

DRAFT MASTER PLAN UDHAMPUR



Part 1- Drawings

CLIENT

GOVT. OF JAMMU & KASHMIR

TOWN PLANNING ORGANISATION JAMMU, JAMMU

CONSULTANT

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Chapter 1: Introduction and Regional Profiles

1.1. Project background:

Urban areas in 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 urban areas, economic development activities get located in 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 human settlements for improving their productivity and for providing desirable quality of life to its 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 balanced development in all spheres of urban life: physical, social and economic in a comprehensive manner. There is need to make urban transition efficient, equitable and cost effective by making policies and bringing out new projects/schemes. For this preparation of Master Plan becomes the guiding principle for wiping out the deficits in urban infrastructure, mining the problems and exploring the potentials of the city.

“Master Plan (MP)” 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 intends to streamline the development process in urban settlements to ensure that these settlements continue to achieve their objectives of improved efficiency and productivity. Accordingly, it is desirable to have a stringent check on haphazard development and have an optimum land use plan for these cities/towns. In the process, the state government has taken the decision to prepare Master Plans for all towns and cities for a directed development and to provide required amenities to its people.

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 the Master Plan for Udhampur to address the infrastructure and service delivery gaps in Udhampur and to make the growth and development of Local Planning Area (L.P.A) rational. The key objective of the Master Plan is



to formulate a long-term vision and strategy to make the L.P.A vibrant, livable and creditworthy. Besides rationalizing the land use pattern, the Master Plan will also facilitate the identification of sectoral investments and reform areas needed to transform the Local Planning Area Udhampur.

1.2. Objectives:

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 city in the form of the following:

1. Identifying existing gaps in physical and social infrastructure & to bridge those gaps
2. Making city assessment and to suggest strategies for its economic development.
3. Leveraging economy.
4. Rationalization of land use and their interrelationships.
5. Minimizing haphazard and uncontrolled growth of town/cities and to achieve planned growth and development in order to provide healthy living environment.
6. Promote better urban governance and resource generation for planned urban development.
7. Rationalizing the orderly movement of traffic and transportation within the town and defining the area for laying down network of various services.
8. Indicating spatial distribution of physical/social infrastructure for optimum use.
9. Ensuring systematic, balanced & integrated development.
10. Framing mechanism/strategies for solving out the core area problems.

1.3. Scope of work:

The scope of Master Plan to be prepared covers the following aspects in close coordination with Town Planning Organization, Jammu. The language of documentation and reporting shall be in English. The activities to be taken up and major issues pertaining to each activity are as follows:

The consultant shall prepare the Draft Master Plan(s) for the town(s) in close coordination with Town Planning Organization, Jammu. The language of documentation and reporting shall be in English. The activities to be taken up by the consultant and major issues pertaining to each activity are as follows:



1.3.1. Preparation of Inception Report and Urban Area Notification Document

The consultant shall prepare an Inception Report/detailed proposals for each activity separately.

a) Study Maps

- i) Study Maps showing city/town and its environs at a scale 1:10000;
- ii) Collection and superimposition of Revenue Maps on a map at (i);
- iii) Revenue village boundaries up to the depth of at least two revenue villages outside the tentatively proposed urbanisable limits shall be shown. However, in case of any discrepancy regarding size, depth, area etc of a revenue village at the periphery, the consultant shall decide the same in consultation with the Chief Town Planner, TPO Jammu;
- iv) Maps showing city/town growth trends and constraints;
- v) Regional setting Map shall be prepared at a scale 1:25000 using GT Sheets or Satellite Imageries and other mapping techniques.

b) Baseline Analysis

- i) A justification note based on baseline situation analysis for identification and delimitation of urbanisable limits of the town for the horizon year shall be carried to assess land requirements. The study shall be based on following parameters:
 - 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;
 - c. Existing demographic profile of the town;
 - d. Existing tourist flows and projections for the horizon year
 - e. Population projections for the horizon year;
 - f. Assessment of land requirements for different uses as prescribed in the UDPFI Guidelines applicable for hill towns.

c) Draft of the Urban Area (Local Area) Notification Document

- i) Brief note as discussed at b(i);
- ii) Proposed Urban Area Map showing proposed urbanisable limits including both Developed Area and Developable Area. The map shall, in other words be prepared for entire Local Area/Planning Area for implementation of periphery controls in the rural fringe for harmonizing regional and urban growth at large



- iii) List of Revenue villages to be included in the Notification Document duly authenticated by the concerned Revenue Organisation shall be prepared. Action with regard to authentication of revenue village shall be done in consultation with the Office of the Chief Town Planner, Town Planning Organisation Jammu
- iv) The Draft Map as discussed at c(ii) shall be prepared at a scale 1:10,000 and shall be prepared in colour and black & white;
- v) For definition of Planning Area, Urbanisable limits, Developed Area Limits or Developable Area Limits, boundaries of the revenue villages shall be considered for the same.

1.3.2. Preparation of Base Map

- i) For preparation of Base Map, entire Planning Area or Local Area as discussed at c(ii) and c(v);
- ii) Base map shall contain physical and cultural features, roads, and existing settlements etc;
- iii) Base map shall be prepared at a scale 1:5000;
- iv) The map shall be prepared in suitable layers; one layer for each category or sub-category of use.

1.3.3. Preparation of existing Landuse Map

- i) The Base Map at 2.2 shall be updated on ground to include the latest
- ii) development and avoid any erroneous incongruity between the actual landuse and the landuse adopted otherwise for the Master Plan;
- iii) Categories of landuse and symbols and colours used to depict the same shall be as per standard guidelines;
- iv) The existing landuse map shall be prepared in layers; one layer for each category or sub-category of use;
- v) In case of multiple uses existing in a single property, predominant use on shall be recorded as landuse for that property;
- vi) Separate layers for Revenue Maps, Landuse suitability analysis shall be prepared for superimposition on an existing landuse map of the town.

1.3.4. Collection and Analysis of Physical and Socio-Economic Data

- i) Data regarding physical and socio-economic aspects of the study area (Planning Area) shall be collected from primary and secondary sources. A comprehensive database about population and its attributes (urban-rural composition, ward wise population,



- age-sex distribution, WFPR, occupational structure, etc as per latest census records) shall be collected at 5% sample size for the entire planning area;
- ii) Industrial Base of the town-existing and potential;
 - iii) Potential for eco-friendly industrial units etc;
 - iv) Commercial activities including both retail and wholesale, business, warehousing and godowns, mandies, rural markets,
 - v) Street vending activities: identification and number of street vendors, their problems and measures for their rehabilitation etc;
 - vi) Services and facilities (Education, health, power, telecommunication etc);
 - vii) Other community facilities;
 - viii) Social, cultural and other religious facilities;
 - ix) Recreational facilities including parks, gardens, multipurpose open spaces etc
 - x) Traffic and Transportation, Roads, parking, and related problems etc; (Necessary surveys shall be conducted to assess the nature of problems)
 - xi) Solid waste and other waste generation and disposal etc;
 - xii) Sewerage and drainage;
 - xiii) Existing facade, urban landscape, streetscape supported by photographs and 3D model;
 - xiv) Agriculture and allied activities;
 - xv) Tourism
 - xvi) Any other aspect relevant for the study of master plan.

1.3.5. Projections and Possible Development Scenarios

- i) The base year data pertaining to socio-economic aspects shall be projected involving scientific methods and techniques for horizon period;
- ii) Projections regarding population, work force participation rate, and industrial workers shall be carried to evolve the possible development scenarios of the town;
- iii) Selection of an Optimal Development Scenario based SWOT analysis and projections made;

1.3.6. Preparation of Master Plan Proposals

- i) Draft proposals shall be made regarding each aspect of town development like residential, commercial, industrial, heritage conservation, housing, tourism, environmental and other socio-cultural infrastructure;
- ii) Preparation of a comprehensive Transportation network Plan for the Horizon period taking into account all aspects of traffic and transportation;



- iii) Proposals shall be made regarding alleviation of urban poverty, rehabilitation of street vendors, infrastructure development, community facilities etc;
- iv) The consultant shall prepare proposals about implementation strategy, phasing of development and institutional framework required for the same;

1.3.7. Preparation of Master Plan Report

- i) Draft master plan shall consist of a detailed report supported by existing landuse map, Proposed landuse Map, Draft Urban Area Map;
- ii) The Report shall be based on analytical study of data and its synthesis employing statistical tools and techniques;
- iii) Development controls proposed shall be based on ground realities with a separate chapter on façade controls for improving aesthetics of the town at large;
- iv) The contents of the Report.

1.4. Approach to Master Plan

Approach to the preparation of Master Plan would involve outlining the critical issues of city development, undertaking a demand-supply gap analysis and formulating a management framework including outlining strategies and guidelines for future growth and development of Udhampur city and LPA. It will also include options for promoting rational development through the introduction of a regulatory mechanism including realistic planning and management interventions within the overall regulatory and institutional framework. A development action plan comprising of implementation schedule, role of stakeholders, regulation and institutional strengthening mechanism etc. will form an integral part of the Master Plan. The Master Plan will take into account the current status of municipal services - its fiscal status, operational and management procedures besides putting in place effective monitoring mechanism. The preparation of the Master Plan will be based on existing trend of development taking into account Development Plans/Schemes of public and private agencies operating in the city and contributing towards its growth and development.

The detailed methodology for preparation of the Master Plan of Udhampur includes data collection, city assessment, identifying gaps in service delivery and infrastructure network, identifying strengths, weaknesses, opportunities and threats, preparing Existing Land use Plan, thematic maps, Proposed Land use Plan etc. as defined below

1.5. Methodology for Master Plan

The various stages of preparation of Master Plan include:



1. Identification of Local Planning Area
2. Preparation of Existing Land Use Plan
 - Using Satellite Imageries
 - Using Available Plans
 - Ground Surveys
 - Revenue Plans
3. Assessment and analysis of Local Planning Area in terms of
 - Regional Setting
 - Historical Evolution
 - Demographic Studies
 - Socio-Economic Studies
 - Traffic & Transportation
 - Physical Infrastructure (Water Supply, Sewerage, Solid Waste Management, Electricity)
 - Social Infrastructure (Educational, Medical, Recreational, Miscellaneous Facilities)
 - Environmental Studies
 - Heritage and Tourism
 - Growth Pattern
 - Land use Studies
 - Available studies and report
4. Gaps and Problem Identification through
 - Comparison with available norms and standards
 - Identification of the critical problems and infrastructure gaps
5. Carrying out S.W.O.T analysis based upon
 - Studies made and analysis carried on
 - City Assessment
 - Identified problems and gaps
 - Identifying major socio-economic drivers
 - Working out requirements
 - Population Projections
 - Norms and Standards
 - Broad Land use Requirements.
6. Defining Conceptual Framework through
 - Defining Vision for future growth and development
 - Identifying broad objectives
 - 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 (D.C.R)

- Based on existing land use plan
- Studies and assessment made
- Gaps and problems identified
- Objectives framed
- Future population growth
- Future infrastructure requirements
- Available land for development
- Preparing Phasing and institutional framework



1.6. Regional setting

This aspect is studied in order to view the developments taking place in Udhampur in regional context and to evaluate the Locational advantages and disadvantages of the city of Udhampur. In the Master Plan, this aspect would help in proposing the activities that can be explored based upon the regional potential and linkages.

1.6.1. Introduction to Town – Udhampur

Udhampur is a city and a municipal council in Udhampur District in the Indian state of Jammu and Kashmir. Situated among lush green forests of Eucalyptus, it is the second-largest city of the Jammu region and the fourth-largest city in the state of Jammu and Kashmir. Named after Raja Udham Singh, it serves as the district capital and the **Northern Command headquarters** of the Indian Army. A Forward Base Support Unit (FBSU) of the Indian Air Force is also stationed there. Udhampur is used by the Armed Forces as a transit point between Jammu and Srinagar when travelling by road (National Highway Number 44).

1.6.2. Location of Town in its Regional context

In the outer hills and middle mountains of Chenab Valley, there are many longitudinal valleys called “Duns” Udhampur is one typical example of this type of valleys. It lies between about 32° - 32' to 33° - 30' north latitude and 74° - 75' East longitude. The town is situated at an elevation of about 600 meters above mean sea level. Udhampur town lies between the plains of Punjab in south-west, high mountains ranges of Pir Panchal on its north east Physiographically the state of Jammu and Kashmir has three district regions viz. Jammu Division, Kashmir Division, Ladakh Division, Physically and culturally Jammu Division is formed of three distinct main regions, namely the “Chenab Valley Region”, Tawi Valley, Manawar Tawi Region and Poonch Nallah and Batar Nallah region.

1.6.3. Transport linkages

Udhampur is well connected to the rest of India by Road and Rail both to rest of India.

1. Road

Udhampur is well connected by road as it is located on National Highway 44 to Srinagar, which is the only national highway that connects Srinagar to the rest of India. Four laning works on Jammu-Udhampur National Highway is on full swing. Bus services (both private and state owned) are the most common mode of public transportation to and from Udhampur. Frequent connections to the Kashmir Valley and Jammu are easily available. Udhampur is just 68 km ahead of Jammu city towards Srinagar. Katra too is only 23 km off Udhampur



2. Rail

The town was recently connected by the new Kashmir Railway line leg 0 from Jammu which is part of a wider project to connect the Kashmir valley with the rest of India via a rail link. The "Uttar Sampark Kranti" train from [New Delhi] was the first train to run on this link in 2005. Commuter unreserved passenger trains linking Jammu and Udhampur (and pathankot also) also run on a daily basis and are quite popular. The rail link to Katra is also nearing completion (expected to be complete by 2013). Once finished, many more trains from different parts of the country are expected to pass by the city. More recently, three more trains were extended/run till Udhampur.

- **Delhi sarai rohilla-udhampur Special**
- **Delhi-udhampur Jammu Mail**
- **Ahmedabad-udhampur janmabhoomi express**
- **Delhi sarai rohilla-udhampur AC express**
- **Indore-udhampur malwa Express**

1.6.4. Civil Administration

There are four Tehsils in Udhampur district namely Udhampur, Ramnagar, Chenani and Majalta. There is only one Municipal council i.e. Udhampur and 2 no. Municipal Committees. They are Chenani and Ramnagar respectively.

Udhampur town being the District Headquarter accommodates the entire district Head quarter offices as well as important government offices, besides the northern command base of the army. The office of the Municipal council Udhampur has its own premises. Municipal council looks after maintenance of lanes and drains, street lighting and sanitation etc.

Besides being the District Headquarter and an important situation of town destination, the regional importance of Udhampur can be assessed as follows:

- Udhampur is second-largest city of the Jammu region and the fourth-largest city in the state of Jammu and Kashmir and a great centre of learning and literature. It has number of educational institutions of regional importance, such as Degree Colleges, B. Ed. colleges, police training college etc.
- Presence of strong regional linkages, two National Highway namely NH 44 and Dhar road it at a very strategic position with respect to the other districts by providing connectivity to the other parts of the state and country as well. Apart from the extensive road network, it also enjoys good rail connectivity with the other parts of the country. (Refer Map No. 1)

- Udhampur town being the District Headquarter accommodates the entire district Head quarter offices as well as important government offices, besides the northern command base of the army.



Figure 1.1- Regional setting of Udhampur town

1.6.5. Regional Resources:

The number of natural resources which are available in the region of Udhampur which can be helpful for the development of the town – Udhampur which are described below:

1. Land:-

Udhampur District covers an area of 4,310 Sq. Km (Old Udhampur district in 2001). The cultivated land accounts for only 16.34% of this area. The forest occupy 43.28% of the area, cultivable waste land is 17.20 %, and the area which is not available for cultivation is 23.18 % (Table 1.1)

**Table1.1 – Land Utilization in Udhampur district**

Category	Land Utilization (In 1000 Hectares)
Reporting area	431
Area under forest	192
Non agricultural uses	80
Barren and uncultivable land	29
Permanent pastures and other grazing land	11
Misc. tree crops	20
Culturable waste land	18
Fallow	1
Current fallow	11
Net sown area	70
Source: village Records	

2. Mineral Resources:-

As per the studies conducted Udhampur District has mineral resources in abundance, like coal fields in Jungal-Gali, existence of Bauxite & lignite ores with coal belts in Kanthan and availability of 500 to 600 million tones of lime.

This District has expanse vast undulating mountaneous area, with meandering rivers like Chenab, Tawi, Ujh, Devak and trubulant Nallah of Beruwan and Sacred Nallhas of Banganga and Jajhar *Kotli* flowing through flat rocks on lower levels and lush green patches on higher areas, forming forest wealth and meadows, which gives room for Nomads to temporarily place their cattle for grazing purposes, thereby raising their economics by way of supply of milk and its by-products, which get routed through this town.

3. Water Resources:-

The mighty & coldest rivers transversing in Ghooms & Zooms, somewhere sluggish & somewhere turbulent through the District and forming the water shed, have mighty potential for Macro & Micro Hydel Projects. There is also a potentiality of connecting it by grids, since levels allow for the same.

The rivers after development of Hydel projects & forming the lakes can best be utilized for commuter transportation & development of fish culture. This also has the potential for development of the district for the tourism.



The rivers and water bodies need to be examined in depth for the development of integrated grid, for development of Macro & Micro Hydel schemes, development of transportation & piscies culture.

4. Tourism:-

The district and its sub-regional locations have already multi-fold tourism cum pilgrim transitory/destination areas, existing tourism infrastructure for active & passive recreational activities, and peaks for mountaineering, trekking, hitchhiking, golfrings, skating etc.

The climate of this district varies from hot at lower places to moderate at higher levels during summer, which is another attraction for the Nomads to shift from plains. In its immediate vicinity there are places of tourist and pilgrim interest where one can enjoy coolest environment during scorching summer periods.

5. Flora and fauna

Udhampur district has a lot of forest area various types of flora exists in the area like Pine, deodar, Khai, sheesham, bamboo, palmgrade shrubs constituting slopes valleys, reclining rocks and fairly wide river beds where there is a feasibility of rcalling the lands and put the same to agriculture and its related use.

The fauna constituents of this district are

1. Neel gai
2. Cheetah
3. Wild beer
4. Fox
5. Deer
6. Wild foul
7. Peacock
8. Parrots
9. Kuckoo
10. Monkeys and aquatic species

This connotes that environment and ecological character of the district.



1.7. Local planning area Udhampur Master plan:

The urban area notification of the town is the initiation of the process of preparation of master plan. In this process, the town and its influences area are delineated. The Udhampur Local Planning Area covers an area of 6223 hectares with a total population of 122551 persons for preparation of the Master Plan. It consists of Municipal Council – Udhampur with an area 668.40 hectares (including Udhampur Cantonment) and rural settlements. The list of all settlements falling in Udhampur L.P.A is attached as **Annexure I** showing settlement and population details.

While delineating the Local Planning Area of Udhampur the following factors mentioned in RFP document:

- 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;
- c. Existing demographic profile of the town;
- d. Existing tourist flows and projections for the horizon year
- e. Population projections for the horizon year;
- f. Assessment of land requirements for different uses as prescribed in the UDPFI Guidelines applicable for hill towns.

The delineated area of Udhampur master plan has been shown on the **Map no -1**

1.8. Physical Characteristics:

1.8.1. Topography and slope Analysis

The topographical profile of Udhampur consisting of undulating mounds, dunes has gradual land slopes from north to south and all eastern ridge towards river tawi, and western ridge towards Devak nallah, far western towards Beerwan kahd. This has a sizeable water shed area consisting of dense forests of Gangera Sharda forests of gangera, Sharda forest, Chattri, sumabl and sui, rakh tanda, and jakhain, long stretches of platues and elevated Ground along Dhar Udhampur Road form a water shed towards Beriyal, kawa; rich agricultural lands which also has a defence airport. Similarly, western stretch of balian Udhampur road, Slopes abruptly forming water shed and Drainage towards Devak Which becomes a tributary of Beerwan Nalah at barian village. The rising mounds of land in between Devak and Beerwan Nalah are also towards Balian Forming intersecting mounds and land Protrusions; with platues and water bodies in the top. **Refer (Map 2 and 3)**



1.8.2. Soil

The soil in all parts of the Tehsil is Gurari, Sakawat, Sekli, Khankhar and Sandy and depth of earth varies from 1 to 10 feet. The land situated at the distance from the hills are deep in general and the layers of earth get thinner as we go nearer & nearer, the hills thus they are at places deep enough on the slopes and even on the tops of mountains beneath these layer of earth there are beds of rocks stone, Khankhar and strata of state and round stones mixed with Khankhar of earth, whilst a bed limestone is seldom come across.

1.8.3. Climate

Talking of Udhampur city in particular the climate is sub tropical and generally dry except during the south west monsoon season. Summer temperatures do not cross 40 degrees while in winters mercury generally dips to 2 degrees or even sometimes to zero. The lowest humidity is recorded in the month of May and highest in the July and August. Heavy downpour is also experienced. The annual rainfall is 900 cm mainly in monsoons and winters due to Western Disturbances. Ramnagar town nearby experiences heaviest annual rainfall in a year. Udhampur rarely experiences snow while there may be snow in upper reaches. However due to changing climate patterns snowfall has been experienced in some years. In the year 2011 it snowed and there was about 15 cm snow. Heavy hailstorms with piles of hail can be experienced in February and March. On the basis monthly temperature record available for the town, the year map is divided into four zones;

Table 1.2 Climate data for Udhampur

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high °C (°F)	24 (75)	29 (84)	33 (91)	39 (102)	44 (111)	46 (115)	42 (108)	38 (100)	32 (90)	31 (88)	29 (84)	25 (77)	46 (115)
Average high °C (°F)	18.8 (65.8)	21.9 (71.4)	26.6 (79.9)	32.9 (91.2)	38.3 (100.9)	40.6 (105.1)	35.5 (95.9)	33.7 (92.7)	33.6 (92.5)	31.7 (89.1)	26.8 (80.2)	21.1 (70.0)	30.1 (86.2)
Average low °C (°F)	1.2 (34.2)	9.7 (49.5)	13.6 (56.5)	19.0 (66.2)	24.4 (75.9)	26.8 (80.2)	24.5 (76.1)	24.0 (75.2)	23.0 (73.4)	18.4 (65.1)	12.6 (54.7)	8.5 (47.3)	17.7 (63.9)
Record	-3	-3	3	6	7	13	13	8	12	4	2	-3	-3.4



d low	(27)	4	(37)	(43)	(45)	(55)	(55)	(46)	(54)	(39)	(36)	(27)	(25.9)
°C		(25											
(°F)		.9)											
Rainfall	50.0	46.4	53.2	26.3	16.0	51.8	283.4	644.5	123.9	38.1	11.9	42.2	1,387.7
mm	(1.969	(1.827	(2.094	(1.035	(0.63)	(2.039	(11.157)	(25.374)	(4.878)	(1.5)	(0.469)	(1.661)	(54.634)
(inches)													
<i>Source: www.wikipedia.com</i>													

1. The cold Zone (November to February)
2. The hot season (m`arch to June)
3. The south west Monsoon (July to September)
4. The post monsoon (October)

1.9. Historical Evolution and Growth pattern:

1.9.1. History and Growth

The town Udhampur founded by Raja Udham Singh S/o Sh Gulab Singh in the Mid of 19th century is presently an agglomeration of many settlements and is criss – crossed by National Highway IA and dhar –Udhampur road, Infact the town is an agglomeration of small settlements presently growing along the National Highway 44 and Dhar Road in a ribbon fashion.

Conceptually its Evolution through its Historical growth has been like that of a Focii and interception of routes on all directions and structure of a town as that of a cob web. Coming to the present scenario, upto year 1994 & 1995, the area of Municipal Council Udhampur was extended in accordance to the nature of development, which was observed in North to south. After this, in 2004-05 the number of wards were increased to 17 from 12, but interesting fact is that the total area of city remained same i.e. 399 hectare.



Chapter 2- Socio Economic Profile

The chapter involves the statistical study of population size, distribution and composition of human settlements. It requires data on various aspects of population. The data collected for population studies is broadly categorized as time series data and spatial data. In the former, change and transformation of various demographic aspects are measured. In the later 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. The study of economy is also required for assessing the economic base or potential of a particular area. The economic base is one of the important determinants of proposed land use. This information forms the basis for the formulation of future Master Plan and policies.

