	
	19	7	0	0	1233	
	4	2	0	0	1270	
6	5	14	0	0	3	**Seri**
	4	11	0	0	23	
	98	19	0	0	25	
	25	14	0	0	26	
	24	2	0	0	30	
	168	15	0	0	31	
	141	18	0	0	35	
	5	7	0	0	37	
	46	7	0	0	38	
	12	1	0	0	45	
	6	7	0	0	48/1	
	0	0	0	0	50/1	
	5	17	0	0	69	
	110	18	0	0	126	
	125	17	0	0	132	
	4	5	0	0	135	
	0	19	0	0	155	
	0	17	0	0	169	
	6	0	0	0	171	
	36	17	0	0	178	
	26	4	0	0	179	
	36	4	0	0	190	
	12	16	0	0	197	
	3	15	0	0	198	
	1	0	0	0	200	
	4	5	0	0	206	
	2	6	0	0	211	

	37	15	0	0	221	
	1	1	0	0	225	
	95	11	0	0	229	
	42	10	0	0	232	
	29	19	0	0	235	
	0	11	0	0	238	
	1	4	0	0	244	
	1	15	0	0	252	
	2	18	0	0	253	
	114	5	0	0	255	
	45	14	0	0	256	
	18	13	0	0	257	
	4	3	0	0	259	
	1	12	0	0	267	
	145	14	0	0	313	
	1	13	0	0	314	
	1	3	0	0	319	
	0	4	0	0	320	
	0	19	0	0	322	
	71	1	0	0	388	
	1	12	0	0	393	
	9	2	0	0	396	
	24	1	0	0	398	
	16	2	0	0	399	
	6	15	0	0	403	
	4	7	0	0	427	
	5	13	0	0	436	
	9	8	0	0	437	
	1	6	0	0	438	
	4	11	0	0	439	
	39	18	0	0	440	
	2	15	0	0	442	
	3	15	0	0	444	
	3	5	0	0	456	
	8	6	0	0	457	
	6	14	0	0	471	
	3	19	0	0	472	
	20	9	0	0	478	
	0	6	0	0	501	
	32	12	0	0	530	
	8	8	0	0	532	
	4	15	0	0	542	
	5	7	0	0	545	
	9	4	0	0	554	
	7	10	0	0	555	
	8	6	0	0	556	
	0	14	0	0	559	
	45	18	0	0	561	
	10	0	0	0	562	
	31	1	0	0	568	
	25	5	0	0	569	
	31	7	0	0	570	
	15	1	0	0	576	

2	3	0	0	581	
0	18	0	0	591	
6	12	0	0	606	
32	9	0	0	608	
22	2	0	0	621	
38	10	0	0	627	
10	2	0	0	628	
13	14	0	0	636	
20	16	0	0	637	
11	8	0	0	638	
2	17	0	0	678	
4	6	0	0	652	
1	19	0	0	653	
0	10	0	0	661	
0	1	0	0	668	
1	4	0	0	676	
16	10	0	0	680	
3	10	0	0	694	
0	7	0	0	697	
1	1	0	0	727	
1	5	0	0	732	
7	18	0	0	786	
66	17	0	0	787	
10	12	0	0	790	
1	10	0	0	792	
1	14	0	0	805	
9	6	0	0	806	
8	8	0	0	813	
1	8	0	0	814	
90	10	0	0	816	
8	9	0	0	822	
17	4	0	0	824	
55	13	0	0	825	
97	3	0	0	900	
114	18	0	0	910	
25	13	0	0	911	
57	4	0	0	912	
8	9	0	0	938	
14	18	0	0	967	
817	8	0	0	992	
0	19	0	0	993	
1	2	0	0	1098	
1	1	0	0	1099	
3	4	0	0	1100	
19	7	0	0	1101	
18	4	0	0	1148	
19	13	0	0	1178	
16	15	0	0	1182	
0	5	0	0	1190	
18	1	0	0	1196	
0	11	0	0	1198	
0	7	0	0	1247	
0	4	0	0	1250	

	0	8	0	0	1267	
	0	2	0	0	1271	
	98	98	0	0	1272	
	0	0	0	0	1283	
	2	2	0	0	1284	
	2	2	0	0	1285	
	5	5	0	0	1287	
	0	0	0	0	1290	
	1	1	0	0	1291	
	6	6	0	0	1296	
	21	21	0	0	1298	
	21	21	0	0	1299	
7	275	5	0	0	2	Chanderkote

Source: *Record, Tehsildar (Ramban).*

ANNEXURE 6: KHASRA-WISE DETAILS OF VILLAGES IN RAMBAN LPA

Table 11-5: Khasra Wise Statement of Villages in Ramban LPA.

S. No.	Name of Village	Khasra Number
1	Ramban	1 -1363
2	Pernote	1 -1166
3	Seri	1 – 1315
4	Maitra Govindpura	1 – 1500
5	Tatarsoo	1 – 699
6	Chanderkote	1 – 729
7	Kundi (Karol)	1 – 439
8	Neera	1 - 910

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