2.1. Population Growth of LPA, Udhampur

LPA, Udhampur includes only one urban settlement i.e. Udhampur Municipal area and 47 villages. LPA Udhampur experienced growth rate of 28.44 and 71.11 during the year 1971-81 and 1981-2001 respectively, thus showing increment in the population growth rate during the last decade which might be attributed to the strengthening the economic base of this area. Udhampur is an important city of Udhampur district and is only urban settlement of its LPA with population 81273 persons in 2001, whereas the population of rural areas is 41278 persons as per census 2001. The comparative growth trend of population of LPA, Udhampur and Jammu and Kashmir State is given in **Table 2.1** below-

Table No 2.1- Population and Growth rate of Jammu & Kashmir State and LPA, Udhampur

	Population			2011	Growth Rate		
	1971	1981	2001		1981-91	1981-2001	2001-2011
	Population State Jammu & Kashmir						
Urban	1658221	1260403	2516638	3414106	-31.56	49.91	26.28
Rural	2758411	4726986	7627062	9134820	41.64	38.02	16.50
Total	4416632	5987389	10143700	12548926	26.23	40.97	19.10
	Population Udhampur LPA						
Urban	16392	22909	56897	56553	28.44	59.73	-0.6*
Urban villages in Udhampur LPA			24376				
Rural	-----	----	41278		-----	----	

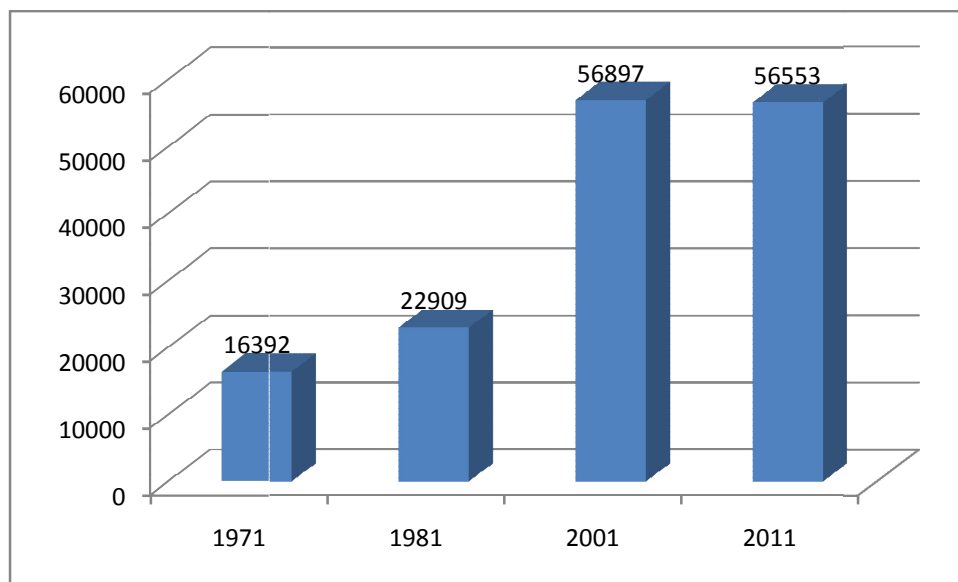


Settlements in LPA							
Total population of LPA	122551						

Source: census 1971, 1981, 2001.

*this figure has been calculated during the census 2011 but the census was not done properly due the issues of reservation quotas of rural and forest areas so the figure is going to be wrong and may not be considered.

The **Table 2.1** depicts that the growth rate of population of LPA Udhampur shown an increasing trend during 1971-2001, with the growth rate of 28.44% during 1971-1981 and 59.73% during 1981-2001 which is very high in comparison to the growth rate of Jammu and Kashmir State during the respective decades. The growth rate of urban population of LPA Udhampur was much higher than the State Urban during respective decades. The point should be noted that the Census 1991 was not held here so the growth rate has been taken of twenty years during 1981 and 2001. So that we can assume here that the actual growth rate during these two decades will be the half of the given growth rate which is shown in the rightmost column of **Table 2.1** The growth trend of population of LPA Udhampur urban area is also shown in figure 1 below-



Source: census 1971, 1981, 2001, 2011

Figure 2.1 -Population growth Trend

2.2. Population Characteristics

2.2.1. Growth rate

As already stated Udhampur is an important urban settlement of district the only urban area of LPA, Udhampur. Population growth (Table no2.1) of Udhampur city over the decades from 1971 to 2001 is given in figure 2. While reflecting the figures of above table into a diagrammatical from it gives an immediate impression of variation of growth rate as shown in Figure No 2.

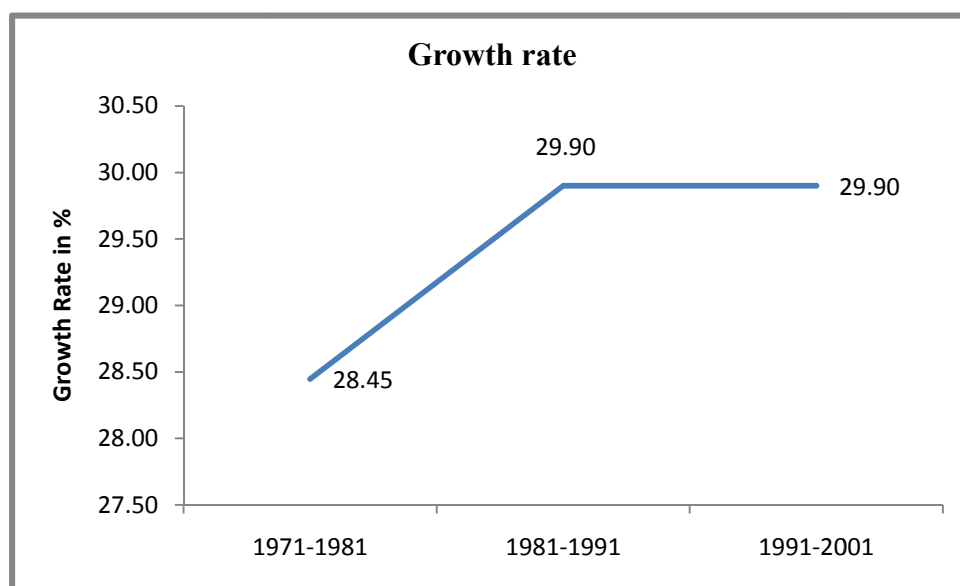


Figure 2.2 – Population Growth Rate of Udhampur

2.2.2. Sex ratio in Udhampur

According to 2011 census, the sex ratio was 911 females per 1000 males AT city level y level when compared with the state figure of 892 females per 1000 males seems to be very positive approach with the figure 2011.

2.2.3. Literacy in Udhampur

Table No. 2.2 depicts that the literacy rate in Udhampur LPA. It has been recorded that Literacy rate is 72.88% in case of total literacy rate of Udhampur LPA, in case of males it is 78.16 % and in case of female it is 60.69 %. In case of urban area which is Udhampur city total literacy rate is higher than the rural area of LPA. Similar is the case of male literacy rate as well as female literacy rate. But on comparing sex wise, literacy rate is higher in case of males than the females. It shows that awareness for women education is more prevalent in the rural folk than the whole of L.P.A.

**Table no 2.2 – Literacy rate in Udhampur LPA as per census 2001**

	Total population	Total Literates	Total literacy rate	Male literacy rate			Female Literacy Rate		
				Total	Number	%	Total	Number	%
Census 2001									
Urban	81273	63235	77.80	49499	41395	83.62	31774	21840	68.73
Rural	41278	23633	57.25	21967	14465	65.84	19311	9168	47.47
Total	122551	86868	70.88	71466	55860	78.16	51085	31008	60.69
Census 2011									
Urban	56553	43719	77.30	29579	24005	81.1	26974	19714	73.0

Source: census 2001

As per the census 2011 figures on comparing with census 2001 male literacy rate has been slightly decreased and female literacy rate has been increased from 68.73% to 73.0 percent.

2.3. Economy and Employment

2.3.1. Work force participation

The overall Work Force Participation Ratio (Ratio of total workers Vs total population) for Udhampur L.P.A stands 39.19 % which is higher than state figure of 37%. This can be a strong base for the economic base for the LPA Udhampur. Within the urban and rural areas in Udhampur L.P.A, the urban areas have been observed to have higher work force participation ratio than rural areas. It can be implied from the data that Udhampur city generally have a high work force participation ratio in comparison to that of the villages. (Refer Table 2.3).

Table 2.3 - Work Force participation

State/district/city/ village	Total population	Total workers	Total Workers (% of Total Population)	Non-Workers (% of Total Population)	Main Workers (% of Total Workers)	Marginal Workers (% of Total Workers)
Jammu & Kashmir	10143700	3753815	37.00	62.99	69.49	30.53
City Udhampur UG + OG	81273	34243	42.13	57.86	95.29	4.70
All LPA villages	41278	16178	39.19	60.80	74.52	25.47
Total LPA	122551	50421	41.14	58.86	88.62	11.37

Source: census 2001



So it is clear from the above data work force is more oriented towards the urban activities than the rural activities.

2.3.2. Occupational structure:

The occupational structure has been noticed in LPA Udhampur as per Census 2001. In both cases in urban area Udhampur about almost all workers are engaged in secondary and tertiary activities. In case of rural area of Udhampur LPA it has been observed that persons engaged in the primary activities (cultivators and Agriculture) are 34.66 %. Remaining are engaged in the Secondary and tertiary activities. In case of Local planning area Udhampur about 89 percents workers are engaged in the Secondary and tertiary activities. These figures in **table 2.4** show that the scenario of development of Udhampur has more oriented toward the Industries as the Trade and commerce flourished in this city and LPA

Table 2.4- Occupational structure of Udhampur LPA

Type of workers	Urban	%	Rural	%	LPA	%
Primary sector						
Cultivators	505	1.55	4136	34.31	4641	10.39
Agriculture workers	39	0.12	42	0.35	81	0.18
Secondary sector		0.00	0	0.00		
Households Industrial workers	120	0.37	60	0.50	180	0.4
Other industries	6713	21.00	1642	13.62	8355	19
Tertiary sector	25255	76.97	6176	51.23	31431	70.03
Total	32632	100.00	12056	100.00	44688	100

Source: census 2001

2.3.3. Dependency ratio:

The dependency ratio of Udhampur city and LPA is almost better than the state as well as the district. The dependency ratio of workers versus population is found to be 1:2.3 in case of Udhampur city and 1:2.4 in the rural areas of LPA. If we consider at the LPA level it is found to be the almost similar to the Udhampur city area. The detail has been given in the **Table 2.5** Shown below:

Table 2.5 Dependency ratio in Udhampur LPA

Category	Urban	Rural	LPA
Total population	81273	41278	122551



Total workers	34243	16178	50421
Dependency Ratio	1:2.37	1:2.55	1:2.43
Source: census 2001			

2.4. House Hold survey Analysis

As per the clause 2.4 (i) of the RFP the five percent sample survey of population and its attributes has been collected at entire urban area. Tech Mech International Pvt Ltd. team has collected a sample of 495 houses from the entire planning area to analyze the entire planning area. The study of this socio-economy is also required for assessing the economic base or potential of a particular area. The economic base is one of the important determinants of proposed land use. This information forms the basis for the formulation of future Master Plan and policies. The various aspects have been studied and analyzed has been described below one by one.

The total no. of houses are surveyed are 495 houses as 5 percent of 9902 households (total no of households in Census 2001). The survey has been collected as an every 20th house from the whole planning area and been collected from the each ward of city. The total no of persons has been calculated from these 495 houses is found to be 2091. The various characteristics of this population are as follows;

2.4.1. Age and Sex

This aspect has been studied to analyze the category of population which is a main resource of the development of LPA Udhampur. The data given in the **Table 2.6 as well as in the Figure 2.3** is giving the clear cut picture of the population categories of Udhampur LPA.

Table 2.6 Age and sex distribution of Udhampur LPA

Age years	Males	Females	Total	Percentage of Total
0-6	50	61	111	5.31
6-20	288	182	470	22.48
20-55	721	625	1346	64.37
55-above	112	52	164	7.84
Total	1171	920	2091	100
Source: Primary Socio Economic Survey				

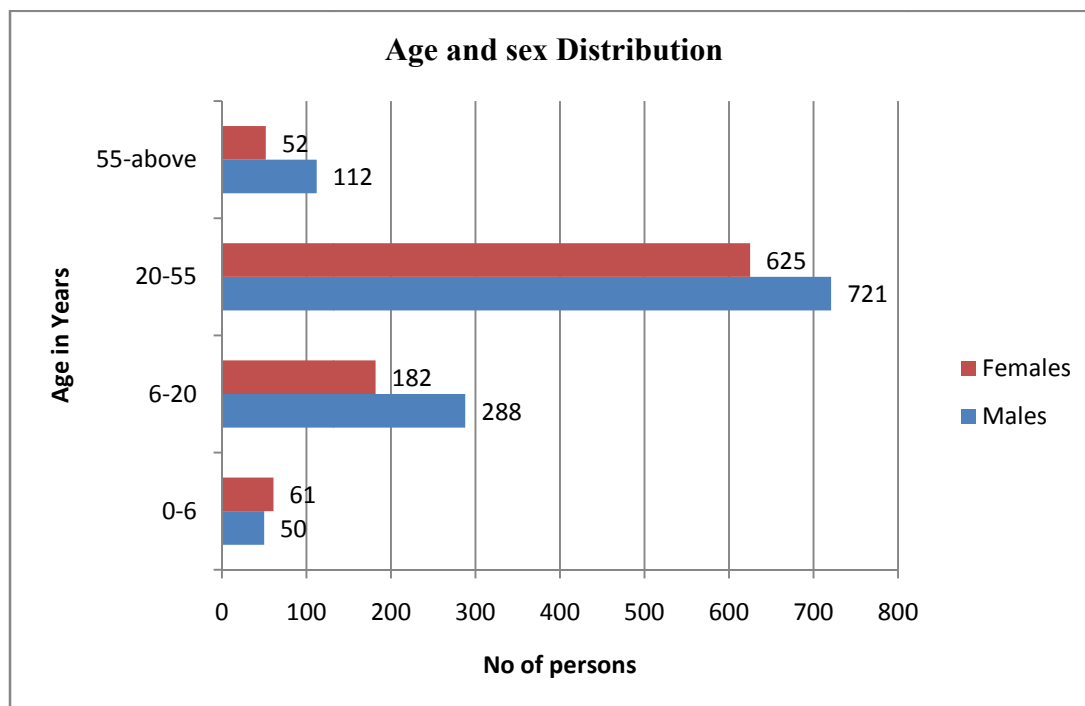


Figure 2.3 Age sex Pyramid

In the age of 0-6 years it is found to be that females are more than the males which is showing the town Udhampur has shown positive scenario towards the women empowerments. On the next in the age of 6 to 20 this is a 22 percent of the total population surveyed showing that the demand towards the education and other social physical infrastructure of this age group like playgrounds, educational institutes etc. on the next stage while analyze the age group 20-55 which is a major workable age group of the every area. It is found to be the 64 percent of the total population surveyed. This is showing that the town has a major chunk of the workforce which is available for the future development of the town. While analyzing the age group of above 55 it found to be 5 percent of the total population surveyed who are demanding the more infrastructures like Parks, libraries, museums in the city orientation.

The sex ratio of the town is found to be 915 females per 1000 males when compared with the state figure of 892 females per 1000 males seems to be very negative approach with the figure of 885 in 2001.so there is an urgent requirement to take suitable steps towards the women empowerment programmers in the city of Udhampur.

2.4.2. Occupational structure

While the survey doing the occupational structure of the people has also been analyzed this is showing that the out of the total population surveyed which is 804 which is 38 percent of the

total population surveyed which is lower than the Census figure 42 percent. The engagement of total workers in various sectors has been described below in the figure.

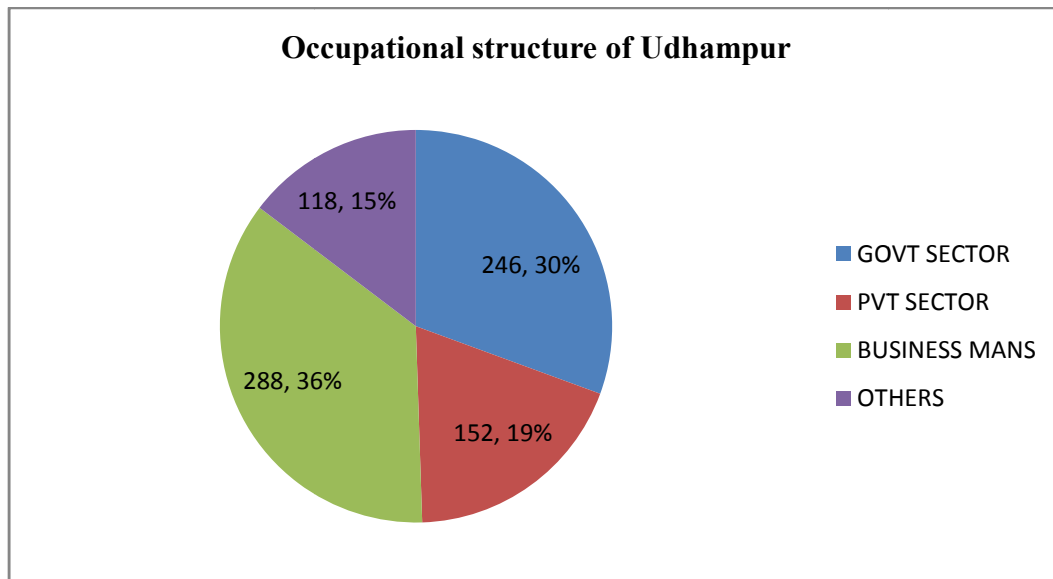


Figure 2.4 Occupational Structure

At the top one, 36 percent of the total workers are engaged in their own business like shops, rehris, etc which is showing that the people of the Udhampur are hard workers and not depended on the others and Government. Service sector in government sector as well as in Private sector also plays an important role in the economic growth of the city. The survey showing that the more than the 50 percent of the population are engaged in the service sector. Remaining 15 percent of populations are engaged in the primary and secondary activities which are showing that there is least development of industrial sector in the Udhampur town.

2.4.3. Educational structure

The educational structure of the Udhampur town will provide us the skilled level of the town population which will also show the literacy level of the population.

**Table 2.7 - Educational Structure**

Qualification	No. of persons	Percentage of total population
Primary	323	15.91
Secondary	599	29.51
Higher secondary	448	22.07
Graduation	330	16.26
Post graduation	148	7.29
Phd	2	0.10
Illiterate	180	8.87
Total	2030	100.00

Source: Primary Socio Economic Survey

The above table indicates that the literacy level of the city is quite high showing that the positive approach towards the Education. The 15 percent of total has qualified the primary, 29 percent has qualified secondary, 22 percent has qualified higher secondary, 16 percent has qualified the graduation, 7 percent post graduation and there are 2 person which has qualified the PhD and there is only 8.8 percent of total surveyed population is comes under the illiterate. So that the city and town can also be developed as a Educational hub of the region.

2.4.4. Per capita Income

The per capita income of the population will provide us the economic status of the town and will provide us the level of infrastructure demanded by the population. the figure --shows that at the top one out of 495 families surveyed 225 families having a per capita income of Rs 2000-Rs 5000 per month. Which is showing that the level of the town is towards the higher MIG, 156 families having per capita income of RS 5000- 10000 as well as on the lower side only 71 families has been categorized under the low income groups having a per capita less than Rs 2000 per month.

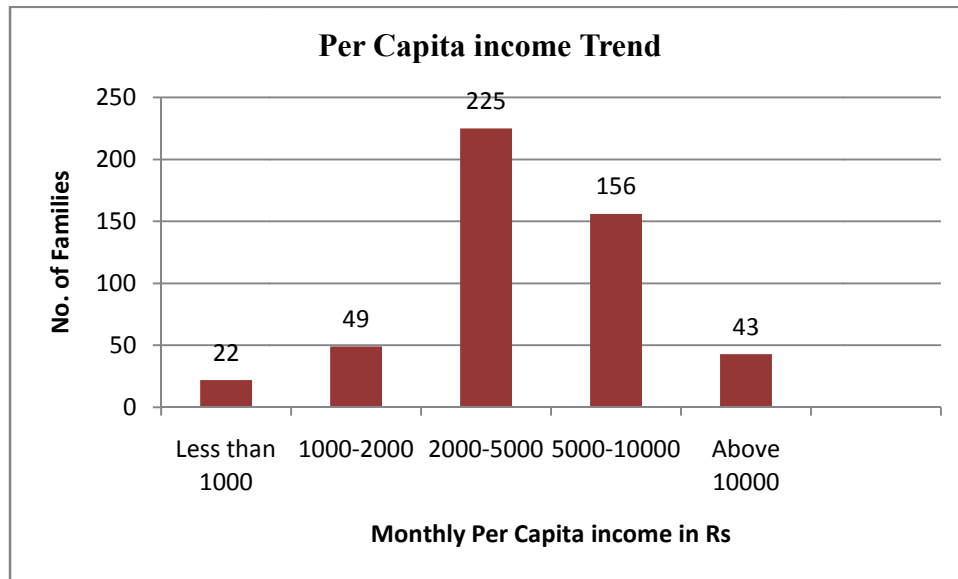


Figure 2.5: Per Capita Income

2.4.5. Work place relationship

The workplace relationship will indicate that the growth of future expansion of the town. The following figure shows that the 62 percent of the population is working at a walking distance under 0 to 3 km and it has also been observed that 90 percent of the population is working less than 10 km from their respective house. This indicates that Udhampur town demands compact development.

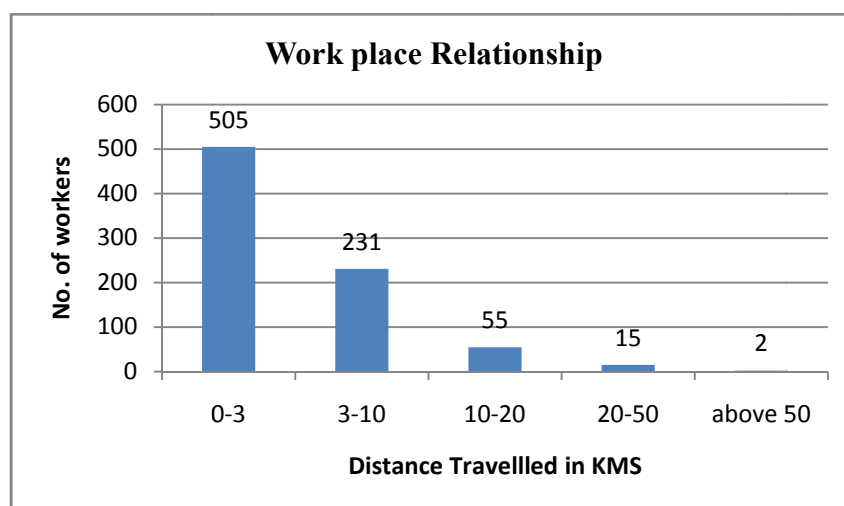


Figure 2.6 Work Place Relationship

Traveling pattern of students show a similar trend with worker as shown in figure below..

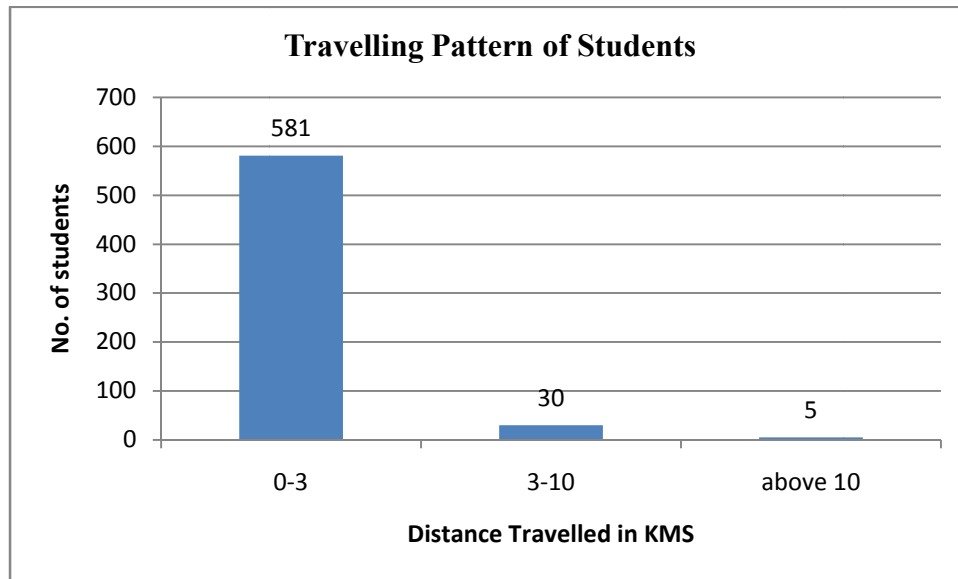


Figure 2.7- Travelling pattern of students

2.4.6. Housing type

The type of houses has been surveyed and categorized on the basis of material used in the flooring, superstructure and roof of each house, and on the basis of ownership status. First of all on the basis of material used houses of the city of Udhampur has been categorized into three types i.e. kaccha houses, Pucca House and semi Pucca House. The detail and no. of house has been cagorised in the figure given below-

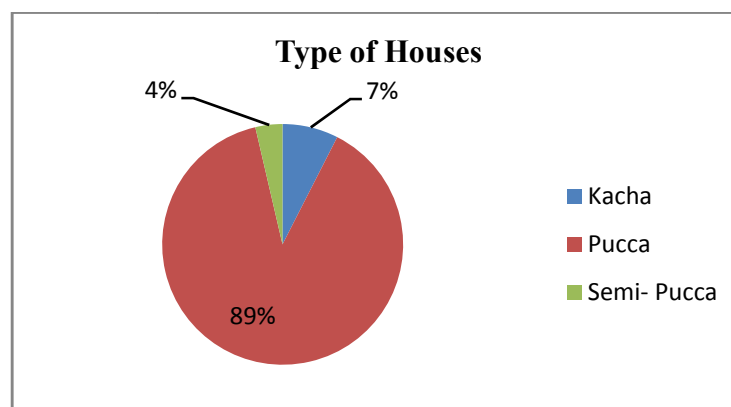


Figure 2.8 Types of Houses

Figure showing that the condition of the houses is much better which falls in the pucca house and covers that 89 percent of the total houses, only 11 percent of the houses has been categorized into the moderate and poor condition and shown under the semi Pucca and kacha houses in the figure above. This shows that the majority of the population living in the permanent structures.

2.4.7. Ownership status

Under the housing type the ownership status of the houses has also been studied which indicates that the 96 percent of the total population living in their own houses and only four percent is living on the rented basis as shown in the figure below.

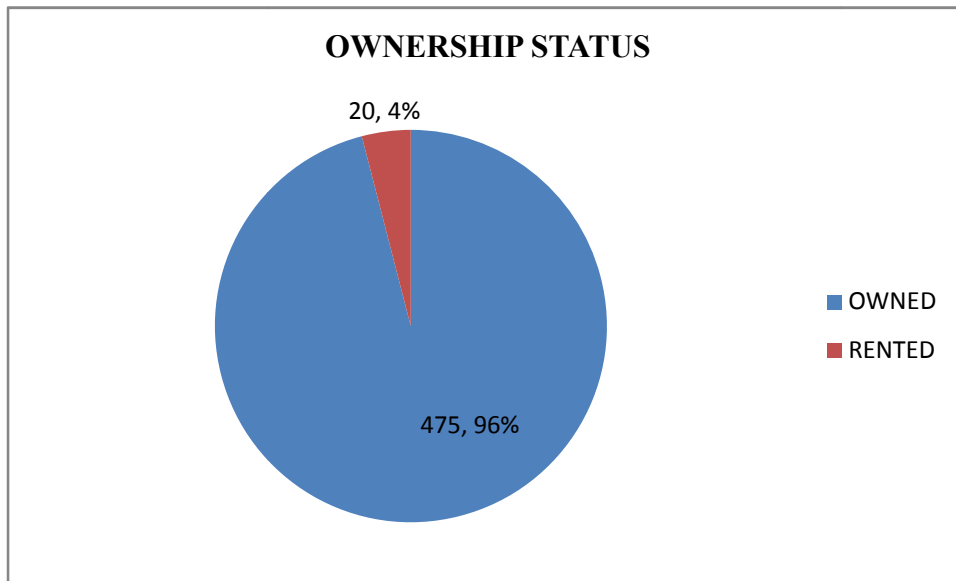
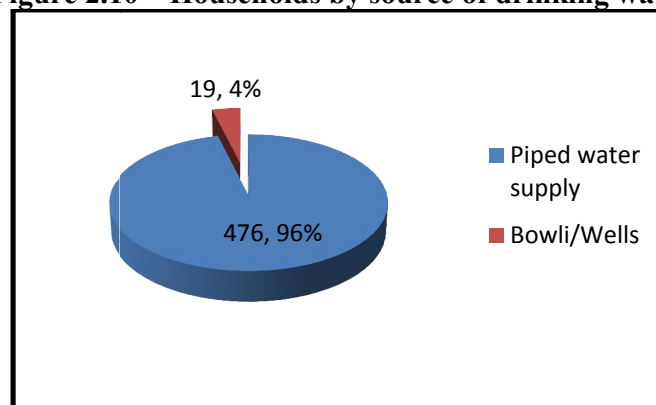


Figure 2.9– Ownership status of houses

2.4.8. Households by Source of Drinking Water

As per the survey done about 96 percent of the total surveyed households have source of the drinking water from piped water supply provided by PHE Department and remaining 4 percent are depends upon the wells and Bowlis etc. The no. of houses by source of drinking water are as under.

Figure 2.10 – Households by source of drinking water



2.4.9. Households by Availability of Sanitation Facility

As per the survey done about 91 percent of the total surveyed households using septic tank and 3 percents of using Pit tank, 3 percent of is discharging Sewer Directly into the drains of city and remaining three percent having No any Facility for Sanitation So there is a demand of a sewerage system in the Town.

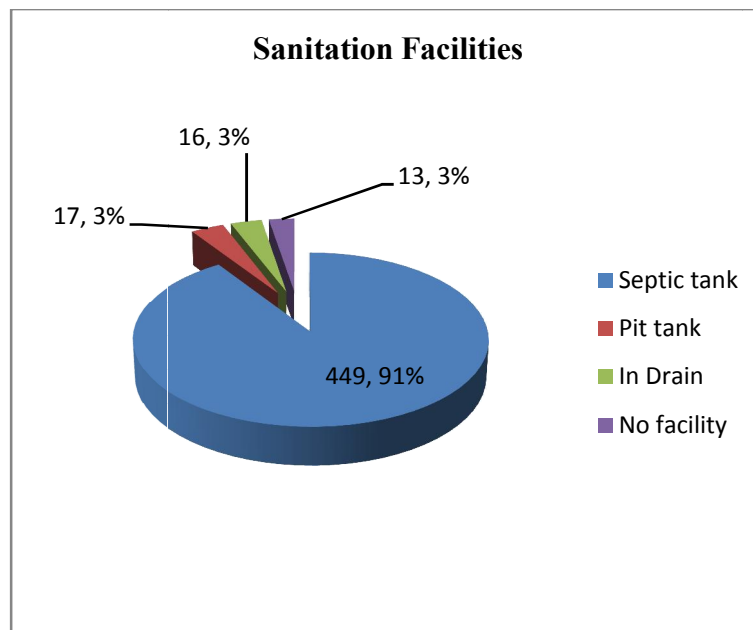


Figure 2.11 – Households by source of drinking water

2.4.10. Households by Availability of Assets

The check list of Assets has been checked during the survey of households which will provide us the clear indication of economic status of the local people. The numbers of households having different type of assets are as shown in the figure. And table below

**Table 2.8 - Households by Availability of Assets**

Asset	No. of Households	Percentage of total Surveyed Household
Car	92	18.58
Two Wheeler	272	54.94
TV	456	92.12
Computer/Laptop	106	21.41
Refrigerator	452	91.31
Source: Primary Socio Economic Survey		

The table indicates that TV and refrigerator are available in more than 90 percent of the total surveyed houses. Two wheelers are also having a more than 50 percent of the total household, and it is depicting in the above table only 18 percent of the household having a car facility and 21 percent of the household having a computer/laptop facility.

2.5. Emerging Economic Drivers of LPA Udhampur

Several Economic drivers have been identified within the Udhampur L.P.A. recently, booming real estate activities. These activities have played a great role in both the Physical and Economic development of the city.

Besides this, several multiplexes, like Vishal mega mart and BIG BAZAR have come up in the Udhampur city starts contributing towards the economic development. Further, there is proposal for establishment of railway link to Katra going to completed in 2013 which will give large no. development activities in the Udhampur. The Udhampur over the period of time has also established its mark in the tourism industry due to the presence of historical sites and pilgrims such as Vaishno Devi, and Patnitop The city is witnessing boom in hotel and restaurant industry due to large influx of tourists on daily basis. The booming tourism industry is bound to give employment to large number of people in near future. Existing economic drivers are studied in terms of Industry, Trade/commerce, Tourism and Agriculture and Allied activities.

2.5.1. Industrial base

There are at present 62 industrial units have been registered which are located within the municipal limit having manpower less than 4 workers. (**Refer Annexure II**). The number of need based industries would increase because of many incentives offered by the state



government for the entrepreneurs of the industrial houses and entrepreneurs to establish the medium and small scale industrial units. Seeing the past trends of considerable change in the industrial sector in the town, need based industries like Food products, wood products, Readymade garments, Metal products, Leather products, Rolling Shutters and Iron grills, ice factories are playing an important role in the economic development.

2.5.1.1. Industrial Estates:

Industrial estates have been setup in the city of Udhampur by Department of Industries under State Govt. Policy to facilitate industrial development in cities with potential for industrialization.

Udhampur with high potential for industrial growth has two Industrial estates. The details of industrial estates in Udhampur city within L.P.A are given in the table below:

Table: 2.9 Industrial estates

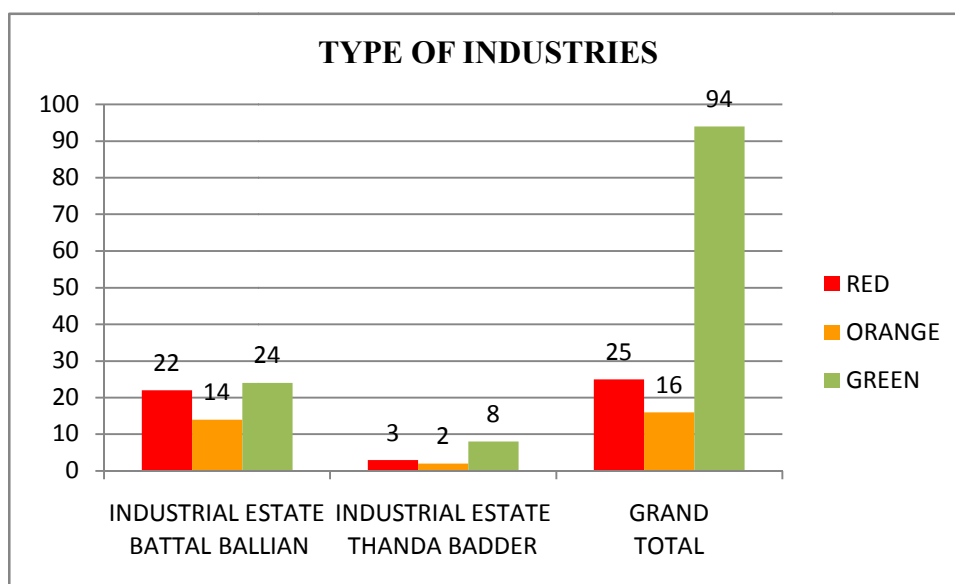
Serial no.	Industrial Estate	Total area in hac.	No. of units	No of working units	No. of non working Units
1	Thanda badder	2.47	23	13	10
2	Battal Ballian	47.55	64	59	5
Total		50.02	87	72	15

Source: Industrial Department, Udhampur

The broad location of industrial units is disorganized excepting industrial estate established by the government over an area of 2.47 hac., and having industrial units as listed in annexure III as joinery saw mills, furniture and fixtures and wood products, ice factories, soap factories, lime and Brick and tile manufacturing lie along the major roads and in the interior which are not compatible to the uses.

Within LPA, Udhampur, the two Focal Points cover a total area of 50.02 acres with a total of 87 industrial sheds/ plots. The existing industrial estates although have provision of water supply, and storm water drainage but they lack maintenance. The internal roads in the old industrial estates are not well maintained. Open disposal of industrial waste has been observed which needs to be regulated.

Based on the polluting level of particular industries each industry has to be categorized as Red, Orange and Green, the detail in each has been given in the figure below:



Source: Industrial Department, Udhampur

From the figure it is clear that in the industrial estate Thanda Badder there are 3 industrial units which are falling in the Red category which need s to be shifted outside in the Battal Ballian industrial estate and Thanda Badder industrial estate to be kept as a non polluting.

An industrial estate Battal Ballian has been developed recently in the south of the city of Udhampur along the national highway which is covering an area of 47.55 hectare. having industries like; cement, Coal based industries, other mineral and plastic industries, which is showing a positive approach towards the nature. This Industrial area is polluting in nature but it has been developed in the outskirts in the city far away from the municipal boundary of Udhampur showing no impact on the town. The area is developed recently having a large chunk of land is available for future development.

The railway link exits from Udhampur recently established have also a great potential for the industrial development in a city of Udhampur. For the Establishment for the industrial base the industrial base town has the following potentials.

As per the studies conducted Udhampur District has mineral resources in abundance, like coal fields in Jungal-Gali, existence of Bauxite & lignite ores with coal belts in Kanthan and availability of 500 to 600 million tones of lime which will act as boom for the industrial Base and industries of cement based, iron based and lime based can be explored.

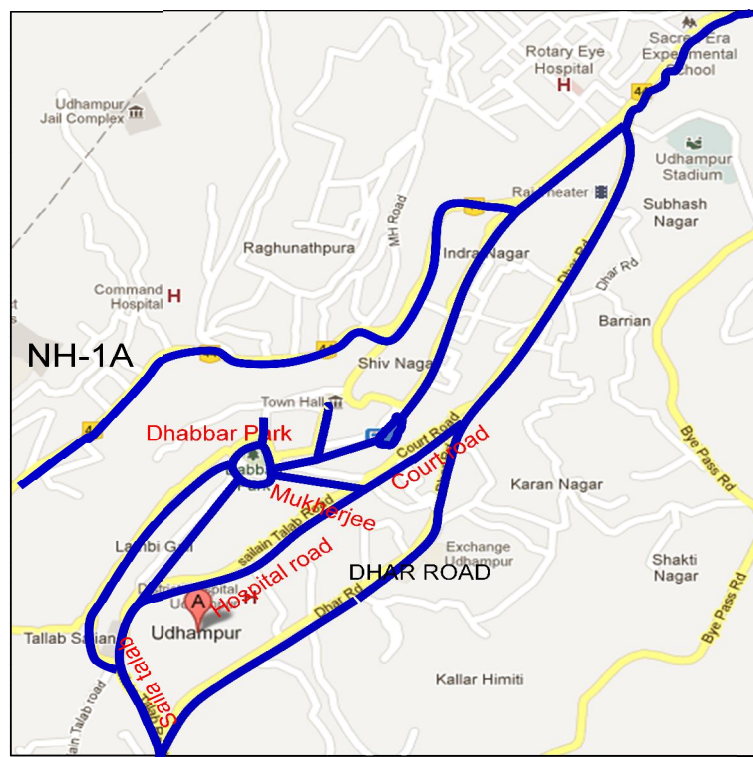
2.5.1.2. Key issues:

1. Scattered industries – no consideration to accessibility/approach/ has been given.

2. Some Industrial units along major roads are developed without proper policies/strategies and are incompatible with their respective uses.
3. As per the reference of old Master plan The lost glory of Udhampur city in terms of Food products, wood products, readymade garments, metal products, leather products, Rolling Shutters requires immediate restoration.
4. Industrial growth of the town and its environs have to be boost to bring in small and medium scale industries as well as handicrafts and industries based on the agro forest products which is totally loosing day by day.
5. Absence of food processing industry or cold storage facility

2.5.2. Trade and commerce:

The Udhampur is an important trade and Commerce centre of whole Local planning area as well as Udhampur City because of its nodal location at the inter-section of Jammu to Srinagar National Highway 44 and Udhampur- Dhar Highway. As per data provided by the Municipal council of Udhampur there are large numbers of shops of all type in city are exits. These are located (predominantly) at bus stand Dhabbar- Park, main Bazar, Mukharji bazaar and Adarsh Colony and also Ribboning along with sides of corridor on NH 44 and Dhar - Udhampur road. Broad locations of the shopping areas are at:-



1. Bus stand market (un regulated)
2. Mukharji Bazar and Ram Nagar Road



3. Natraj Cinema Market
4. Salian Talab
5. Super Bazar near Bus Stand
6. Dhabbar Market
7. Main Bazar and Geeta Bhawan
8. Housing board colony Market
9. Meat Market near old Hospital
10. Court road Market
11. New hospital road

2.5.2.1. Retail and whole sale shops

As per the data provided by the Municipal council Udhampur there are 1700 retail shops and 100 whole sale shops say (1800 Total) exists in the Udhampur local planning area which are scattered all over the city. As per UDPFI guidelines for existing population of LPA, 1 shop is required for every 200 persons, at each, at Community centre and Sector centre, 1 shop is required for 110 persons at Cluster centre. But now there is no hierarchy of commercial activities. So the average is, 1 shop is required for 170 persons.

Data provided by MC gives one shop per 60 persons which is quite high as per the requirement, so that the commercial establishment due to the transitory and service nature of the town, also due to the location of the city is falling on the major Tourist Route of NH 1-A.

2.5.2.2. Ware Houses and Godowns

As per the data provided by the Municipal council, Udhampur, there is no warehouse in the entire planning area and there are 15 godowns which exist in the city of Udhampur, which are located all over the city in Mukherjee bazaar, Main bazaar, Dhar Ramnagar road, Adarsh Colony and near the Bus stand.

2.5.2.3. Mandies

There is one vegetable market located on Dhar road which is in the form of a square having an area of 2.4 acres. The Mandi deals in retail consumable goods, Comprising of Vegetable, fruits etc.



2.5.2.4. Grain market:

This market is located along the road, leading from north-eastern side of bus stand to old Mukherjee Bazar road. This deals in retail Business of grains, potatoes, pulses, red chilies, ginger etc.

The area under the Vegetable market and grain mandi is not sufficient and is further choked by Rehris, hand carts and heavy vehicles in the mandi areas.

2.5.2.5. Informal Sector

In addition to these Traditional markets city has large number of informal markets. The genesis of these informal markets has its origin in the large number of tourists and visitors coming to the city regularly, lack of formal commercial spaces, land values and land disposal policy of the Parastatal agencies. Most of these informal markets are located around the major traffic nodes including railway station, bus stand and places of tourist interest and religious Centres etc, most of these informal markets are located on road berms, vacant land/open spaces, parking lots etc are creating numerous problems in the efficient functioning of the city including traffic and transportation. In order to rationalize the growth and development of the city, informal sector needs to be made integral part of the city planning and development process. Options for creating more affordable commercial areas in terms of day markets needs to be explored in order to enable the informal sector contribute to the economic growth of the city.

Informal sector, survey in the city has been conducted in order to have better understanding of the exact nature and characteristics of these areas. The major considerations taken while analyzing the informal activities in these stretch/junctions are surrounding land use, character of land use activity, effective width of road reduced due to encroachments and informal activity.

The nature of informal activity, whether it is permanent, temporary or mobile, duration of time and peak hours of informal activities, space occupied for particular use, availability of infrastructure, source of electricity, mode of disposal generated by these informal vendors. Informal parking and on- street parking. As per the data provided by the Municipal council Udhampur there are 500 street vendors throughout the entire planning area who are engaged in informal sector. The issue is to have formal spaces for such informal markets so that they don't create problem rather help in economic generation of the city.



2.5.2.6. KEY ISSUES

1. The markets of the old city are highly congested and have high density. Due to absence of adequate parking and organized commercial area the movement in these areas has been hampered.
2. The narrow streets and road encroachments have further degraded the aesthetic and potential of the area. This has affected the trade of the markets and thus their existence.
3. No institution dedicated to research and development of traditional industrial products of the city, like wooden and forest products, is established to improve their quality, cost effectiveness and marketing.
4. No commercial complex for banking, insurance and share market exists in the city.
5. No organized space is available for the informal sector of the city. So that they don't create problem rather help in economic generation of the city.

2.5.3. Tourism

2.5.3.1. Tourist nodes at regional level

The existence of following Tourist spots in the Udhampur District as well as the surrounding Regions has made Udhampur a tourist centre of National repute and hub of religious and cultural heritage.

1. Krimchi Group of Temples, ancient temples with history related to Mahabharata
2. Vaishnodevi, one of the most revered Hindu temples dedicated to Goddess Shakti
3. Shivkhori, cave shrine dedicate to Lord Shiva
4. Patnitop, a hill top tourist destination
5. Baba Dhansar
6. Siar Baba
7. Reasi
8. Bhingarh Fort
9. Kalika Temple
10. Mansar lake
11. Suruinsar Lake
12. Kali Mata Mandir, Rehambal fort, 9 km from Udhampur town on NH-44.
13. Sanasar, 19 km from Patnitop, it is a hub of wilderness adventure camps and paragliding in Jammu.
14. Nathatop, 11 km from Patnitop, on route to Sanasar, it offers scenic view of the surroundings of Shivalik range and the Brahma Massif of the Kishtwar Himalayas. It is also popular site for paragliding.



15. Pancheri, one of the best hill station about 40 km from Udhampur city, a health resort with very pleasant weather, annual Shankri Devta mela is a big tourist attraction in summers.

Accordingly, it attracts large number of tourists on day-to-day basis. In addition, it has the distinct advantage of having a number of historical sites present within the LPA and its surroundings, which offer enormous opportunities of development. These sites can be effectively used and developed for leveraging the tourism potential and for providing and required impetus to the tourism. Further, it has been observed that despite large no. of tourists visiting the city, their actual stay is highly restricted. Most of the tourists stay only for 2-3 hours. In order to make tourism as the major economic driver for the area, it is proposed to extend the stay of the tourists to two-three days. In addition, city has very limited accommodation for catering to low budget tourists. Accordingly, it is also important that appropriate level of budget hotels are created in the city. Scheme for accommodating tourists in the residential houses (bed and breakfast) can also be considered as an option for providing affordable accommodation to the tourists. Incentive based scheme will have to be framed for creating appropriate level of budget accommodation. It is also proposed to provide numerous options for the tourists by developing tourist circuits at various levels like Local and Regional level.

The entire approach to promote tourism shall revolve around provision of 4 as including

1. Promoting high degree of Accessibility,
2. Providing comfortable and affordable quality Accommodation, including low budget accommodation.
3. Creating more opportunities for Attracting tourists, and
4. Providing state of art tourism related Infrastructure and Amenities.

2.5.3.2. Tourist's Inflow at regional level

The town is working as nuclei for all routes of Tourists by Rail and Roads. In view of easy accessibility by road, and Railway line, Udhampur is well connected with other parts of the Country. It attracts tourists from various walks of life. The data shown by Department of Tourism, the number of Tourists has increased from 199532 to 320734 in 2006 to 2010 Annual tourist arrivals are as under:

Table 2.10- Tourist Trend in Udhampur at Patnitop and Sanasar

Year	No of Tourists	Growth rate
2006	199532	
2007	197140	-1.21
2008	188364	-4.6
2009	166232	-13.3
2010	320734	48.17
Source: Tourism Department, Udhampur		



Above data is showing that there is a decrease in the Tourist Flow from the year 2006 to 2010 but there is a sharp increase of tourists in the year 2010 with a growth rate of 48 percent. So the data is showing that there is a potential to develop a tourism industry in Udhampur.

The Tourism potential of the truncated District Udhampur has however in no way been diminished by the above developments as it is still home to the premier hill resort of Patnitop, the ancient Heritage sites of Krimachi, Babor, Ramnagar and Jaganoo and to numerous well known pilgrimage centres such as Sudhmahadev, Mantalai, Pingla Mata, Jalandhari Mata (Ladden), Shiv Parvati Caves of Mounгри, The Holy Devika Rivulet at Udhampur besides many other Shrines. The National Highway 1-A connecting Kashmir valley the veritable “Paradise on Earth” to Jammu and the rest of the country also passes through Udhampur opening up numerous opportunities for Highway Tourism. The 70 Lakh pilgrim-cum-tourists visiting Vaishnoo devi every year also have a tendency to visit other newly centers of pilgrimage and tourist destinations before returning home thus presenting a great potential for the development of pilgrimage/ tourism in the district as well as Town Udhampur.

2.5.3.3. Tourist attraction nodes at local Level

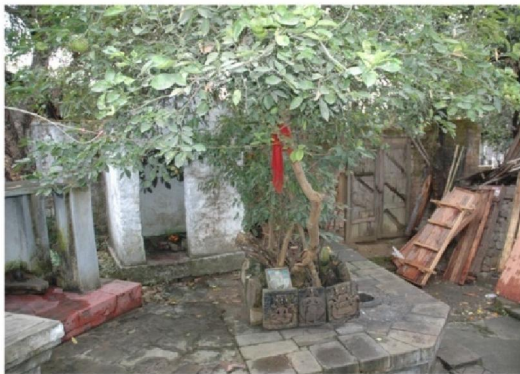
Holy Devika

The Holy Devika Devasthan located on the bank of the Holy Devika Rivulet in the District Headquarters Udhampur is at a distance of 43 Kilometers from Katra, the base town for Vaishnoodevi Pilgrimage. It is only a few hundred meters from the National Highway 1-A which links Katra/ Jammu to Patnitop and the beautiful valley of Kashmir. The Holy Devika rivulet is considered in Hindu mythology to be even more sacred than the Ganges. It is called the elder sister of the river Ganges and lakhs of devotees from all over the regions come to take a dip in the Holy river every year. The religious importance of Holy Devika is such that lakhs of people of the region also come here for their religious rites. During Baisakhi every year a 3 day mela is held here which is attended by large number of person from both within and outside the State.

Keeping in view its historical and religious importance and the potential that it holds as an accessible pilgrimage tourism attraction there is a need to prepare a comprehensive development plan for the holy devika site complex which will attract the State Government

has decided to develop it in a big way. Some of the historical pictures of devika complex are as follow:-

Ancient group of temples at Devika Complex



Historical Baisakhi, Views of Mela at Devika- Udh.



Sculptures of Devika Complex





The Holy Devika Rivulet receives waste water as well as sludge from the areas located towards Western side of the town viz. Housing Colony Shiv Nagar, Indira Nagar, Adarsh Colony, Chabutra Bazar, Old Bus Stand area, New Bus Stand area, T. B. Hospital, Mohallah M.H Road & Police Line area. Because of its topography waste water and sludge finds its way into Holy Devika. In addition a lot of habitants have come up on right bank of Holy Devika, besides this Military Hospital and Army Command area's contribution of water also finds its way to Holy Devika.

The holy devika is considered sacred by the public for its historical and religious importance; such is its religious importance that not only people of this town but other adjoining towns of the district come here for performing their religious rites.

In view of its religious and historic importance it has become necessary to keep Holy Devika, pollution free.

Project has already been prepared by the tourist department which has not been implemented so there is an urgent need to implement the project with the provisions and integration of Master plan. Holy Devika must be marked as a special Heritage zone and Special guidelines and Byelaws to be prepared for it.

Central - City Udhampur

Central city of Udhampur was built on human scale i.e. a pedestrian entity. The narrow zigzag street pattern is a typical medieval planning concept and was not meant for vehicular movement. The maximum distance from one corner to another is 3 km and almost every area around Dhabbar Park (the nucleus of city) is within 1-2 km reach. So it could be visited by foot from the remotest corner. However, with the changing life styles and priorities of the living community all are in state of neglect. The threats posed to these areas and buildings are misuse, alteration in the architectural fabric, etc. So far, no effort has been made at the state or local level to preserve them. So the major problem of the area is conversion of land use from residential to commercial activities such conversion has led to lack of breathing spaces within old city. Strategies need to be evolved to stop future conversion of land use to commercial and to restore its old glory and provision of open spaces wherever possible. The Dhabbar area must be considered as heart and soul of the Udhampur city and requires major



efforts as immediate actions. The old character of city can be preserved by preparing the special guidelines to the areas.

2.5.3.4. Hotels

There are 35 hotels in the city. Some of the prominent hotels of the city are Dolphins, Tanishq and Samrat hotel. There are total 408 rooms available with AC and Non AC Facility having a cost cost varies from the Rs 70 per day to the Rs 2400 per day. The list and detail of Hotels has been given in **Annexure IV** there is urgent need for creating affordable and budget accommodation with quality facilities for the tourists in the city. This would not only help the tourists but would also extend their stay in the city. Further, most of the tourists halt at Udhampur as a transit destination before proceeding to other areas like Vaishno Devi Temple. This makes their visit to the city of a very short duration. However, considering the potential of Udhampur in terms of its connectivity and location of large number of places of historical and tourist interest in the close vicinity, the stay of the tourist could be increased from a single day to minimum 2-3 days. This would facilitate the city's trade and commerce and boost its economy.

2.5.3.5. Eco-Tourism

The Udhampur region has a large variety of terrain, climate and vegetation. Various wild animals and birds persist in it. Tourists are attracted to rich and varied array of natural, cultural, business, entertainment, sports and other attractions. They need to continuously renovate and improve such facilities, in order to sustain in the competitive market. Tourism is required to be well developed and managed in such a way that it benefits the resident population. Environment quality has to be improved. Heritage has to be maintained and preserved for tourism. Presently, however, degradation of environment and heritage are the major causes of worry and require to be immediately addressed. Eco-tourism is required to be propagated in consonance with environmental imperatives. Udhampur is witnessing an unprecedented crisis to sustain the tourism due to degradation of its environs. In order to safeguard the original character of Udhampur, on one hand and to ensure its continued attraction for the tourists, eco-tourism is the only panacea. All the tourist activities must come up in accordance with environmental and ecological imperatives. Entire area free of urban uses and forest cover in LPA are required harnessed for recreational purposes for tourists as



well as resident population. It is also imperative to devise Tourism Mater Plan for Town level as well as Regional level by concerned organizations in consultation with the community.

2.5.3.6. Key issues

In view of the above, key issues related to heritage and tourism has been identified, which are as follows:

1. Lack of Focus on preservation and conservation of heritage buildings like holy Devika complex due to the Non listing.
2. Lack of strategies for promoting tourism such as promoting famous eating joints, opening up of food streets, Bazaar Culture, etc. to promote the old as the role model of urban heritage.
3. Absence of tourist circuits connecting various places of tourist interest in LPA act as disincentive for taking tourists to other destinations present within Udhampur LPA.
4. Absence of organized mode of travel connecting different tourist sites/destinations within the city and in its surroundings.
5. Non-declaration of the Dhabbar area and Devika complex as the Special Heritage Area is hampering the process to introduce some innovative and urgently needed steps to be taken up like Pedestrianisation, concept of Group Visiting, adequate financial help and tax incentives to the owners of the heritage buildings, etc.
6. Lack of affordable accommodation within the city for tourists.
7. Lack of parking spaces for the visitors with in hotels and sites.
8. Lack of Integration of existing eco system with Tourism



Chapter 3: Physical Growth and Infrastructure Services

3.1. Existing Land Use Distribution pattern and challenges:

3.1.1. Land use Distribution at LPA level,

LPA Udhampur covers the revenue Estates of 47 villages which also include the areas of one urban centre i.e. Udhampur. The total area of LPA Udhampur is about 6223 hectares out of which 688 hectare is falling under municipal council area. This area is further categorized into various uses. And remaining is falling in the detail of breakup of major existing land uses is given in **Table 3.1** below. The spatial distribution of existing Land Use of LPA Udhampur is shown in map no-4. The total area of Municipal Council of Udhampur is about 688 hectares which includes residential, industrial, commercial, public amenities and agricultural etc. Out of the developed area of the city about 287.52 hectares is covered under residential use, which is 41 percent of the total municipal area. The remaining detail is given in the table below and Figure given below:

Table 3.1 - Existing land use Distribution

Land use	Area in hectares	Percentage
Existing Residential	286.36	42.84
Commercial	3.59	0.53
Industrial	2.47	0.30
Public/ semi public	124.43	18.61
Govt/ semi govt/public office	16.78	2.51
Educational and Research	94.87	14.19
Medical and Health	2.32	0.34
Social, Cultural and Religious	1.17	0.17
Utilities and services	8.17	1.22
Cremation and Burial Ground	1.13	0.16
Recreational	57.06	8.54
Play grounds, stadium and sports complexes	2.18	0.32
Parks and gardens	2.33	0.34
Undeveloped green	52.55	7.86
Transport and communication	89.21	13.35
Roads	87.93	13.15
Terminals	1.29	0.19
Agriculture	86.25	12.90

Agriculture	11.52	1.72
Forest	68.98	10.32
Water bodies	5.75	0.86
Defense under MC	19.02	2.84
Total	668.40	100
Source: Computed values		

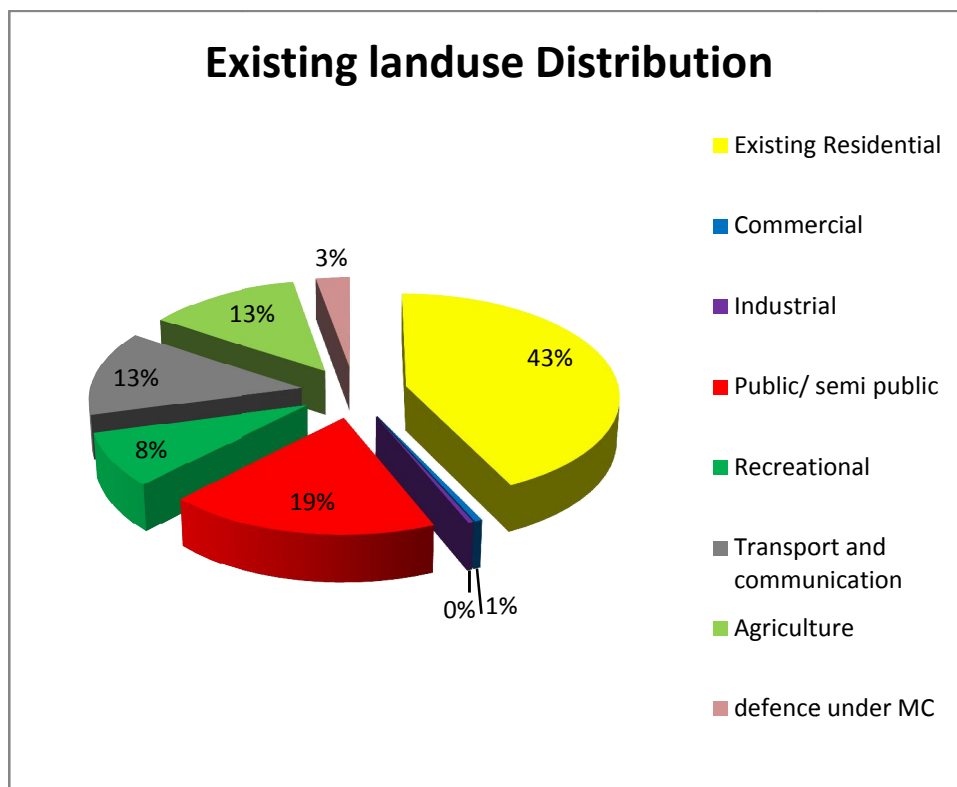


Figure – 3.1 Land use Distribution

3.1.1.1. Residential

Residential use covers a large share of total area of our towns and cities; same is the case with Udhampur town. Out of total Municipal area of 668.40 hectares about 286.36 hectares are under residential use which is 42.84 % of total area. The residential area of the town is divided into various Segments Subash Nagar, Indra Nagar, Id Gah, Adarsh colony, Barrian, Karan nagar, Garrian talab, Ram kala Kendre, Arya samaj gali, Shiv nagar, Reghu nath pur, geeta Bhawan, Lambi gali, Sallia talab, Shakti nagar, Chabbutra, Chrtistian colony and omara. There is no planned residential colony in Udhampur developed by any Govt. or Semi-Govt. agency.

3.1.1.2. Commercial

The Udhampur is an important commercial centre of Udhampur district because of its nodal location at the inter-section of NH-44 and Dhar road. The total area covered under commercial



use is 3.59 hectares which is 0.53 % of the total municipal area. The total commercial area having 500 shops of retail and 100 shops of whole sale and only one whole sale market of fruits and vegetable located on Dhar road. The oldest commercial area is the Gol market near Dhabbar Market .The other important commercial areas are Mukhjee Bazar, court Road, Chabitra market, etc. The general commercial is concentrated along the main corridor in the form of ribbon development particularly along NH-44 and Dhar road. The location of different commercial activities is shown in the **Map No -4**

3.1.1.3. Industrial

As table depicts that the total area under industrial use is about 2.47 hectare which is 0.30 % of the total municipal area. The town of Udhampur does not have ample number of industries. The growth of industries is slow and limited to forest products industries particularly saw mills and other need based industries. The broad location of industrial units is disorganized excepting industrial estate established by the government over an area of 2.47 acres, shown on Existing Land use plan of Udhampur. Area of 951 kanals industrial complex has also been developed recently but is located outside the Municipal area As well located at the bypass edge of Udhampur planning area.

3.1.1.4. Recreational

This use comprises of parks, open spaces, playground stadium, play areas and undeveloped Green As per table of existing landuse, the total area covered by this use is 57.06 hectares which is 8.54 percent of the total municipal area of Udhampur. This comprises of stadium, Jakhani Park, Dhabbar Park, lot of land of Devika complex and open spaces available due to the steep slope has not been developed in the area of town.

3.1.1.5. Public & Semi-Public

This Use comprises the areas covered under Govt. / Semi Govt. offices, Govt. Lands, Education, Health, Socio–Cultural, cremation grounds etc. The total area covered by this use is about 124.43 hectares which is 18.61 percent of total Municipal area. One Police training college located outside the municipal area covers a large chunk of land under this Use. And area is separately calculated of 1.60 hectares under community facilities also come under this use. Utilities include uses like Water Works, Electric Grid station, (E.G.S.) Sewage Disposal, Solid Waste Dumping site etc. because the solid waste dumping site and sewerage disposal does not exist in the city but here only water works and grid stations area has been calculated. In Udhampur main source of drinking water is perennial source which has been extracted at 4 places and 8 pumping station. There is only one Electric Grid Station of 220 KV and 133 KV and four of 33 KV grids are located within the city area. There is no Solid Waste Management site or land fill site in the Municipal area because waste is dumping along Dhar road outside the city area.



3.1.1.6. Traffic and transportation

The total area under traffic and transportation is 87.93 hectares under roads and 1.29 hectares under terminals which is 16.38 of the total municipal area. However the percentage of area under this use is low as compared to norms and standards required for this size of town. The major problems related to this aspect is the existence of narrow width, Missing road hierarchy, lack of parking places, encroachment of roads, lack of traffic signals etc. There is a small size Organized Bus stand and a Railway Station covering land under this use. The spatial distribution of existing road network and other uses relating to traffic transportation are shown in Existing Land Use Plan,

3.1.1.7. Other uses

As per the Records available area under other uses has also been calculated in the local planning area are as under:

Table 3.2 - Description of various Land Uses

Sr. no.	Land Use	Area in hectares
1	Agriculture and plantation, cultivation and trees, Orchards and farms and Nurseries	1895.74*
2	Rocky Land, Forests, Slopes, Floodable land , Water Bodies , Open Chunk, etc.	1006.14*
3	Defence use and Air Force Use	1015.36*
*This Area is Calculated Beyond The Mc Limit Area		

Due to Defence strategy and establishment of Northern High Command, area under Defence and air force has been increasing as per their requirement. A stretch of about 10 km. from Ghari to Beerwan Nallah on NH 44 and from Ramnagar Domel junction upto Rathian and Mian Ka Bagh closer to the Dhar road have been under Defence use with beautiful landscaping and structures. Traffic movement on these major roads is impacted frequently due to movement of army into Udhampur or on to Valley; which warrants and necessitates restructuring of landuses/containing of land use under the army and provision of alter native routes for mitigating this perpetual.

As far as area under air force complex is concerned that should also be contained and prohibition for restructuring construction. There are restrictions imposed by the Home Ministry, Government of India for the development around this air port given as under, which is a major constraint in the utilization of Valuable land for the Future Development.

Restrictions:



No construction of any Height of any Height or depth is allowed and no Source of Electrical Disturbance is allowed within 100 meters from the fence of any air port installation and the remaining will be as per The Air Traffic controls rules og Gazette notification of So 84/E.

3.1.2. Challenges of land use:

The city is witnessing unprecedented Landuse transformation. The residential use is being succeeded by commercial and tourism pursuits. Commercial use is colliding with transportation, tourism and institutional uses. 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 parks, open spaces, forest areas, drainage lines, roads and steep slopes are being encroached upon and threatened by consumerism forces.

Over-development of many localities even on steep slopes without requisite infrastructure including roads and parking is a dismantle part of the critical Landuse scenario susceptible to hazards. In order to preserve the predominant use of the areas in terms of residential neighborhood, commercial area, tourism, institutional and transportation uses, except incidental uses pertaining, no other use is allowed therein. The non-conforming and incompatible uses are required to be shifted outside the city. Balanced Landuse pattern with maximum upto 60 percent plotted area in any locality needs no emphasis. Over-developed localities and central area require conservative surgery forthwith to combat their over development crisis.

The city has overdeveloped and is under utmost strain. The sunny slopes and spurs have. Lack of accessibility to many structures and localities is a matter of serious concern. The localities susceptible to hazards have to be dealt with. The multi-storey culture against hill development imperatives has to be effectively addressed. The city being overweight, whereby it is underrated for tourism purposes, calls for stringent regulatory control mechanism to restore its lost glory and make it sustainable for coming generations as well as tourists. The city is therefore, crying for the following:-

1. To inculcate culture for planned development.
2. Stringent regulations and penalties in respect of Green Areas
3. Survey of constructions susceptible to hazards on slopes and measures thereof.
4. Restrictions on construction activities in the existing city.
5. Conservative surgery of Central Area and Crowded localities.
6. As 4 to 6 storeys are more susceptible for damage during earthquakes, measures are required to be taken regarding constructions having more than 3 storeys.



7. As 1/3rd road space is occupied by vehicular parking the same is required to be restored for movement purposes, by ensuring parking lots at strategic locations off the roads.

The requirements, therefore worked out have to be met with primarily in the Activities Zone in the vicinity of premier city site. All nonconforming and incompatible uses are required to be shifted and accommodated in this Zone. Areas to be indentified which are free inhabited localities and forest cover is to be beautified, landscaped for harnessing tourism and to give relief to local population

3.2. Physical Infrastructure:

3.2.1. Water Supply

3.2.1.1. Sources of water supply

Udhampur town 725 meter from Mean Sea Level because of its hill topography and undulating profile i.e. hill lock ridges has many a resource of water tapping resources, its impound age and supply by Gravitation and equitably to all colonies, commercial establishment and industrial areas. All the urban and rural settlements falling in the LPA are dependent on the Perennial water supply as the source for meeting their daily needs of water supply. The system of water supply in Udhampur is basically river Tawi, which is running from north to south on eastern Boundaries of the LPA. Sacred Devika, transferring through it towards having a water shed of Massive Hillock i.e. 1.5 km in length and 150 feet high . Birwan Nalah 663 meter on its western boundaries has also a perennial source of water.

Water supply to outlying villages is also done by tube wells and springs at Sunthain and Krimchi filtrations plant as well as wells and bowlis.

The total capacity of these sources of water supply is 3233 gallons per day. The estimated water demand for a city is broadly classified as Domestic and non-Domestic. The domestic water demand includes per capita consumption and system losses, while non domestic water demand includes industrial and commercial consumption, institutional consumption and fire fighting demand.

Domestic demand

The existing domestic water requirement for Udhampur city have been calculated by taking the desirable norm of 135 LPCD for Medium cities as given in UDPFI guidelines. But as per the UDPFI guidelines for the cities having population more than 50000 should have desirable



requirement of 150 LPCD, so the existing water demand of LPA Udhampur is 3192 LPCD, which is sufficient for the supply.

Non-Domestic demand

Industrial Demand: Bulk water supplied to industrial establishment will be considered as per specific requirement of each industry. However, the figure of 150 LPCD includes water requirements for commercial, institutional and minor industries.

3.2.1.2. Area and Population Coverage

Municipal council area

Looking at the existing status of water supply within the council area, it has been Observed that out of the 668.40 hectares which falls under the jurisdiction of local body, 90 % of the area is presently covered by water supply. In terms of population coverage, the network is serving 90% of total city population which is a good sign of development. The population served by piped water supply includes service through the house connections, Despite the fact, the water extracted is higher than the actual consumption but the water available to the residents is of much lower order due to high wastage (about 43%) of the water supply. Major reason for wastage of water is leakage in the network, which is more than 50 years old, poor maintenance and lack of awareness on the part of the community.

Other Settlements

Out of the 47 rural settlements main source of water is supplied through spring, but still the five settlements namely Nagrota, Chain, Gordi. Preyan and Rathian are depended on the Bowlis and wells.

3.2.1.3. Water Treatment

As per the data provided by the PHE division, Udhampur there are four water treatment plants in Udhampur LPA three of these are at Salmay and one at Sounthian. The total water supply is filtered through rapid gravity filtration plant and bleaching powder operation. No scientific system is available in all the settlements to check the quality of water supplied. The practice of water sampling to determine the quality of water is not practiced in any of the settlement.



3.2.1.4. Distribution System

The distribution of water supply is done through the piped network and storage tanks. There are total 8 storage tanks which are located at different location of the city. In case of piped water lines the total distribution through 19.15 km length the main water supply lines. And 125.33 km of branched water supply lines. The main lines network is conceptually given in the **Map- 5**

The water supply to individual households, commercial establishments and industrial units is made through water connections. The table below gives details of water connections in Udhampur local area.

Table 3.3-Year wise trend of water connection in Udhampur local area

Year	Domestic	Growth Rate	Commercial	Growth Rate	Rural Domestic	Growth rate	Total	Growth Rate
2010	7622		235		5052		12909	
2011	8457	9.87	242	2.89	5280	4.31	13979	7.65
2012	9660	12.45	248	2.41	6114	13.64	16022	12.75

Source: PHE Department, Udhampur

Due to rapid increase in population, there has been a simultaneous increase in water connections for domestic use. Because of large number of commercial establishments in Udhampur, number of connections in commercial categories is also very high.

Further, a system of water supply is operational in Udhampur is un-metered water supply with majority of connections falling in the category of the entire water supply is un-metered. In the absence of metering system, major wastage of water has been observed. Accordingly, in order to conserve the water and rationalizing the system of water charging, system of water metering needs to be immediately put in place.

3.2.1.5. Key issues:

1. 10% of the population and area not covered by water supply network in Udhampur.
2. Network problems due to obsolescence and aging (30 years).
3. High wastage due to water leakage,
4. Wastage of water due to un-metered water supply..
5. Intermittent water supply leading to higher wastage.
6. Low overhead storage capacity.
7. Poor maintenance of service network.
8. Lack of use of Rainwater harvesting Techniques.



Considering the rapid growth of Udhampur, Appropriate strategies and mechanism needs to be explored, including recycling of the waste water by the industry. Mechanism of rainwater harvesting should also be encouraged at the household/ institutional/ industrial level in order to provide better quality and quantity of water.

3.2.2. Sewerage and Sanitation

The disposal of sewage generated by industrial, commercial, domestic and institutions is also one of the basic function of the local bodies. Providing sewage disposal network is mandated due to its impact on the quality of life and quality of environment. Accordingly, sewage disposal has also been considered as one of the critical component of urban infrastructure determining the quality of life in urban sector. In this context, while preparing the future planning framework for the city, it is important to examine the issues and status related to sewerage and sanitation in Udhampur and the rural settlements located in the LPA.

Presently Udhampur is totally deprived from sewerage facility. The existing system of the city is Septic Tank, Pit Tank, Directly throwing into drain based on the individual basis. The polluted water of Septic tank is also throwing into the drains of the city area. In The town Udhampur the comprehensive sewerage and Sanitation plan needs to be prepared and implemented.

3.2.3. 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 urban areas. Draining the rain water assumes importance because of the numerous problems created due to inefficient disposal of storm water. Due to inefficient or non-existence of Storm Water Drainage network, most of the city face a problem of water logging, causing heavy loss to property and human lives.

Area and Population Coverage

Udhampur has the advantage of having a network of both natural and manmade open drains/nallahs, which have a general slope of North to South. The city of Udhampur has 100 percent Drainage network with Pucca drains within the MC boundary the development of Drainage network is lacking in only four wards which were added later in the municipal boundary in 2011. Considering the existing status of Storm Water Network, it appears that this network has high priority on the agenda of Municipal Council. At present more than 95% of the city area and population is covered under the storm water network but outside the municipal boundary it seems to be at the lower rank.

In the city of Udhampur there are 81010 feet of main drain and 38404 feet lengths of Puuca drain. Cleaning, repairing and Maintaince is not available.



Drainage Network

Udhampur has the advantage of having a network of both natural and manmade open drains/nallahs, which have a general slope of North to south and all eastern ridge towards river Tawi, and western ridge towards Devak nallah, far western towards Beerwan Khadd. This has a sizeable water shed area consisting of dense forests of Gangera Sharda forests of Gangera, Sharda forest, Chattri, Sumbal and Sui, Rakh Tanda, and Jakhain, long stretches of plateaus and elevated ground along Dhar Udhampur Road form a water shed towards Beriwal, Kawa; rich agricultural lands which also has a Defence airport. Similarly, western stretch of Balian-Udhampur road, Slopes abruptly forming water shed and Drainage towards Devak Which becomes a tributary of Beerwan Nalah at Barian village. The rising mounds of land in between Devak and Beerwan Nalah having slope Balian forming intersecting mounds and land Protrusions, with Plateau's and Water Bodies at the top. The gradient of these drains is well due to its topography. There are two major Drains serving the city, namely Devak, Beerwan and Air force nallah, Air force nallah is running parallel to the river Tawi and merge with Tawi in the south. Devak and Beerwan Nallah are also running in west Side of the city. Both these nallahs ultimately discharge into the River Tawi, which is located east and south to the city. Thus, Devak and Omara Drain remain most critical for discharging the storm water as well as sewage. Despite the fact that there is a network of Drains and Nallahs available in Udhampur, most of them are unfortunately used for carrying the untreated Sullage and domestic refuse. Since the area close to these Nallahs/drains has been urbanized by mushrooming of residential colonies including slums, most of the household waste and sullage is dumped into these nallahs/drains.

In the absence of any treatment plant in the Udhampur urban area, this practice has led to not only high degree of health hazard to the adjoining communities, but has emerged as the major threat to environment and quality of life. These nallahs have become a major eyesore and has led to high degree of pollution of perennial source of water resource making it unfitted at most of the places for human consumption.

In view of the existing scenario, it becomes critical that practice of discharging untreated sullage into the drains/nallahs should be immediately stopped and these drains/nallahs should be restored to their lost glory.

Key Issues

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

1. Whole rural settlements of planning area are devoid of drainage facility.
2. Lack of new techniques, such as Rainwater storage, which can help in conserving the water.



3. Disposal of domestic refuse and untreated sullage in the Drains water drains has led to high degree of health hazard, emerging as major threat to environment and quality of life.
4. Use of storm water drains/nallahs for disposal of sewerage.
5. Lack of cleaning at regular interval of time.
6. The Holy Devika Rivulet receives waste water as well as sludge from the areas located towards Western side of the town .The holy devika is considered sacred by the public for its historical and religious importance; In view of its religious and historic importance it has become necessary to keep Holy Devika pollution free.

3.2.4. Solid waste Management

Solid waste management is the prime responsibility of the Municipal Council Udhampur involving collection, storage, segregation, transportation and disposal. In Udhampur urban limits, house to house collection of the solid waste is carried out through a number of sanitary workers deployed by the Municipal Council, payment of which is made on shared basis by Municipal council and Committees which are constituted at Mohalla level and support the system through household contributions. In all, there are average 150 sanitary workers deployed.

3.2.4.1. Generation

The total generation of solid waste in the city of Udhampur is estimated to be 25-30 tons per day (TPD). This large amount of solid waste generated is disposed off along the Dhar road outside the town due to the non availability of permanent land fill site in the city. It has been observed that there has been 100% collection of waste generated in the town but the No any land exists as permanent landfill site.

Composition

Solid waste comprises of waste generated from different sources. Major sources of generation are individuals, households, industries, trade and commerce, hotels and restaurants, healthcare institutions including dispensaries and hospitals, animals and floating populations in terms of tourists, hawkers, etc. Solid waste generated can be broadly classified into four categories

1. **Organic Waste**, which includes kitchen waste (food items), leaves, remains of animals slaughtered, etc.,
2. **Recyclable Waste**, which includes paper, plastic, glass, metal, rags, packing materials, twigs, bark, etc.,
3. **Inert Waste** including bricks, cement, building debris, furniture waste, etc.
4. **Industrial Waste**, which includes the byproducts. In addition, large amount of waste is also generated by number of hospitals, dispensaries and other health care



institutions, which are operational in the city. The current addition is E-Waste generated from electronic products

In terms of type of waste generated, there is no segregation of waste at the point of generation.

3.2.4.2. Collection

The daily collection of solid waste in the city is reported to be 100 percent. Different hierarchy of collection of solid waste is practiced in the city. At the household level, Door to Door collection of waste is practiced. Since household waste has high contents of organic waste, no system of segregation is used at the generation level. In the process, the quality of recyclable material gets distorted due to mixing of the dry and wet waste. No house to house collection of solid waste was done in the LIG areas and in slum areas of the city, such as Sukhi Karlai, Jakani. In such areas, the Solid Waste is dumped mostly in the available open lands, vacant plots and nearby low lying areas/water bodies. The areas where house to house collection system is not provided community bins are strategically provided by the council or their direct use by the surrounding inhabitants. The Council has deployed about 100 metallic bins each having a capacity of 100 kg, but they do not exist in the town now. However, numbers of bins provided by the council are inadequate to take care of the waste generated and accordingly, at many places open spaces and roadsides have emerged as the preferred dumping sites.

Besides this there are seven major collection points has been marked by the council i.e. Meat market, Domail, Barian, Salathaia Chowk, near District Hospital and Sailan Talab as waste collection points or bins, which act as waste storage points from where they are transported for final disposal to the Landfill Site.

3.2.4.3. Transportation

For the transportation of the solid waste from the collection centre to the disposal site, Udhampur M.C. has deployed number of vehicles including one Truck, two truck tippers of different size.

These vehicles are used for primary collection of waste from the community bins and its transportation to landfill site. 1 JCB is also operational in the city for loading waste. The present collection infrastructure and manpower available with Municipal council is observed to be inadequate as per the requirement. Hence, effective implementation of the Integrated Solid Waste Management Project for the city is required to be done.

3.2.4.4. Disposal

Udhampur Municipal council practices open disposal of waste without undertaking any pre-treatment of the waste. Municipal council has not identified permanent landfill site. At present waste generated is dumped along the Dhar road at a distance of 20 km from the city which is giving a birth to Unhygienic condition to the living environment of local people.



In addition, informal dumping of the waste has been witnessed in Nallahs, open spaces, vacant plots, along bye pass, etc. This informal dumping of garbage along bypass, nallah, etc. has led to the creation of unhygienic environment in the areas of the city. Moreover, there is no formal system of solid waste management operating in the villages of LPA, which have been included within planning area.

In addition to this, Fruit and Vegetable markets located along Dhar road also been found to generate considerable agricultural waste, which needs proper collection, transportation and management.

In order to effectively manage the solid waste, it will be important to involve all the stakeholders and creating awareness among the masses to manage the waste and keep the city clean. The best approach will be to ask people to generate as little waste as possible and to segregate the waste at the household level itself. Critical points generating large volume of waste should be identified and a separate strategy for collection and disposal of waste should be formulated in consultation with the local community. There should be strategies to deal with generation of E-waste in the city.

Key issues

Despite the fact that Municipal Council is giving prime importance to Solid Waste Management, heaps of stinking waste can be seen all over the city. Not only households and individuals contribute to the present scenario, but manpower deployed has also been a major contributor in making the city unhygienic. The removal of garbage is carried out in arbitrary manner and cleaning of roads is done in most unprofessional manner. Solid waste management has emerged as the most challenging task for all local bodies. Key issues involved in solid waste Management in Udhampur Council area are

1. Absence of public participation and lack of public awareness.
2. Absence of scientific collection and disposal.
3. Absence of solid waste treatment plant in the city
4. Untrained and unqualified man power deployed in the process of solid waste management.
5. Absence of segregation of waste at the generation level. This is preventing the use of degradable waste as manure.
6. Inadequate and out dated collection and storage infrastructure in use by municipal council.
7. Absence of permanent dumping sites as well and absence of scientific system of landfill management.
8. Open dumping along roadsides, vacant plots, drains/nallahs, mandis, etc.
9. Lower level of collection of solid waste generated on daily basis.



3.2.5. Electricity

3.2.5.1. Area and Population Coverage

The whole of the city of Udhampur is covered by electric supply. The chennani hydel project is the main sources of power supply to the city. The gap for electric demand and supply in the city of Udhampur is of the order of 38 % approximately, as the total electricity demand for the city is 36842 KWH against which the supply of 59061 KWH is made. Looking at the consumption pattern, city has observed an increasing trend at the rate of 4.3% every year (From 44066 KW 2001 to 59062 KWH in 2010.)

3.2.5.2. Distribution Network

The electric supply to the city of Udhampur is made through two 132 KV power stations located at Jakhani which are now part of local planning area of Udhampur city. Further, electric supply to different parts of the city is made through nine 66 KV sub stations, which are located in four divisions namely Devak, Dhar road, Jakhani and Dairy farm. There are about 21, 11 KV feeder station, which are strategically located to cover whole of the city. The table below gives details of electric sub stations along with their capacity.

Table 3.4: Electric Supply in Udhampur

Category	No. of units	Location
132KV	1	Jakhani
66KV	4	Devak, Dhar road, Jakhani and Dairy farm
11 KV	21	Scattered In The City

Source: Electric. M& RE Division Udhampur

Table 3.5: No of Connection of Electricity

Category	No of connection	Percentage
LT Residential	12262	78.55
LT Commercial	3030	19.41
LT ndustrial	127	0.81
LTAgricultural	--	0
LT Others	168	1.07
HTrailways	----	0
HTIndustrial	18	0.11
HT commercial		0
HT others		0
Total	15610	100

Source: Electric. M& RE Division Udhampur

The table above gives details of number of electric connections in Udhampur Municipal council area, .out of which are majorly domestic (112262) followed by commercial (3030) and industrial (127)



3.2.5.3. Street Light

The provision of streetlight in the city of Udhampur falls within the purview of M.C. Udhampur. The provision in the city is made based on the budget expenditures on street lights in a particular year. 85% of the core city area is covered by street lights, while the remaining 15% area still requires wiring and new fittings. In case of the area outside the old city and civil lines, only 50% of the area of LPA is served by street lights. Apart from this, there are Abadi areas outside the Udhampur M. C. requires provision of streetlights. In case of villages in LPA, it has been observed that although all the villages have been electrified but the street light facility exists in few of the villages only.

Key Issues

1. Demand supply gap of power is 39 percent.
2. 50% of outer part is Unserved with street light.
3. Percentage of connection and consumption is rapidly increasing.
4. Poor Maintenance of street lights.
5. Most of the rural settlements lack street lights.
6. Time duration for electricity supply is less, especially in rural areas of LPA.
7. Limited use of renewable sources of energy, like Solar Power, for power generation.

3.3. Social infrastructure:

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

3.3.1. Education

Educational facilities play an important role in the overall development of a city. These facilities enhance economic growth and employment. Udhampur and LPA in this context have been fortunate enough to have large number of educational institutes and L.P.A. Udhampur city have 58 numbers of educational institutes both at lower and higher level of education which not only cater to the needs of the city but also to the region. L.P.A Udhampur has a large number of institutions imparting education at school level. At present it has 11 primary schools, 6 middle schools, 9 high school, 7 higher secondary schools, 2 B.Ed colleges, 2 Degree college and 1 police training school.

At LPA level Udhampur has 45 primary schools, 29 middle schools, 7 high school, 8 higher secondary schools, and 2 Degree college. The availability of educational institutions at



various categories like technical and non-technical education has been detailed below in Table No 3.6

Table 3.6: Educational Facilities in Local Planning Area and Udhampur

Sr. No	Name of Facility	Udhampur	LPA	Total	Norms	Existing shortage
1.	Pre primary School	20		20	1 for 2500 population	29
2.	Primary school	11	45	107	1 for 5000	---
3.	Middle School	6	29			
4.	High school	9	7			
5.	Senior secondary school	8		8	1 for 7500	8
6.	B.Ed college	2		2		
7.	Degree college	2		2	1 for 1 lakh population	---
8.	Police Training School	1		1	Regional level facility	
Source: District Education officer, Udhampur						

As per the table given above shows that the there is a existing shortage of senior secondary as well as pre primary schools and remaining all education facilities are sufficient.

Spatial Distribution

The matter of concern is the distribution pattern of these educational facilities, which is uneven in the city. Moreover, these facilities are located on narrow roads/streets having mixed land use, 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 land area to provide parking as well as other required facilities to the students. As per the primary survey of some schools and colleges in the city, it has been analyzed that some private schools are running in the residential complex located on internal city roads and do not have separate area for parking, playground, library etc.,

3.3.2. Health and Medical Facilities

The Municipal Council Udhampur does not provide the health services. The same is being run by the J&K Department of health services. The data provided by the chief medical officer is giving a clear cut picture of the health and medical facilities as shown in the table below.

**Table 3.7: List of Health Facilities Center in Udhampur Town**

S.no.	Particular of health existing institution in Udhampur Town	Existing Nos.	Location	Norms as per UDPFI guidelines	Existing requirement as per population of LPA	Shortage
1	Primary Health Centre	2	Garhi, Krimchi mansard (Govt. Building)	1 for 1 lakh population	1	--
2	Primary Health Sub centre	13	Thanda Padar, Jakhani, Shiv Nagar, Sangoor, Cherry swail Kallar, Phangial, Kawa, Garnai, (Functioning in rented Accommodation) Raks Badali, Sansoo, Battal Ballian (Functioning in Govt. Accommodation)	1 for 0.45 to 1 lakh population	3	--
3	Multi Specialty/ District Hospital	1	Proper Udhampur Town in Govt. Accommodation	1 at District level	--	--
Source: Chief Medical officer Udhampur						

The showing that the required no of Medical hospitals is more than the sufficient level due to the transitory and service nature of the town Udhampur.

Spatial distribution

On primary survey of the health institutions in the city, it has been found that private sector holds a larger share in creation of health infrastructure in the city. Although, govt. facilities do exist in the city as well but requires considerable up gradation for improving the desired



level of services to the people. Apart from this, number of hospitals and nursing homes in private sector has been in operation in the residential areas without adequate facilities in terms of parking areas and quality health infrastructure. They have been observed to be functioning in every corner of the city, which makes it evident that they are spread evenly throughout the city. The main hospital of city is facing a serious problem that the through traffic is passing through the two gates of hospital. (**Refer Map no 6**)

3.3.3. Sports and Recreation

For Physical and Social development of individual recreational facilities are foremost important. Therefore, the provision of these facilities at local; sub city and city level in a balanced form is necessary. Recreational facilities exist in the shape of parks, open spaces, stadiums, museums, sport related activities, clubs, libraries, amusement parks etc. In order to cater to the essential needs of the individuals and communities these facilities need to be provided. Udhampur city has number of recreational facilities which are elaborated as:

Parks and open spaces

There are two city levels namely Dabar Park and Jakhani covers an area of 3.2 acres which are fulfilling the recreational needs and there is no hierarchy in the parks and open spaces in the town.

One Devika Hill lock a wild park extending 1.25 kms in length and width of about 150 meters, which is being converted by isolated structures into built up area of circular road linking between Dhar Udhampur Road and National highway. Remaining whole of the city is lacking in parks and open spaces.

Theatres

At present there are two Cinema Theatres one is located near the bus stand and other on the NH-44 and there is no multiplex exists in the city. As per the norms are one cinema hall is required to cater 50,000 population and these are sufficient in number.

Other Recreational Facilities

In terms of other Recreational Facilities like Libraries, community hall and other socio-cultural facilities lacking in the city of Udhampur

Sports

Udhampur is far ahead in sports infrastructure. There are two stadium exist in the Udhampur one is located in the north east part of city and other near the Bus stand.

3.3.4. Other facilities

Post and Telegraph



Due to the rapid advancement in technology, communication by this time has changed its modes but post and telegraph still remains the most popular option of communication for vast majority of population. There are four post offices existing in the city. The hierarchy i.e.s one head post office and 4 sub post Office located at Dabbur, D.C office, Mohara moad, and Main Bazaar, and two sub post offices are located in the Channi and Gordi villages.

Telephone Exchanges

Large number of Private companies has emerged in the telecommunication sector due to privatization of this Sector. Consequently demand for providing telephone exchanges has grown up. To cater to the communication needs of population, L.P.A Udhampur has 1 Govt. Telephone exchange with a capacity of 1000 lines. The town has about 8000 telephone connections which also include STD/P.CO's. Many Private Communication cpmpanies like Reliance, Airtel, Idea, Vodafone, Connect etc. are also having a major share in the telecommunication sector of L.P.A Udhampur.

Police Facilities

Maintaining law and order situation in the region is one of the primary functions of the Police Administration. To fulfill this purpose Udhampur has 1 District Police Head quarter and 1 Police station in the city and no Police Posts exists in the city which is showing that the police facilities is on the basis of centralized at one point leads to the congestion and need to decentralize it into LPA. In addition to these police facilities one police training school covering an area of 2000 kanals is also exixting.

3.3.5. Fire Prevention and Protection

Fire accidents have become a common day phenomenon, so to prevent & protect from fire it is necessary to provide essential services in the city. Due to the advancement in technology and high rise construction, the industrial accidents, short-circuiting in commercial establishments are most vulnerable for fire incidents. It becomes the foremost obligation of the govt. to provide security from these accidents.

Availability of Fire Stations

There is a fire station having an area of one acre each in the city towards eastern side of Dabbar with parking yard of 1728 Sq feet. In case of emergency these serve not only the city but the entire district and at times out of the district also. So, the area served by these Fire Stations is very large and unmanageable thus much beyond the norms because as per the UDPFI norms 1 fire station or sub-fire station within 1 to 3 km to be provided for 2 lakh population.

Existing infrastructure in Fire Stations

As per the information supplied by the respective fire stations, there are two truck tankers. 1 jeep and I mini truck is available in the fire station. Major issue of the fire station is that it is located on the minor road and it cannot reach the destination within the specific time due to less maneuvering space.



Key issues of Social infrastructures:

The key issues of social infrastructures existing within the city and LPA which are as follows:

Education

- The Education facilities are not well distributed over the city area.
- Traffic congestion and parking problem is caused by educational institutions.
- Lack of adequate playgrounds, parking areas, etc. in the institutions located in the congested areas.
- Lack of higher-level facilities, such as colleges, in the LPA Udhampur creates pressure on the existing educational infrastructure of the city.

Health;

- Facilities distribution pattern is such that city fringe areas lack in the medical infrastructure.
- Hospitals with in residential area along side residential uses create parking problems and land use violation.
- The problem is not mere of Public versus private, but this trend will lead to a gap widening between rich and poor. So facilities must have adequate government share so that population from all segments of society can have easy access as Govt. is having 1% share in comparison to private health facilities.
- The main hospital is disturbing with through traffic.
- In rural areas, medical facilities are inadequate.

Civic amenities

- Lack of adequate civic amenities in the city.
- Existing vehicles in fire station are not able to serve the population in case of any disaster. No such vehicles exist to enter narrow streets of old areas of city in case of huge fire in high rise buildings.
- Irrational distribution of fire stations in the city
- Rural area is also dependent upon city infrastructure in terms of fire stations and recreation need decentralization.
- Recreation areas are sufficient but the uneven distribution throughout the city.
- Location of fire station on narrow and Bus stand road.

3.4. Housing

The Census of India defines a '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 Udhampur which not only includes residential component but also



comprises of other type of buildings like shops, offices, hospitals etc. However, 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 interms 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

3.4.1. Housing Pattern and Stock

The pattern of use of census houses in Udhampur, in the year 2001 reveals that the total is of 8127 houses in Udhampur MC Area are used for residential purposes. The use of residential premises for other purposes is also widespread. Every 5th house in the city is being used as shop/office whereas every 18th house in the city is used for school, college, hotel, lodge, guest house, hospital, dispensary, factory, workshop, work shed, place of worship and other non - residential uses. Every 35th house of the city is used for both residential and other purposes. It reveals that occupation density of census houses is very high.

As per census 2001 Within the MC limit of Udhampur the total number of occupied residential houses are 8127 but the total number of households are 9902 which is showing that the existing Housing shortage is found to be $(9902-8127)= 1775$. So there is a demand of additional 1775 houses in the Municipal area.

3.4.1.1. Growth of Housing in Udhampur

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 many residential schemes in case of major cities of Jammu but in case of Udhampur not much work in this sector is done. The other Govt, agency like Municipal Council has not done any job towards



this sector. Most of the residential area has taken place at its own with the efforts of individuals. Only one area that is named as housing colony located on the National Highway 44 towards the Srinagar has been developed by the housing department which constitutes only 5 percent of the total residential area.

Key Issues

1. 95% of the city area still remains unplanned
2. No implementation of existing byelaws of Municipal Council Udhampur
3. The central area of the city is overcrowded. The limits crowded areas must be defined wherein no more population be allowed at all and construction be banned further.
4. Lack of Planned housing in the city.

3.4.2. Urban Poor and Slums

Urban poverty has emerged as one of the major challenges faced by Policy Planners and Urban Planners in promoting the Rational Development of Urban areas. Poverty refers to not only deprivation of vital goods but also includes services determining the quality of life. In fact, poverty amid plenty is the world's greatest challenge.

Slum Location and Distribution

At present, 3 major slums named as Jakhani slum pocket, Sukhi Karlai slum pocket and Sangoor slum exist in the city, Recently under the scheme of Rajiv Awas Yojna, there are small additional 18 slums which have been identified with a group of 15- 20 family each. the identified Urban Slum pockets in Udhampur Local Area, viz-a-viz their population; No of Houses and No. of House Holds are given in **Table 3.8**

**Table 3.8 Urban slums pockets in Udhampur**

Sr. No	Slum name	No. Of house hold	Slum population	Person s per househ old	Katcha houses	%	`Semi pucca Houses	%
1	Bharat Nager	45	232	5	35	78	10	22
2	Christian colony	43	207	5	33	77	10	23
3	Garian talab	73	361	5	40	55	33	45
4	Iddgah	75	342	5	57	76	18	24
5	Lower omera	88	394	4	62	70	26	30
6	Omara jakheni	179	855	5	136	76	43	24
7	Sail salon	104	472	5	83	80	21	20
8	Sangoor	60	257	4	44	73	16	27
9	Upper sial salon	34	159	5	31	91	3	9
10	Upper sangoor	38	185	5	15	39	23	61
11	Barrian	17	82	5	0	0	17	100
12	Dandyal	62	268	4	35	56	27	44
13	Gangera dalah	102	424	4	81	79	21	21
14	Kaller	22	91	4	14	64	8	36
15	Kharene omera	32	119	4	23	72	9	28
16	Nagrota	82	367	4	41	50	41	50
17	Rount	33	132	4	29	88	4	12
18	Sajalta	16	69	4	14	88	2	12
19	Sambal	56	258	5	37	66	19	34
20	Subash nagar	39	195	5	25	64	14	36
21	Thanda badder	70	301	4	58	83	2	17
		1270	5770					

Source: Municipal Council Udhampur

Housing in Slums

Based on the visual survey of slums in Udhampur, it has been observed that housing condition in these areas is poor. They are characterized as one-room tenements housing of 4-5 people on an average and are made up of semi permanent materials because of the cost factor as they do not have fixed income and mainly work on daily wages.



As per the information from Municipal Council, Udhampur, out of 21 slums, 11 in the city exists on the central Government land, and 8 on the land belongs to local bodies and 2 are on the private owners, The land has been either encroached or has been purchased from land owner. But only one slum that Jakhani slum has been developed by government housing has provided in 1963 with set of 1 room per family. After that no infrastructure has been provided.

Availability of Urban Basic Services to Poor

Basic services and amenities available in the slums in Udhampur are given below. It has been found that 100 % of the slum population has access to safe drinking water. The source of the water in slums it is showing that the out of 1270, 870 are dependent on the public taps and 296 depend on the rivers/canals/lakes/streams. Only few have own source of eater facility.

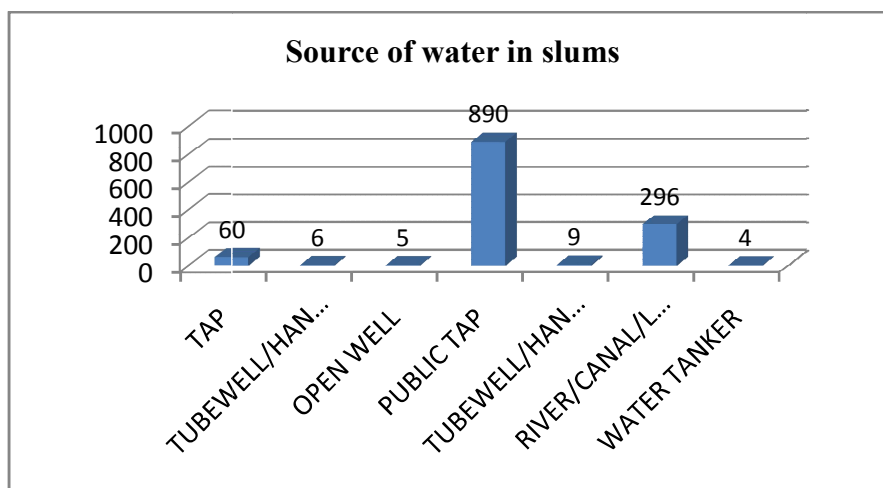


Figure 3.2 source of water in slums

In case of household latrine facility of slums there is negligible latrine facility available in slums out of 1270 households, 1247 depends on the open defecations.

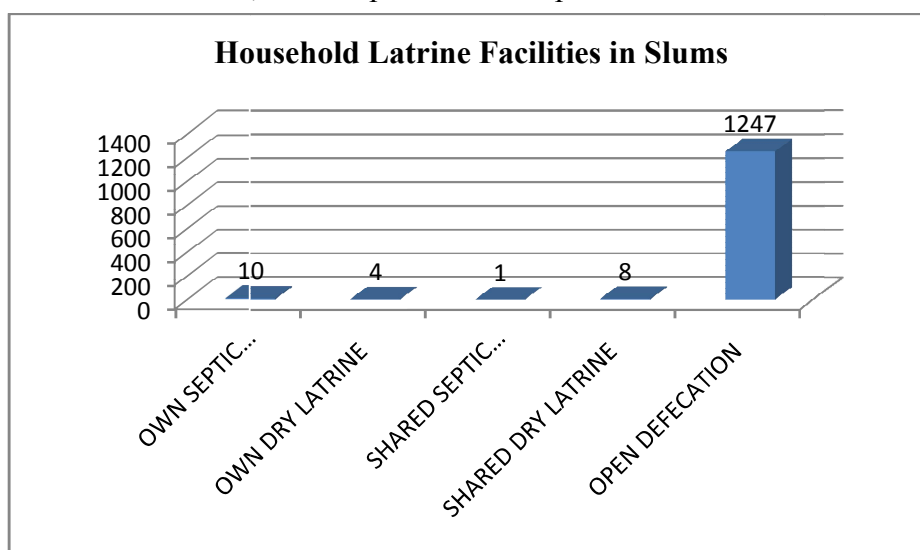


Figure 3.2 Household latrine facilities in slums

Similarly, in case the economic status of the slums workers is very low only two percent of workers are self employed, and seven percent are salaried base and 77 percent of the workers are categorized in slum casual labour.

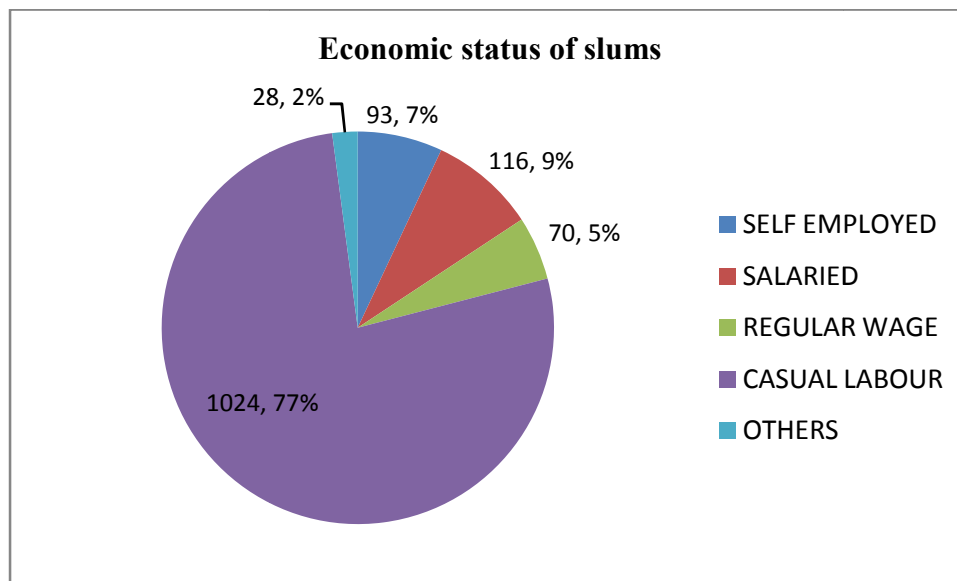


Figure 3.4 Economic status in slums

Key Issues for Urban Poor

- Rapid growth of slums these are 3 in 1995, 7 in 2004 and 21 pockets in 2011
- No check on the proliferation of slums.
- Poor and dilapidated housing in slums. Concentration of slums along bypass and in the centre of city.
- Lack of basic infrastructure and services in terms of water supply, sewerage, drainage, electricity etc.
- Absence of open spaces in slum areas.
- Un-hygienic condition due to dumping of garbage and accumulation of waste water and open drainage.
- Poor accessibility to basic services like Health, Education etc. leading to lower rate of literacy and high degree of health hazards.
- Poor quality of life emerging from absence of basic necessities of life.
- 95 pockets lack access to community latrines.
- Lack of expertise with Municipal Council to evolve strategies for slum area development
- Lack awareness among the slum population resulting economy of Jakhani slum is depended on begging only.
- The women of slum pockets are never being guided to work in the work centers.



Chapter 4: Traffic and 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 land use planning. Transport network is considered as the life line of the city and if any bottleneck or obstruction comes in between it poses a severe threat to day to day life of the city people. The good road and rail network is the symbol of the sound development of any city and the study of transportation helps in understanding the existing situation, potentials, weaknesses etc. and helps to draft out strategies and projects for the future development.

Road and Rail sector occupy the significant roles in the transport sector in Udhampur and surrounding areas. 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 L.P.A. Level:

The L.P.A Udhampur is well served by roads connecting it to various cities of other districts and within district. One National Highway i.e. (N.H.-44) from Jammu to Srinagar passes through it.

This Highway has Right of Way varying from 38m to 59 m and this Stretch of highway has been handed over to NHAI for four laning. There is another Road which is known as Dhar – Udhampur road connecting Udhampur to the Dhar town having a right of way 25 m within the city boundary.

There is one major road also Exiting, which is known as Udhampur Bypass which is taken off from 54.569 milestone of NH-44 and meet again at 67.00 milestone having a length of 18.75 km which has been also handed over to NHAI for Four laining.

So the road network of Udhampur LPA & MC is primarily “Semi Ring Radial” with an intense network of three roads leading to core city.

The existing road network in L.P.A Udhampur shows that it is well served by the regional roads which provide a high level of connectivity with other parts of the state and covers a total 36.34 percentages of road length.

**Table 4.1- Length & width of Major Roads in Udhampur with in LPA LIMIT**

Sr.no	Hierarchy	Name of road	Length of road (KMs)	Right of way (M)	Carriage way (M)	Percentage of road lengths	Remarks
1	R1	Jammu – Srinagar NH-44	12.43	38-59	7	12.49	Handed over to NHAI for Four laining
2	R1	Udhampur Bye Pass	18.75	Not given	7	18.85	Handed over to NHAI for Four laining
3	R1	Udhampur Dhar road	3	25	7	3.02	
Source: Civil department Udhampur							

4.2. Local Roads

The local roads are important in the internal flow of traffic as these interconnect the major/prominent areas of work, business and residential to each other. These important local roads are listed below-

Table 4.2 Detail of local roads with in the Udhampur MC Limit

S.no.	Name of village connected with road	Carriageway (Mtrs)	Length in km	% of road length
1	Village Udhampur	3	1.2	1.21
a	Rakh Badali road with links	5	3	3.02
b	Forest link road	5	2	2.01
c	Devika Circular road	3	3.1	3.12
2	Sangoor	5.5	2	2.01
3	Thnada Padde	3	2	2.01



4	Sial Sallan (Billan Bowli)	3.5	2	2.01
5	Karlaie (Dudda Dhari road)	3	2	2.01
6	Kallar Himti	3	1	1.01
7	Nagrota	3	1	1.01
8	Dandyal	3.5	1.5	1.51
9	Karlaie sukhi	3.2	1	1.01
10	Barrian (Subhash Stadium)	3	3	3.02
11	Shiv nagar	3	1	1.01
12	Rount	3	6	6.03
13	Thali	3	2	2.01
14	Swail	3	2	2.01
15	Charri	3	3	3.02
16	Omala(Udhampur Jakhani onwards)	3	3	3.02
17	Omara	3	2.2	2.21
18	Sangera	3.2	1.8	1.81
19	Shajalta	3	3	3.02
20	Jakhani		2	2.01
a	Bharat Nagar	3	2	2.01
b	Circular road	3	2.5	2.51
c	Railway road	8	4	



				4.02
21	Dallah	3	3	3.02
22	Sambal	3.5	3	3.02
Source: PWD, Udhampur				

The above mentioned major city roads carry the traffic from one segment to other i.e. they are the sector roads which have irregular alignments with varying widths (i.e. between 3m and 8m) and frequent intersections leading to serious capacity constraints

Udhampur suffers from outdated circulation pattern, which was initially designed to suit the pedestrian and animal traffic. The circulation network of Udhampur has developed according to the restraints of hill topography and morphology of the city. Steep terrain has restricted the scope of road widening. On road parking is further aggravating the problem. The hill topography discourages the use of slow moving vehicles.

All the local roads covers remaining 65.64 percentage of road length and inside the core city it is found to be only 6.51 % of total road length which is showing that at local level there is inadequacy in road infrastructure

4.3. Growth of vehicles

The table below shows the vehicular growth in Udhampur city from the period 2002-03 to 2010-11. The number of vehicles has increased on an average growth rate of 7.7 % per annum. The passenger vehicles have greater share in the total number of registered vehicles and are observed to have increased every year although by marginal rate from 14.85% in 2002-03 to 34.04% in the year 2009-2010. **Refer Table: 4.3**

Table 4.3: Growth of vehicles

S. NO.	Type OF Vehicle	YEAR								
		2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
1	Buses	3	8	3	2	9	5	17	10	17
2	Mini Buses	48	36	21	40	40	75	38	19	86
3	Car/Station Wages	205	276	392	336	317	417	494	519	753
4	Taxies/Tata Sumo	82	165	233	164	79	192	272	165	233
5	Jeeps	11	5	27	2	4	39	9	6	16
6	3 Wheelers	28	53	88	135	139	174	138	103	273
7	2 Wheelers	912	961	1026	1204	751	680	996	1106	1545
8	Trucks	72	42	90	58	104	74	192	139	85
9	Tractors	9	22	25	56	42	50	23	18	38



10	Trailors	0	0	0	0	1	6	2	1	8
11	Ambulances	6	3	4	2	1	7	3	11	22
12	Others	45	79	7	0	1	39	8	0	74
13	Total	1421	1650	1916	1999	1488	1758	2192	2097	3150

Sources: ARTO, Udhampur

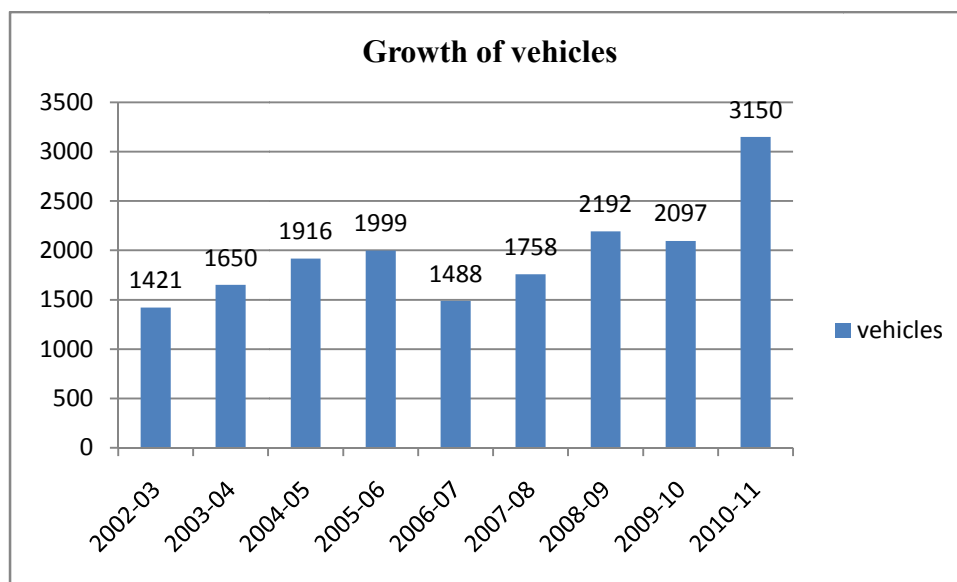


Figure 4.1 Growth of vehicles

The personalized modes of vehicle such as two wheelers and cars together hold approximately 70-80 percent of the total passenger vehicles with an average annual growth rate of 6.6%.

- No matching increase in traffic infrastructure
- The growth rate of public transport vehicles is lower as compared to private vehicles.

So there is a need of cheap and convenient Public Transport System in the city.

4.4. Road Accidents

Udhampur city is facing the problem of traffic so much that the ill effect of this is relevant from the figures of Accidents. The unprecedented growth of vehicles coupled with the large number of accidents may be seen in following **Table 4.4**

Table 4.4: Accident record

S.No.	Years	Accidents on Highways				Accidents on Major Roads			
		Serious accidents	Normal accidents	No. of dead person	No. of Injured person	Serious accidents	Normal accidents	No. of dead person	No. of Injured person
1	1991	18	125	18	127	2	18	2	21
2	1992	10	120	11	121	0	20	0	33
3	1993	17	139	18	145	6	23	27	86
4	1994	13	158	17	161	3	32	3	45
5	1995	12	167	14	232	5	36	5	49



6	1996	14	114	14	163	8	65	8	103
7	1997	14	149	14	206	12	57	12	95
8	1998	21	189	21	237	7	59	22	134
9	1999	28	207	28	232	5	39	6	61
10	2000	20	180	21	256	7	43	7	81
11	2001	20	186	25	250	6	54	9	103
12	2002	18	199	24	291	11	91	14	163
13	2003	27	239	31	258	5	78	14	188
14	2004	24	249	35	267	12	108	15	204
15	2005	20	236	29	303	11	166	52	151
16	2006	15	225	29	330	9	94	10	144
17	2007	46	236	48	399	9	67	13	132
18	2008	23	261	42	368	15	60	23	155
19	2009	33	301	64	392	9	87	16	134
20	2010	39	327	68	509	17	82	23	154

Source: SSP Udhampur

Observing the accident statistics for Udhampur city from the year 1991, it has been concluded that the total number of registered accident cases have increased from 2004 onwards and is highest in the year 2010, is of the order of $(39+327) = 366$. This figure is highest among the last ten years, which implies that Udhampur city is facing traffic problems acutely, which has resulted into large number of accidents in the city. On an average 10% of the total cases registered are fatal in nature. The cause of accidents (other than negligence of driver) is the blind curves, lack of signals/traffic lights/ road markings, encroachment reducing effective road width, poor road condition or poor road geometry, which require improvements.

4.5. Road network improvement studies

Due to the composition and character of various types of modes when they mix together on a road Conflicts arises thus affecting the flow on road.

1. Congestion index is the function of number of modes using the road.
2. Lesser the moad less will be the congestion index

Congestion index N (where N is number of nodes in the flow). – **(A)**

Varying speed

Speed is a function which is the important for the movement of the vehicles. The speeds of various types of vehicles are differing from each other. It is very slow in case of slow moving vehicles that is Animal Carts, Hand Carts, and Cycles etc. and in case of and very high in case of faster modes that is cars, buses, auto rickshaws, and scooter and motorcycles. As speeds are different and when different vehicles use the roads at a same time, there is a



conflict in their movements necessitating frequent overtaking of vehicles by the fast vehicles. Under these classifications the speed of different modes can be classified as fast speed modes and slow speed modes.

Table:4.5 Modes with a fast speed range

Mode	Speed range (km p h)
Cars	30-60
Buses and trucks	30-60
Scooters	30-60
Cargoods/ LGV	30-60
Motorcycles/rickshaws	20-40
Source: field study	

Table 4.6: Modes with the slow speed range

Modes	Speed range (km ph)
Cycles	6-15 (m p h)
Animal carts	8-10
Hand carts	8-10
Source: field study	

There for we can say:

1. Congestion is the function of various speed ranges.
2. Various speeds of different modes in a flow will result in conflicting movements.
3. Greater variations in the speed of different modes the more will be the congestion in the flow of traffic.

Congestion index **S - B**

Operating speed of modes x by number of vehicles in a particular modes.

Space requirement for different modes

The total road area required for transportation purposes will depend upon the mode of conveyance people use. The area of each mode varies due to different height length and width characteristics.

Under the classifications the area required the different modes can again be classified into

1. Light vehicles



2. Heavy vehicles

Table:4.7 Area occupied by Light vehicles

Mode	Area occupied (sq. ft.)
Cycle	10
Scooter , moter cycle	16
Hand cart	35
Auto riksha	36
Car	70.2

Table: 4.8 Area occupied by Heavy vehicles

Mode	Area occupied (sq. ft.)
Tamos , mata doors	80
Animal cart	94.4
Truck	179
Bus	187

The above mentioned area is the space required by different vehicles when they are stationary but since the vehicles are in motion, the space required by vehicles will be different at different speeds due to the head ways in the stream. At low speeds vehicles can follow each other closely whereas at higher speed the head ways have to be longer between vehicles.

Table 4.9 Stopping distances as per speed

Speed (m p h)	Stopping distance in (ft.)
5	10
10	15
15	225
20	500
25	1000
30	1500

Hence congestion we can say is a function of the space required by the various modes and can be expressed.

Congestion index A

$$\text{Hence, CI} = \sum N \times \sum S \times \sum A$$



Congestion index for important roads:

Following are the congestion index for selected roads

Table: 4.9 Congestion Index of Important roads

Name of road	R/W (m)	Carriage way (m)	Total volume PCU's	CI	Remarks
Jammu-srinagar	40	7	1695	54.65	Congestion on road is due to the less carriage way width so, four laining is required.
Udhampur bypass	75	7	2379	54.60	Congestion on road is due to the less carriage way width so, four laining is required
Dhar road	25	7	1121	48.52	Congestion on road is due to the less carriage way width so, four laining is required
Court road	5	4	483	35.73	Congestion on road is due to the less carriage way width but scope of widening is not these because of existing built up area along both side. Hence traffic management is required.
Battal ballian road	3.5	3.5	1419	40.14	Congestion on road is due to the less carriage way width but scope of widening is not these because of existing built up area along both side. Hence traffic management is required. But outside the MC area for laining can be done.
Hospital road	4	4	762	34.56	Congestion on road is due to the less carriage way width but scope of widening is not these because of existing built up area along both side. Hence traffic management is required
Saila talab road	3.5	3.5	2067	66.83	Congestion on road is due to the less carriage way width but scope of widening is not these because of existing built up area along both side. Hence traffic management is required

Source: Field study and computed values

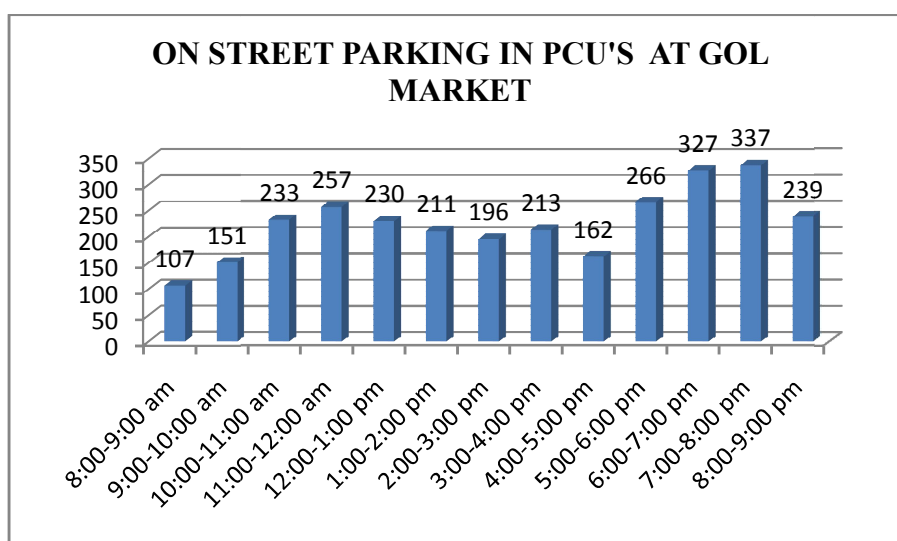
4.6. Parking Facilities

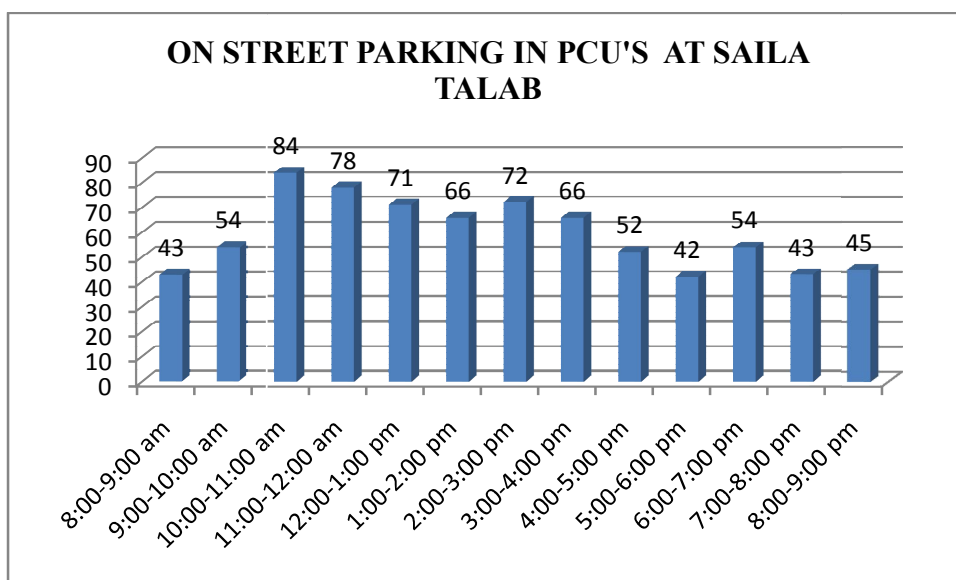
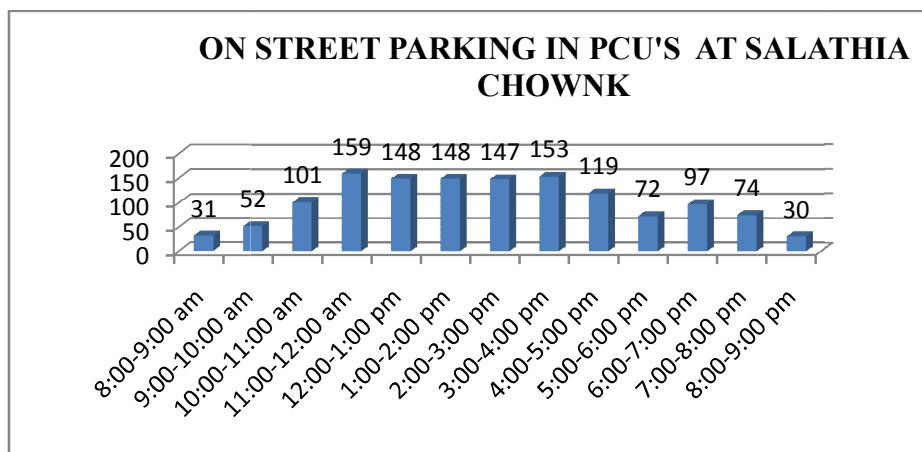
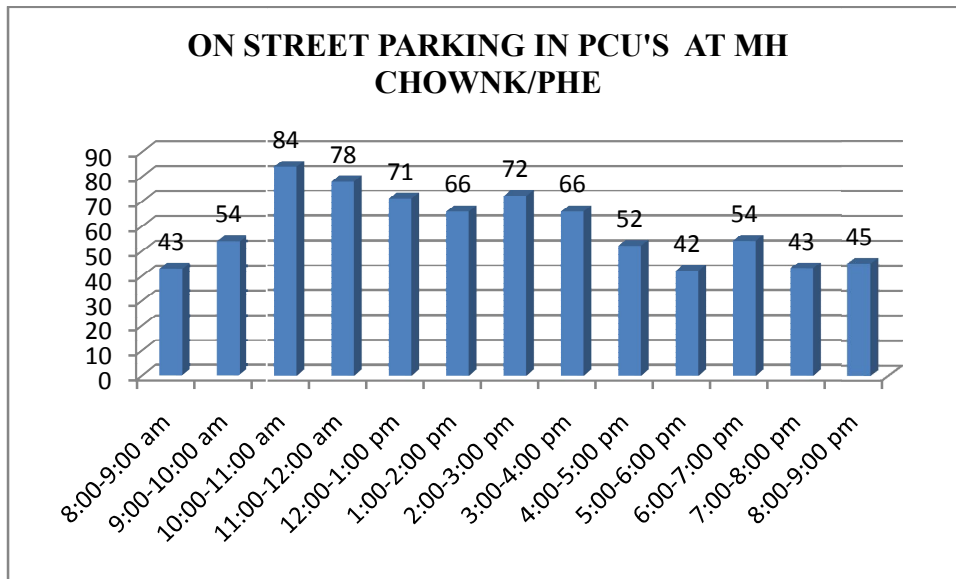
Insufficient availability of parking spaces is a major problem, being faced by the residents of Udhampur as well as tourists who come to Udhampur with their own vehicles. As number of vehicles has increased manifold, there has not been corresponding rise in number of public parking lots. Survey of the vehicle has also been conducted. It has been observed that parking facilities need to be based on:

- I. Light vehicular parking at C.B.D. Dabbar
- II. Short time parking for Buses bound for valley halting near old jail road and short of traffic check post for refreshment purposes.
- III. Parking of long queue of vehicles of all types along the roads due to road blockades.
- IV. Parking of vehicles around the Petrol pumps near the auto workshops due to break-down

At present, there is no organized parking space for Vehicles in Planning Area. The parking on the various roads is on the NH-44 and Dhar road.

Parking study has been carried out at the following location. The calculation has been done on the basis PCU's per hour. All these locations having a unorganized onstreet parking as detailed below.





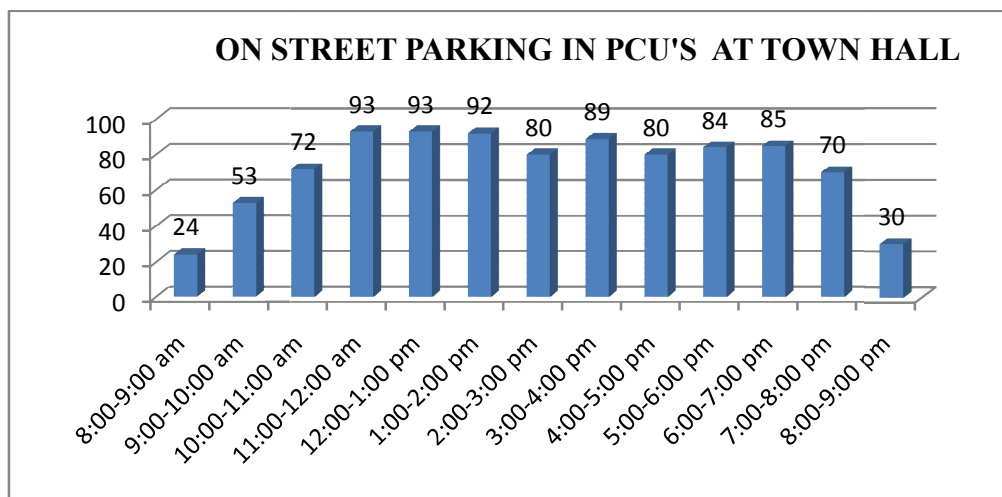


Figure 4.2 – on street parking in PCU's at various location

The figures given above shows that the parking peak time is different at different location due to the different activities Which has been described in the table below:

Table:4.10: Parking details at various location

Location	Parking peak time	Maximum PCU'S	Type of shortage of parking
Gol market	7:00 PM – 8:00 PM	337	Parking in commercial area
Town hall	11:00 AM- 1:00 PM	93	Parking due to the lack of terminal facilities for light passenger vehicles and commercial areas
MH chownk	10:00- AM- 11:00 PM	84	Parking due to the lack of terminal facilities for light passenger vehicles
Salathia chownk	11:00AM -12:00 PM	159	Parking due to the lack of terminal facilities for light passenger vehicles and no parking facility in dc office.
SAILA TALAB	10:00 AM – 11:00 AM	84	Parking due to the lack of terminal facilities for light passenger vehicles and commercial areas



On road, parking is playing havoc with the traffic. Parking lots have to be provided at strategic locations and all the roads to be made free from road side parking which is occupying 30 to 40% effective road width. Unauthorized parking is required to be heavily charged. Hence, there is a need of organized parking lots in the city of Udhampur.

4.7. Traffic flow diagram (in PCU's) for important intersections:

The turning movements study has been carried out at major six intersections as shown on the map namely

1. Rehambal
2. Jakhani chownk
3. Sailatalab
4. Petrol pump chownk
5. MH- chownk
6. Salathia chownk

The conflicting movements of these junctions can be understood from the flow diagrams of each intersection which has been shown. It is suggested for a smooth flow of traffic it is important to evolve the improvement schemes with in the physical parameters that they could have serve the needs of traffic.

4.8. Terminal Facilities

4.8.1. Inter-State Bus Terminus

The existing Bus terminal is located on the NH-44. The area of this bus terminal is 15 kanals which is quite inadequate and the same is located in the congested Central Area. It has a capacity to accommodate about 50 buses per day but the existing Buses departing from Udhampur Bus stand are 230 per day. So this bus terminal has become over-crowded and traffic often becomes standstill during peak hours. This bus terminal is no more sufficient to cater for the increasing requirements of Udhampur planning area, regional population and tourists.

There is no scope for widening the Existing Bus stand due to the non availability of Land so there is a need to shift the location (along with Requisite parking) of the Bus stand to cater the existing and Future requirement of Udhampur planning area.



4.8.2. Mini Bus Stand –

There is no organized existing bus terminal for mini buses. But there are three spaces at various locations which are used for the arrival and departure of mini buses and are providing the Bus service to the surrounding Villages and towns of Udhampur. So, Mini Bus stands must be provided in Udhampur for smooth traffic circulation and Bus Parking. an organized to operate mini buses from town.

4.8.3. Bus Routes and Intercity Bus Services:

The table pertaining to daily bus traffic of Udhampur reveals that 230 buses daily operate from Udhampur city. It also includes buses owned by Private Transporters and 299 mini & local buses are also operated from Udhampur mini bus stands and facilitates the traffic movement within the city and the adjoining villages and small towns. As per data provided by General Manager, Udhampur Bus Stand nearly 20000 Passengers' daily use buses as a mode of transport. The detail of the No. of buses connecting Udhampur Main Bus stand as well as Mini Bus stands to other cities, towns and Villages is given below:

Table 4.11s: Details of Bus routes

Sr.no	Location	Name of route	No of buses
1	From main Bus stand	Bhadirwah- kishtwar	35
		Banihal- Ramban	25
		Lati- Basangarh	10
		Lander-Dhobighat	15
		Katra	50
		Jammu Tawi	50
		Ramnagar	25
		Below Kathua	20
		Gordi	10
		Local	10
		SubTotal	250
2	From Saila talab Mini Bus stand	Ramban, Flatta, Bhadywali	80
3	From salathi chownk Mini Bus stand	Rathian, kawa, Baglai	92
4	From town hall Mimi bus stand	Trinchai, kharki, Badali, Tikri	127
		Grand Total	549

Source: General Manager: Bus stand, Udhampur

4.8.4. Intra City Transport Service:

Public transport system is not very much developed in Udhampur city. Increased number of private vehicles like cars, Motor cycles, scooters, light- weight scooters etc. has reduced intra



city distances. In city mainly Auto rickshaws are used and there is no cycle rickshaw due to the Hill topography. Local bus service has some Mini buses and connects city to some localities as well as villages located on the periphery of Municipal Limits of Udhampur and Other educational colleges of nearby towns, as well as school buses also contributes towards the bus traffic of Udhampur city.

4.8.5. Truck terminal

Udhampur city is lacking in authorized Truck terminal. So, the demand of truck terminal has been arisen in the Udhampur due to the expansion of railway work and development of industrial area of 1000 Kanals outside the city.

4.8.6. Rail Based Transport

Besides road traffic, rail transport also plays a vital role in the traffic and transportation network of the city. A total number of 5 passenger trains passes through the railway line of Udhampur having routes

- **Delhi Sarai Rohilla-Udhampur Special**
- **Delhi-Udhampur Jammu Mail**
- **Ahmedabad-Udhampur Janma bhoomi Express**
- **Delhi Sarai Rohilla-Udhampur Ac Express**
- **Indore-Udhampur Malwa Express**

It is expected that the Udhampur and Katra rail link shall get established very shortly. The frequency of other trains will increase and improve the transportation of commercial, defence, and industrial goods and also carry large number of passengers visiting Katra and adjoining pilgrimage centres.

In addition to the passenger trains, goods trains also pass through Udhampur. The volume of goods train on Udhampur is less but it is running to provide a raw material like coal to the cement factories established in Udhampur area.

And Ramnagar railway station falling in the Revenue village Raun which is falling in the urbanisable limit of Udhampur and that area can be used for the integrated freight complex to boost the economy of Udhampur.

4.9. Major Traffic Problems

The major traffic problems in the historic city of Udhampur are as follows:-



Through Traffic:-

The major traffic problem of Udhampur is passing of the regional traffic through the city which adds to the volume of the city traffic and creates congestion, as it has a semi radial pattern of roads and the major regional roads namely Jammu – Srinagar, Dhar-Udhampur converges in the central part of the city. An existing bye- pass i.e. 18.5 km long is giving relief to the city from through traffic but upto some extent only.

Parking Problems

The parking problem in Udhampur city can be divided into the following categories:

In old city

Due to the presence of old structure, mixed land use, presence of wholesale and specialized markets namely Meat market, Gol market, Main bazaar etc. Wholesale fruit and vegetable market, godowns, etc. creates severe traffic problems because of negligible parking space. It gets worse by the presence of hand carts, horse carts, three wheeler carrier, Tempo, Rickshaw, rehri etc. which causes traffic bottlenecks in the city

Along Commercial Streets

Mushrooming of informal commercial on road front without the provision of adequate parking is another major traffic problem in certain pockets of Udhampur city.

In Residential Colonies

Roadside parking has reduced the road width which hampers the free flow of traffic and cause traffic problems. Private Nursing homes and private tuition schools opened in residential houses without any provision of parking lots hampers free flow of traffic especially in areas like Adarsh colony, Christian colony etc.

In Institutional Areas

Most of the private schools have inadequate parking facilities that leads to traffic congestion, especially during peak hours mainly in front of government schools located in the Dhabbar area.

Also location of office in the centre like DC Office, Police Station leads to the inadequate Parking space.

Near Transport Terminals

No organized parking and space for auto rickshaws near bus stand because of which autos, Taxis, etc. are parked along the main road leading to bus stand, thereby reducing the effective road width to a considerable extent and causes congestion in front of Bus Stand.



Reduction of road width

Encroachment along both sides of the roads by the shopkeepers reduces the effective road width and restricts the free flow of traffic in central business district and at Roadside parking of cars, Auto rickshaws especially near bus stand and railway station reduces the road width.

Key issues

- Increased Number of registered vehicles in Udhampur, which have directly impacted increasing road jams and accident cases. Most of these are private rather than being public ones.
- The entry of private vehicles and four wheelers inside the Dhabbar market is creating lot of congestion on the roads. No parking provisions have been given outside the Dhabbar market road running around the Gol market to prevent the entry of this kind of traffic.
- Parking is a major problem in Udhampur city. On road parking is common, leading to jams and delays.
- 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.
- Existing bus stand is not sufficient and there is no scope of expansion.
- Poor geometry of road junction needs engineering improvements.
- Ribbon Development along roads reducing the road width of major highways.
- The congestion index on various roads is high requiring four laining and traffic management.



Chapter 5 : Projection and Potential Demand Analysis

After having a depth study and analysis of Udhampur Local Planning Area, the next step is to project the future population upto the year 2031. This becomes important as projected population is the prime factor for the judgement of Development Plan, since it defines quantum of the existing extent of the development and future requirement by the projected population. It also lays the basis for working out the future landuse and infrastructure requirements for the Local Planning Area. For this purpose, the past trend of growth of population in Udhampur city, as well as rural settlements falling in LPA has been considered.

5.1. Population projection

The prime objective of any Master Plan is to assess the present situation and project the future population for plan period, and accordingly calculate the requirements of both physical and social infrastructure in order to cater to the needs of such population. To arrive at a conclusive projection figure, three methods of population projections have been used for the city 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 Udhampur City

Method	2001	2011	2021	2031
Arithmetic Progression method	56897	68653	80409	92165
Geometric Progression method	56897	73568	95123	122994
Incremental Increase method	56897	71121	88901	111126
Average	56897	71114	88144	108762

Source: Computed values

After calculating the projection figures from three methods for Udhampur city, it was found that there is much variation in the projections. So, in order to eliminate this variation in the population, the average of all figures is considered. Further, for evolving short term and long term strategies, population projections for intermediate stages including 2011 and 2021, besides 2031, have been calculated. Same procedure has been applied for all the villages of Udhampur LPA,



Further, it is assumed that the villages will grow at their own rate upto some extent in their respective surroundings. Here also, the average of the projected population of the villages falling in Udhampur LPA has been taken. Further, the total projected population of Udhampur LPA is shown in the table below:

Table 5.2: Projected Population for Udhampur LPA

Name	2001	2011	2021	2031
Udhampur city	56897	71114	88144	108762
Urban Villages	24376	26326	28432	30707
Rural Villages	41278	43342	45509	47784
Total	122551	140782	162085	187253
Source: Computed Values:				

The population for the year 2011 has been projected from the census data of 2001 census

Thus, the future planning for preparation of Udhampur Master Plan is taken by assuming Municipal Council; Udhampur shall rise to population of about 122551 and total LPA (Including MCU, and villages) to about 187000. (**Refer Table 5.2**):

The infrastructure demand is taken out for each aspect on the basis of the population projected above and the standards given in UDPFI and others.

5.2. Workforce Projections

The workforce projections for five industrial workers classification has been made for Udhampur M.C. based on the category wise employment data available for it from the census 2001. To estimate category wise employment for the year 2031, it has been assumed that the employment pattern of Udhampur city will be same as observed in 2001. The category wise employment data for 2001 and employment forecast for Udhampur M.C up to the year 2031 is given in the table below:

**Table 5.3; Main Workers and Projected Workforce Category Wise of Udhampur M.C**

Type of workers	2001 workers	Assumed %	2011	2021	2031
Cultivators	4641	10	5631	6483	7490
Agriculture workers	81	2	1126	1297	1498
Households Industrial workers	180	5	2816	3242	3745
Secondary and Tertiary	39786	83	46740	53812	62168
Total	44688	100	56313	64834	74901
Source: Computed Values					

5.3. Land Requirement

The land requirement for the projected population is estimated, considering the density of 75 persons per hectare. As per the UDPFI guideline the town falls in the category of medium town. The following table depicts the detail of land requirement.

Table 5.4: Land Requirement

S.no.	Description	Figures
1	Estimated population Base Population, 2011 project from 2001 census	122551
2	Estimated Projected Population by 2031 urban	187000
3	Proposed developed area density as per UDPFI for Big towns in hill area (persons per hectare)	70
4	Total land required (hectares)	2671
5	Already developed land under MC (Hectares)	668.00
4	Additional land required (Hectares)	2003.00
Source: Computed Values:		



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.

Infrastructure has been worked out for 187000 persons of L.P.A. urban by 2031.

5.4.1. Physical Infrastructure:-

Physical Infrastructure includes water supply, sewerage, drainage, solid waste disposal, electricity, transportation:

5.4.1.1. Water supply and Sewerage

Table No 5.5: Requirement for Water Supply and Sewerage for Udhampur for 2031

Serial no.	Year	Population	Water supply		Sewerage	
			As per Standards	Requirement LPCD	As per Standards	Total amount of sewage generated LPCD
1	2011	140782	150	21117300	80 percent of water requirement	16893840
2	2021	162085	150	24312750	80 percent of water requirement	19450200
3	2.31	187253	150	28087950	80 percent of water requirement	22470360

Source: Computed Values

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 UDPFI Guidelines, the generating of waste varies from about over a quarter kilogram in small town to about half a kilogram per capita in large and metro cities. Udhampur which falls in the category of large



cities, the waste generation will be ½ of kilograms per capita per day. This implies that total waste generation in L.P.A by 2031 would be around 374.5 Metric Tons per day and 10 metric tons of Defense and Air force so that the total will be 386 metric tons.

5.4.1.3. Power

According to UDPFI Guidelines and based on the estimated requirements of power supply as per the Master Plan of Delhi, the average consumption works out to 2 KV per household at the city level and includes domestic, commercial, industrial and other requirements. One electric substation of 11 KV switching station for a population of 15,000 is recommended. For Udhampur city, future requirement for power are estimated in the given table

Table No 5.6 Future Requirement of Power for L.P.A

Year	Households	Power requirement in Mega watt
2011	35196	70
2021	40521	81
2031	46813	94
Source: computed values		

The above table shows that for the projected population of 187000, 94 MW of power is required in 2031 i.e. for 46813 projected household as per the norms of UDPFI guidelines, 3 electric sub-station of 66 KV capacity are required for the projected population of 2031 but in the LPA 4 are already exists so there is no requirement of electric substations.

5.4.2. Social Infrastructure and Public Services

Social infrastructure includes facilities of education, health, police, fire protection, recreation etc.

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 UDPFI guidelines, just like the norms of different aspects of physical infrastructure. For social infrastructure, requirements of Udhampur and villages together have been calculated, For the Education infrastructure requirements (Refer Table 5.5)

**Table No. 5.7: Requirement of Educational Facilities**

Type of Facility	2011	2021	2031	Existing	Additionally Required for 2011	Additionally Required for 2021	Additionally Required for 2031	Total Required Area for IN (HA)
PRE PRIMARY TO SECONDARY EDUCATION								
Pre Primary School (1 For 2500 Pop.)	56	65	75	20	36	45	55	4.4
Primary School	28	33	38	107				
Senior Secondary School	19	22	25	8	11	14	17	27.2
SENIOR EDUCATION								
Degree College	1	1	1	2	-	-	-	-
Professional Education College	2	2	2	0	2	2	2	120
Technical Education	0	0	0	1	-	-	-	-
Total								152
Source: computed values								

In case of pre primary Schools, the demand for 2031 comes out as 75 against the existing 20, reflecting an additional requirement of 55 nursery schools. In the case of Primary Schools, the additional requirement is nil and for Senior Secondary Schools, it is 17, Coming to the higher level of education, UDPFI sets a standard of one college per 1, 25,000 populations. The city already has 2 colleges, so by 2031 there will be no need of any degree colleges. There will be no need of Technical Education Centers, as the existing 1 polytechnic is more than enough even for 2031 population of the city. In the case with Engineering Colleges, There will be requirement of 2 engineering colleges by 2031.

5.4.2.2. Health Care

**Table 5.8 - Requirement of Medical Facilities**

Type of facility	2011	2021	2031	Existing	Additionally Required for 2011	Additionally Required for 2021	Additionally Required for 2031	Total area for 2031 (in Ha)
Intermediate Hospital (category A)	1	1	2	0	1	1	2	7.4
Intermediate Hospital (category B)	1	1	2	0	1	1	2	2
Primary Health Centre	1	1	2	2	-	-	-	
Primary Health Sub Centre	2	2	2	13	-	-	-	
Dispensary	8	9	10	0	8	9	10	1.2
Total								10.6

Source: computed values

In terms of health infrastructure, there will be need of 2 each Intermediate Hospitals of 100-300 beds and 80 beds capacity by the end of planning period. In case of polyclinics, including Community Health Centers and Primary Health Centers, there would be no additional requirement as there are already 2 against 2 according to the UDPFI standards.

5.4.2.3. Socio Cultural Facilities:

According to the UDPFI standards, 37 community rooms and 12 community halls and/or libraries would be required by the planning year 2031. Presently, there is no facility of community rooms in the Town. 2 additional Recreational Clubs centers would be required for the population projected for 2031, while that for the meditation centers and socio-cultural centers would be 2 each. Refer Table 5.8 below:

**Table 5.9: Requirement of socio Cultural facilities:**

Type of facility	2011	2021	2031	Existing	Additionally Required for 2011	Additionally Required for 2021	Additionally Required for 2031	Area Required in (HA)
Community room	28	32	37	0	28	32	37	2.442
Library	9	11	12	1	8	10	11	11
Recreational club	1	2	2	0	1	2	2	2
Theatre	1	2	2	2				
Total								15.442

Source: Computed Values

5.4.2.4. Police:

Regarding the facilities of police infrastructure, no police stations and 3 police posts would be required in addition. Refer Table 5.9:

Table 5.10: Requirements of Police Facilities

Category	2011	2021	2031	Existing	Additionally Required for 2011	Additionally Required for 2021	Additionally Required for 2031	Area in Hectares
Police station	2	2	2	1	0	0	1	1.5
Police Post	3	3	4	0	3	3	4	0.64
Total Area								2.14

Source: Computed values

5.4.2.5. Fire Station

As per norms of UPDFI Guidelines, 1 fire station or substation within 1-3 Km. is to be provided for 2 lakh population. Area for fire station with essential residential accommodation is 1.00 ha and area for sub fire station with essential residential accommodation is 0.60 ha. The requirement of fire stations by 2031 would be one, which would be no additional requirement. Due to the movement factor there is need to shift the location. Moreover, fire equipments of these stations need to be modernized according to the increasing height of the buildings coming up in the city and to Reach inside the narrow roads of old city.



5.4.2.6. Recreational Facilities

According to UDPFI Guidelines recreational facilities include parks and open spaces, amusement parks, sports centre and play ground, botanical and zoological park, water bodies and other natural features, places of tourist interest etc. The norms of UDPFI states that 10sq.m-12sq.m. Per person area for recreational facilities is required at city level. At this norm, area required for L.P.A urban by 2031 would be 224 ha, out of which 57 ha. is already available. But it may increase due to the tourism nature of the town.

5.5. Land Use Requirements

Residential Use:

Using gross residential density for hilly areas of 150pph, area calculated for residential use is 1246 hectares which is 46 % of the required developed area site area, i.e. 2671 h. Out of this 286 h already exists, and therefore proposed residential area is 960 ha.

Commercial Use:

As per norms given in the UDPFI Guidelines the area requirements for commercial activity has been worked out. As per the classification of towns given for medium size town has a population upto 56897 whereas the large city size starts from population of minimum 25 lakhs. The projected population of L.P.A by 2031 would be 187000. Therefore logically Udhampur would remain a medium size town, so the norms of medium size town have been taken for calculating area requirements for commercial use as per tables given below:

Table 5.11: Areas of commercial centers

Hierarchy of Commercial centre	Area per 1000 persons Sq.m
Cluster centre	220
Sector centre	300
Community centre	500
District centre	880
Source: UDPFI Guidelines	

As per the figures given in the table above 1900 sq.m area for different categories of commercial areas has been proposed for 1000 persons, thus 1.9 sq .m (say 2 sq. m) area is required per person . The total projected population of L.P.A works out to 187253 persons, therefore total area required for commercial use is estimated to be 38 ha. (Minimum) but it has to be increased as per the vision of Tourism and Trade and Commerce.

Industrial:



As per the workforce projections, the projected workforce for 2031 is 74901 persons. The industrial workers as percentage of total work force for small and medium towns are 20% of total workers i.e. 14980. According to the calculations, the projected industrial area is 150 hectares, including existing around 60 hectares of land.

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

Transportation:

Based on standards i.e. maximum of 6% area has been allotted to transportation and communication i.e. 160 h. (Desired Minimum). The existing Landuse under transportation is 89 hectares therefore additional 71 hectares of land is required to give for transportation in order to cater for city traffic and transportation needs efficiently.

Terminal facilities:

Area of the existing bus stand is not adequate to accommodate the present requirement as well as its inner city location creates traffic congestion. Therefore, a new site of bus terminal of area is required. As per the demand a site for truck terminal is also required which is also earmarked by the state government in battal ballian village.

Recreation use:

At present 57 hectares of land is under recreational use area is not calculated due to the tourist and ecological nature of town. For area will be earmarked as per the site potentials and constraints.

Public and Semi Public:

As per on standards from UDPFI Guidelines, and additionally calculated 267 hectares of land is required for have been allotted to the public and semi public use.

5.6. SWOT Analysis

Based on analytical study of the journey made in the realm of growth and development during last centuries of its existence, a SWOT analysis has been carried out for the city of Udhampur illustrating its inherent strengths and weaknesses, opportunities offered and threats faced by the city both from within and outside, which has been used as a framework for redefining the agenda for future growth and development of the city.



5.6.1. Strengths

The strength of Udhampur can be defined in terms of:

1. Premier urban centre of the state having historical significance.
2. Rail and road gateway to the country for flow of goods and passenger traffic
3. Rail, road accessibility with all major destinations of the country
4. Strategic location in terms of roads as the town is located on the junction of two important roads links i.e. NH-1 A and Dhar Road.
5. Important growth centre for surrounding villages because of its strategic location.
6. Religious centre of the Region - having Devika complex, a pilgrim destination and City of enormous heritage wealth.
7. Important Tourist Destination centre because of its strategic location on a major tourist route of Jammu and Kashmir.
8. Regional destination and prime distribution centre for goods and services for large number of small and large urban & rural settlements.
9. Hub of quality Medical-cum-Educational facilities of regional significance
10. Large amount of availability of minerals in the region to develop coal based industries
11. House of age old traditions of food processing and forest based industry.
12. High degree of workforce employed in manufacturing and trade & commerce.
13. Presence of Ramnagar railway station on the outer boundary of LPA which can be used for the import and export of goods.

5.6.2. Weaknesses

The weaknesses of Udhampur can be defined in terms of:

1. Low level of investment both by parastatal agencies and private sector.
2. City growth largely marked by haphazard, unplanned and unauthorized growth leading to uneconomical use of land with remarkable loss of good land.
3. Absence of comprehensive statutory development plan leading to confused land use, marked by extreme congestion in the core and sporadic development all around.
4. Overcrowding of buildings on land and people in Dhabbar area, in absence of clear policy for the development of Dhabbar area.
5. Poor road geometry and inadequate capacity of existing road network.
6. Extreme vehicular congestion and absence of parking within and outside the core area of the city.
7. Mushrooming of unplanned and unauthorized development.
8. Acute shortage of housing both qualitatively.
9. Mushrooming of large number of slums.



10. Shortage of affordable and qualitative housing stock.
11. No sewerage network
12. No solid waste management or land fill site.
13. Absence of tourism related quality infrastructure.
14. High degree of road congestion caused by intermediate mode of transport and bus stops.
15. Lack of awareness on conserving and preserving the valuable heritage.

5.6.3. Opportunities

1. Emerging major tourist destination with large increased flow of tourists and pilgrims both from state within state and outside state due to its location on the route of major tourist's centers of the state.
2. Widening and strengthening of main roads of LPA.
3. The natural slop of town support a gravity based sewerage system
4. City is surrounded by water bodies on all sides which can be used as a water resource.

5.6.4. Threats

1. The town is under the shadow of Jammu city.
2. Present scenario of commercial development along major roads will create more parking problems.
3. Through traffic will put huge burden on town roads, as the town is located on the junction of important roads.
4. The slope of town is towards Devak if the implementation of river is not proper, then the thrown of sludge into Devak which pollutes the scares water.
5. Delay in placing appropriate framework for proper, preservation and conservation of valuable natural heritage.
6. Non-rationalization of inter and intra-city traffic and improving/upgrading transportation network.
7. Delay in creating appropriate infrastructures related to tourism, trade & commerce.
8. Delay in decongesting the city core (Dhabber area) and rationalizing policy for its growth and development.
9. Delay in bridging the existing gaps in basic infrastructures and services in and around the city.
10. Delay in addressing issues on priority related to slums, and urban poverty.



5.7. VISION 2031

For the Master Plan, it is necessary to formulate a long term (2031) vision for the city that takes into account the present strengths, opportunities, weaknesses (limitations) and threats (SWOT). For visualizing future city of Udhampur, so that the Master Plan so prepared takes care of all the aspects of future town development taking care of the requirements of each section of the society and is readily acceptable to the public. The finalized vision as per the study is as under:

“To maintain Udhampur as the centre of Trade and Commerce, excellence of educational activities at the Regional level, To strengthen its role as the destination of heritage and Religious tourism, As well as to promote Ecotourism of Northern India and To project Udhampur as a hub of Forest and Mineral -based industries and storage centre for its product by providing high quality infrastructure to its citizens in an inclusive and environmentally sustainable manner.”

5.8. Mission Statement for Focused Areas

In order to achieve the objectives and goals enshrined in the vision statement, mission statement for various focused areas has been detailed out below

5.8.1. Growth Management

1. Promoting planned development through effective city planning.
2. Rationalizing land use pattern for effective traffic management and provision of basic services and amenities.
3. Rationalizing the Peri-Urban Development.
4. Minimizing haphazard, unplanned and sub standard growth.
5. Making effective plan implementation and enforcement as integral part of city planning and development process.
6. Conserving and revitalizing the Dhabbar area and Devika complex.
7. Making growth management process more participatory.
8. Improving system of building plan approvals through use of IT and GIS.
9. Making urban development self sustaining.
10. Leveraging growth management process for resource generation.
11. Removing all legal and administrative roadblocks in the efficient growth management.

5.8.2. Urban Environment

1. Making urban environment integral and essential part of city development process.



2. Making environment integral part of planning and decision making process.
3. Treating effectively entire sewage generated within the LPA.
4. Improving solid waste management through state of art technologies.
5. Developing and improving existing gardens, parks and open spaces, besides creating new open spaces to make Udhampur as a green city.
6. Promoting optimum use of available natural resources.

5.8.3. Urban Services

Water Supply

1. Ensuring safe, equitable, reliable, adequate and quality water supply.
2. Ensuring 100% coverage of the city and regulate water supply.
3. Improving operational efficiency of water supply system by minimizing wastage and leakage.
4. Removing illegal water connections and public stand posts (PSP).
5. Making entire water supply based on metering system.

Sewerage and Drainage

1. Ensuring total coverage of the city with sewerage and drainage system including slums
2. Promoting eco-friendly decentralized treatment system.
3. Promoting protection of natural water bodies.
4. Promoting effective mechanism for disposal of treated Sullage.
5. Prohibiting disposal of untreated Sullage into natural water bodies.

Solid Waste Management

1. Improving the solid waste management in the city using best practices.
2. Using PPP model for solid waste management.
3. Promoting effective “Recycling” of Solid Waste.
4. Making solid waste management people centric.
5. Integrating solid waste disposal and rag pickers for efficient solid waste management and resource/employment generation for the poor.
6. Creating awareness to minimize solid waste generation.
7. Creating effective system for disposal of toxic waste generated by health sector
8. Making electronic waste disposal integral part of city management system.
9. Minimizing use of non-degradable plastics.

Storm Water Disposal



1. Reviving the storm water disposal system of the city.
2. Improving the natural water drainage channels by desilting and stopping the sewage water from entering the water channels.
3. Constructing storm water disposal channels and integrating each household with the system.
4. Integrating the storm water channels with the city development process using land suitability analysis.

5.8.4. Traffic and Transportation

1. Improving safety, mobility and efficiency of traffic within and outside the city.
2. Segregating and rationalizing the inter and intra-city traffic.
3. Improving road geometry and road capacity of existing network.
4. Minimizing the use of private transport and to promote public transport.
5. Using planning as a mechanism for rationalizing and minimizing traffic.
6. Creating new road network and to improve the existing network to promote operational efficiency of traffic.
7. Reviewing the existing activity pattern to rationalize the traffic
8. Providing adequate parking spaces to remove traffic bottlenecks.
9. Minimizing traffic within the Gol Mraket, Dhabber Market and other commercial areas.
10. Promoting pedestrianisation within the Dhabbar area and Gol Market.

5.8.5. Urban Poor

1. Making urban poor Integral part of the city planning, growth and development process.
2. Improving accessibility to basic services for the urban poor.
3. Providing urban poor with better living environment.
4. Creating enough employment opportunities for improving financial status of poor.
5. Providing adequate opportunities for creating affordable shelter duly supported by basic services.
6. Empowering poor to be integral part of city development process.
7. All poverty alleviation programmes to be made more focused and poor centric.
8. Minimizing growth of slums/shanty towns and improving existing slums.



5.8.6. Social Infrastructure

1. Providing adequate sites based on norms, for creating/developing various social infrastructures.
2. Involving private and corporate sectors for providing, developing and maintenance of] social infrastructure.
3. Making optimum use of mechanism of planned development for developing adequate and quality infrastructure.
4. Promoting community participation in maintenance and upkeep of social infrastructure.

5.8.7. Urban Governance

1. Making Municipal council a role model of good governance.
2. Improving and strengthening the urban local body in terms of structure and quality manpower and resources.
3. Creating appropriate mechanism for promoting higher interface between ULB and communities on regular basis at ward and city levels.
4. Making urban governance citizen centric.
5. Promoting transparency and objectivity in all public transactions and decision making.
6. Involving effectively NGOs and CBOs in the poverty alleviation programmes.

5.8.8. Finance

1. Improving financial base for the city through broad, diversified and inflation protected revenue base.
2. Rationalizing the pricing of urban services on the principal of “USER MUST PAY”.
3. Optimizing use of available resources through better prioritization of projects and improved management.
4. Minimizing expenditure on manpower and non-plan activities.

5.8.9. Heritage

1. Identifying and documenting the entire manmade and natural heritage.
2. Making heritage preservation and conservation integral part of city planning development process.
3. Creating awareness among the people about the role and importance of heritage preservation and conservation.



5.9. Objectives of Master plan

The long term vision and the mission statements would require spatial land use planning, infrastructure planning, planning of transportation, effective management and operation of infrastructure services, and regulating and enforcing plan proposals. The objective of the Master Plan is to create enabling spatial and Land Use Planning framework to achieve the Vision of LPA Udhampur. More specifically following are the objectives.

1. To make Udhampur town as the most vibrant economic centre to promote the balanced regional growth.
2. To promote compact development of the area by minimizing disturbance to Eco sensitive areas like forest and slopes.
3. To minimize haphazard, unplanned, and sub-standard growth and development of the city and to achieve planned growth to create healthy environment.
4. To effectively manage the traffic and transportation within the town through the mechanism of rationalizing the land use pattern defined in the Master Plan.
5. To make land available for public purposes.
6. To minimize travel within the town by creating self contained and self sufficient communities
7. To Create Adequate parking in the town as an integral part of commercial, industrial, and institutional planning and development process.
8. To strengthen the basic infrastructure favorable for forest and Minerals based Industries.
9. To rationalize the distribution of physical and social infrastructure in order to ensure appropriate quality of life to all the residents of the town.
10. To identify manmade architectural and natural heritage and to make heritage conservation as an integral part of the city planning and development process.
11. To help establish Udhampur as a major tourism destination.
12. To maintain and preserve existing drains.
13. To plan L.P.A as an integrated single unit.
14. To maintain the importance of Devika complex, this is losing day by day.
15. To promote, enhance, strengthen and enlarge the existing glory of the Dhabbar and Gol Market, Devika Complex and to make it hub of culture, trade and commerce, and tourism and religious activities.
16. To promote tourism through development of tourism related infrastructure and create a tourist circuit covering important destination within Udhampur L.P.A to enhance the tourist potential of the city with the surrounding region.
17. To Make Udhampur as a Tourist Stoppage point of the Tourists passing Through it for Vaishno devi, Katra, Patnitop etc.



5.10. Preparation of Planning and Development concept:-

Cities in a natural course grow like an organism in south directions depending upon the availability of land and potential for growth, sometimes leapfrogging the natural as well as manmade barriers. On the basis of existing trend of development and studies conducted by the Tech Mech International Pvt. Ltd, it is observed that the development activities around Udhampur are concentrated along main roads passing through the city besides the area falling in the vicinity of existing developed area of the city. Keeping in view the present growth trend, the structure as shown in the Map No .7 has been conceived for the Udhampur city.

5.10.1. Characteristics of Concept plan:

After studying into the existing development pattern of LPA Udhampur, LPA is in the form of triangle, bounded by Tawi in one direction, Dudhar drain in second direction, and NH-44 in the third direction. Due to the slopes and reserved areas like forest in the North, Defence along the NH-44 and Airforce along the River Tawi, flat land is available between the NH-44 and Dhar road which is narrow in the north and widened in the south.

1. Residential area proposed with the continuity of existing residential area in the three layer as:
 - a. Within the core city
 - b. Within the municipal boundary
 - c. Outside the municipal boundary up to the future urbanisable limits.

Some of the residential has been proposed without its continuity in the south of existing Battal Ballian industrial area as this site is already identified for the housing colony by the state housing board.

2. Commercial area has been proposed as the City Centre and three District Centers. A City Centre has been proposed in the centre of LPA which will Gravitate the LPA towards it. Two new District Centre has been proposed in the south west and other in the south east to cater the demand of existing Defence ,airforce and BSF population so it will not disturb the city Area. The existing city centre like Gol market will also act as one of the District Centre.
3. Industrial area has been proposed in the continuity of existing Battal Ballian industrial estate which will act as a polluting industrial zone. Non polluting industries have been proposed in the Thanda Badder industrial zone.
4. Educational park has been proposed in the continuity of existing PTC college, will develop it as a knowledge park.
5. A bus stand has been proposed in the centre to provide maximum advantages to the city residents but this facility must be separated from industrial area with a fly over to avoid congestion.



6. Government offices have been proposed near the proposed near the Bus stand which will be developed in the form of mini secretariat with proper parking. It will accommodate all district and local level offices which helps in the coordination between various departments and will be convenient to the daily commuter.
7. Medical and health zone has been proposed near the proposed Bus stand and Industrial area which will be convenient for the industrial worker will be easy to commute for residents of Udhampur and nearby towns also.
8. A transport cum ware houses has been proposed near the Ramnagar station to segregate this facility from the existing city traffic. It has the advantage of close proximity to railway line and the industrial area.
9. An amusement park has been proposed in the reserved forest area with the coordination with the coordination of forest department.
10. A new Semi-ring road has been proposed to define the urbanisable limit.
11. The Socio Cultural facilities like Exhibition Grounds, Convention Centers, Music, Art and Drama Center, Hotels and Motels etc is proposed to be developed along the Bye Pass Road leading to Jammu.
12. Outskirts has been proposed to keep as such as an agriculture land and has been reserved for the future expansion of the town.
13. Moreover, Udhampur, being a Head Quarter of Northern High command has strategic importance from the point of view of the Defence and Air Force. It is proposed to retain the existing area under Govt. land (for Defence purposes) as such in the Proposed Land Use plan. An ammunition depot sites are existing in Udhampur.
14. Area described under the funnel zone if Air port of Air force and 100 m green restricted for development from the fencing of airport for the security purpose.
15. Sewerage treatment plants has been proposed on the meeting point of Dudhar and River Tawi (As per the slope)

After looking into the characteristics of Udhampur Planning and development concept it is necessary to look into its Merits and demerits

5.10.2. Merits

1. A residential area has been developed as continuity with existing which will form the compact development which is the demand of the city.
2. Commercial area has been proposed which will act as as well defined hierarchy and least chance for the parking shortage.
3. Industrial area has been proposed with the continuity of existing and as per its major consideration of wind direction.
4. A separate educational park convenient as per the location



5. Medical and Health is also convenient to industrial, Daily commuters and existing and proposed population as it is given almost in the centre of LPA.
6. Government offices proposed is convenient to daily commuters
7. Proposed Bus stand is Strategically placed as per the convenience to whole Lpa and work place Relationship.
8. Transport hub is located outside the city and near the ramnaggar station so that it will segregate the freight traffic from the city Traffic.
9. Reserved Forest area will promote the tourism
10. Location of Tourism zone is also proposed to take maximum potential of this site.
11. Green Belt in the outskirts will act as a lungs space for town and reserved for the future expansion.

5.10.3. Demerits:

1. A proposed residential area in the south of industrial area is not as per the consideration of wind direction.
2. Commercial area may not provide the maximum potential to the tourists.
3. Proposed industrial area may pollute proposed housing colony.
4. Educational, Medical and Government buildings may lead to the congestion if not regulated.
5. Bus stand located in the centre may also lead to the congestion and traffic jams if not regulated.
6. Proposed tourism cum socio-cultural zone will create ribbon development along the Bye Pass leading to Jammu.



Chapter 6: Planning & Development Proposals

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

6.1. Proposed Layer Development:

Accordingly, Udhampur LPA covering an area of 6545 hectares has been visualized in the four distinct layers that are described in detail below:-

- Layer I: Area Enclosed by Dhar Road, Sailan Talab Road, Circular Road , Bus Stand Road and NH-44 (from Bus Stand Road To Dhar Road):
- Layer II: Area Enclosed By Municipal council, Udhampur
- Layer III: Area outside M.C Limit and up to the Future Developable Limit.
- Layer IV: Agricultural/Rural Area/Defence/ Airforce /Forest outskirts.

6.1.1. Layer I: Area Enclosed by Dhar Road, Sailan Talab Road, Circular Road, Bus Stand Road and NH-44 (from Bus Stand Road to Dhar Road):

The layer has a total area of 83 hectares, which constitutes merely 12 percent of the area of the Udhampur city. It houses approximately 44% of the population of the city. It means it has a gross residential density of 301 pph.

However, this layer has a unique quality of growth and development. It has distinction of housing the major Cultural and Religious landmarks. In addition, it is also the hub of Trade and Commerce symbol of Udhampur Town. Accordingly, Layer has been considered as the first layer of the entire planning area, being its heart and soul. Considering the historicity of the area due to the presence of Devika Temple, Dhabbar park, and Gol Market, narrow streets and specialized markets, the zone is proposed for preservation, conservation and up-gradation of infrastructure in order to make it a Tourist hub of Udhampur. Considering the inherent strength and value of this Planning Layer as the symbol of physical, social, economic and historical growth, it is proposed that it should be designated as “**Trade and Tourism Area**”, it should be developed to preserve the existing rich character. Accordingly, following strategies are proposed for the first planning layer of Udhampur:

- To preserve, enhance and promote the basic character of Layer one : Old city



- To promote quality of life by improving, upgrading and providing state of art infrastructure and services.
- To undertake selective de-congestion of the old city by shifting of wholesale markets and Government offices including Schools, Polytechnic College Saw Mills etc. to identified planned areas outside the Old City in the Battal Ballian along the bye pass, Dhar Road and railway line networks.
- To promote de-congestion by eliminating sub-division of land and change of land use from residential to commercial and others.
- To promote revitalization of first Planning Layer way of Special Area Action plan.
- To frame detailed “Urban Design Guidelines” for promoting and enhancing the quality of urban spaces.
- To promote Conservation and Preservation of heritage buildings
- To promote Tourist Walk by developing processional route of connecting Gol market, Devika Temple, Dhabbar Park also include Court Road, Mukherjee bazaar, etc.
- Provision/ Up-gradation of higher level of Urban and Tourist infrastructure.
- To promote, preserve, enhance and augment the bazaar culture in the First Planning layer in order to make it a role model of urban heritage.
- Pedestrianization of the First Planning layer in order to decongest and eliminate the traffic problems due to lack of adequate road width/parking.
- Implementing time regulation for undertaking loading and unloading activity for existing wholesale markets within first Planning layer.
- To identify, create and develop available open spaces through proper landscaping within First planning layer.

Considering the critical role, historical importance and typical character of the first Planning Layer, it is proposed that it shall be developed as a distinct entity. Accordingly, a specific, exclusive and detailed plan for the development of layer one needs to be prepared. The plan should be based on the prime consideration, having focus on Urban Design and Conservation & Preservation. Such a plan would be critical in order to preserve, promote and enhance the Tourism and commercial ambiance of the old city besides improving quality of life and productivity of Udhampur. The preparation of urban design development plan for the First Planning layer needs to be taken up on priority. Already Scheme For The Conservation of development of Devika complex projects have been proposed/ being taken up without any integration. It will be critical to integrate these projects within a well-defined framework. Accordingly preparation of such a Development Plan for first Planning layer assumes importance considering the required amount of investments and numbers of development projects are being taken up in the First planning layer.



In addition to regulating and rationalizing the development of Old city of Udhampur by declaring it Trade and Tourism Area, it has been considered appropriate to focus on the development around Dhabbar park, and GOL market which forms the very heart and soul of Udhampur and around which entire future growth for the Subcity Centre would gravitate. The old buildings are being demolished and new ones are constructed on such sites. The new construction does not gel with the existing pattern of development and are fast emerging as eye-sores. Further, the use of land is undergoing rapid transformation with residential areas being converted into commercial complexes and hotels for catering to Tourism and Trade and Commerce. All these changes are taking place outside the framework of existing pattern of development with the result Character of the area is being marginalized and diluted. In addition, large volume of built up spaces and change of use of land has resulted in creating numerous developmental and traffic/transportation problems besides destroying the valuable character of Old City which is the very basis of existence and development of Udhampur. Accordingly, it is critical that the area around Dhabbar park and Gol Market, Devika Complex should be carefully and thoughtfully preserved and conserved so that valuable Medieval wealth of the city is not lost in the haze of unplanned and irrational development of the First Planning layer. In order to achieve the objective, it is proposed to declare area around Dhabbar Area, Gol Market as a **Special Tourism zone**. This zone has been identified in the map of First Planning layer and also comprises of Devika Complex.

In order to protect and enhance the existing character of **Special Tourism zone**, it is proposed to prepare detailed guidelines for the First Planning Layer, for which following strategies shall be involved:-

1. Prohibiting the change of Land Use and subdivision of land within the special Tourism Zone
2. Framing exclusive development control regulation for the special Tourism Zone.
3. Using different controls in terms of:
 - a. Floor Area Ratio
 - b. Height controls
 - c. Land Use control
 - d. Setbacks/projections
 - e. Façade control
 - f. Material control
4. Using urban design as the mechanism to control and regulate development.
5. Rationalizing advertisement in the special Tourism zone through advertisement controls.
6. Pedestrianisation of approach road to Gol Market, Dhabbar Park and Devika Complex shifting the Municipal Council office from the Town Hall and remodeling the Space to convert it into a Parking cum a Musical Garden.



7. Appropriately designed Signage's to be put in place at critical areas for identification of areas of Historical, Architectural and Tourist importance.

However, all the services laid down in the Special Tourism zone shall be made underground including, electrical, telephone etc. in order to minimize Visual Pollution. Display of advertisement on the buildings and along the roads shall be regulated and made integral part of buildings and available spaces. Special lighting arrangements shall be made to enhance the Visual effect of Dhabbar Park, Gol market and Devika Complex and available spaces. Congestion shall be eliminated by regulating the movement of vehicles, removal/re-location of informal activity, vehicular parking on the Outskirts of the First Planning layer and widening of the fore courts of Gol markets.

All unauthorized constructions shall be removed; height of the buildings constructed in Special Tourism zone shall be regulated in order to ensure that no building is constructed more than the existing height so that the ambience is not diluted. Based on the above parameters, detailed strategies for the development of the special tourism Zone shall be prepared.

6.1.2. Layer II: Area Enclosed By Municipal Council Udhampur

The area enclosed by the Municipal Limit but outside the First Planning Layer has been defined as the second layer of Master Plan. This layer comprises of an area of 585 hectares and houses remaining 66 percent of the population of the city. It means it has a gross residential density of 38 persons pph and it has a net residential density of 198 hectares. It is the layer which houses major transportation linkages of rail and road besides the air. Its development is largely centered on the major traffic arteries and nodes. Majority of the post independence development is also concentrated in this layer. However, there are distinct variations in the quality and development in this layer that are marked by contradictions and mismatch.

Accordingly, this layer is possessing specific character in terms of structure, morphology, problems and potential requiring well-defined strategies for leveraging future growth and development.

Thus, majority of the development is unplanned and has quality Socio-Economic Infrastructure, large undeveloped open spaces due to Slopes which act as an integral part of the residential development. In addition, all commercial areas along Major Highways have been provided without parking spaces Like Big Bazaar and Vishal Mega Mart. Number of educational and institutional buildings, and are also available in the sub-layer. However, due to the lacking of development controls, the character of the sub-layer including Dhar road,



National Highway 44 etc is undergoing fast changes due to large-scale conversion of land use from residential to commercial and from low rise to high-rise developments creating numerous problems of urban design, traffic and transportation, congestion etc. There are still large pockets lying vacant/ unplanned which needs to be taken up for planning on priority. Large-scale development is also taking place in the area, which needs to be regulated carefully and thoughtfully. The western side of the Dhar is already developed but majority of the eastern belt is undeveloped and also the land along the Bye pass is also not developed. Accordingly, it is proposed that immediate steps should be taken to frame development scheme for this area in order to minimize the loss of planned character of the area. In addition, the portion of Dhar road and Bye pass is also undergoing rapid sub-division and Major development. The area is proposed to be developed to meet the high standard of development besides providing essential infrastructure and services in terms of Residential Complexes, etc. to meet out the future requirement of population. The northern side of this layer is falling under the reserved forest which has to be kept as such. In order to preserve the basic character of the area, it has been proposed to put in place a well-defined system of controls for growth and development of the area and its built environment. Therefore, in order to preserve the basic character, the following is proposed:

- To retain the basic character of the area as low density and low rise.
- To minimize the conversion of land use.
- To minimize the sub-division of land.
- To enhance and augment the quality of basic infrastructure.
- To regulate the future growth and development of the area without changing the character of the area.
- To take up the development in pockets lying vacant/unused.
- To regulate the development along the Bye pass and Dhar Road.
- To evolve a detailed scheme for shifting of the Government offices located along the NH-44 and Dhar road.
- To clean the Devak Drain by eliminating all sources of pollution and developing it as the Green Belt/Re-creational Zone for the Town.
- To rationalize the development along the Bye pass and Dhar road.
- To promote amenities/infrastructure subservient to State/ National and Local level.
- To declare Devika Complex as the Heritage Zone
- To shift the location of Government offices like D.C office, Court Complex, PHE, electrical maintained etc. scattered in this layer and use it for various Parking Lots, Green Spaces and Museums etc.
- Providing improved basic urban infrastructure services.
- Developing the area as hub for wholesale markets which are proposed to be shifted from the First Planning layer.



- Formulation of more planned schemes by Udhampur Development Authority / Private Sector Development.
- Making the area as Economic and Social Hub for surrounding villages.
- Improving quality of life by providing quality Physical and Social Infrastructure.
- Making the area slum free by creating affordable housing for the economically weaker section of the society.

6.1.3. Layer III: Area outside M.C Limit and up to the Future Developable Limit:

This layer includes the area outside the M.C limit and up to the proposed Outer Ring Road connecting bye pass and Dhar Road which defines the outer limit of the Future development limit of the Master Plan, Udhampur. The layer houses the area of 2028 hectares. This area is largely agriculture in character dotted with rural settlements. It also has sporadic development, which is both unplanned and haphazard. It also has ribbon development along the major arteries emerging from Udhampur and providing linkages with the surrounding settlements. It is largely a low density area which is going to house majority of urban population coming in Udhampur City.

The area also has number of development projects newly developed and proposed like Industrial Estate Battal Ballian, Housing colony, Transport yard cum Ware houses by the private developers and promoters. It also has large chunk of flat land located between the Dhar road and NH-44. It also has higher level of technical Institutions including B.Ed Colleges. The area around Police Training College is proposed to be developed as the Knowledge Centre with attracting quality institutions. Since, the area is largely rural in character with low density; it offers enormous opportunities for planned development. Accordingly, development in this area is visualized by adopting following strategies:-

- Promoting planned development through a well defined Road Network.
- To make Udhampur self-contained and self-sustaining supported by basic infrastructure.
- Development to be highly compact for minimizing the conversion of agricultural land to non-agricultural uses.
- Development pattern to promote high degree of interface between rural and urban settlements
- Minimizing ribbon development along the important road network.
- To minimize land speculation by providing large amount of developed land required for housing/working/recreation for the future population to be housed in this layer.



- To develop the central portion of this layer as a city centre to serve the future population and to shift the existing whole sale commercial activity from first planning layer.
- To rationalize the development with compatibility between various land uses like polluting Industries and Residential.
- To provide new bus stand in the centre of the local planning area to serve the maximum population.
- To provide separate Educational, Medical and Office hub to reduce the travel distance between them.

6.1.4. Layer IV: Agricultural/Defence/Air Force/Forest outskirts:

This layer comprises of remaining area of Local Planning Area, Udhampur which includes the area outside the Outer Ring Road but within the LPA boundary. The layer has the largest area which is of the order of 3349 hectares. The area is mainly agricultural in nature containing village Abadis, forest land in the North, Air force land in the east, defence land in the west along NH-44 and in the east between railway line and Dhar road. To retain the green character of this layer, it is proposed to prevent or minimize conversion of agricultural land into non agricultural use such as Residential, Commercial, Industrial, etc. Further, the development pattern in this layer is proposed to promote high degree of interface between Rural and Urban area. In addition, the portion of Bye pass road leading to Jammu is also undergoing rapid sub-division and unplanned development. The area is proposed to be developed to meet the National and State level standards of development besides providing essential infrastructure and services in terms of Hotels, Multiplexes, Shopping Malls, Convention Centers, Golf Courses, and other Tourism related activities. The land along the Ramnagar station in the Thill Village proposed to be used as a major Transport Hub rather to use the Udhampur Railway station.

- Accordingly, development in this area is visualized by adopting following strategies:
- To rationalize the development along the Bye pass leading to Jammu
- To create a Logistic Hub along Ramnagar railway station.
- To develop a two District centre one in the south-east and other in the south west to serve the needs of defense, BSF, CRPF and Air force.
- To keep the out skirts with all reserved land and all reservation like, Forest, Defence, BSF, CRPF etc as existing.
- To develop a STP in the south East on the meeting point of River Tawi and Dudhar drain as per the slope.



6.2. Proposed Landuse Plan

On the basis of the study of existing land use plan, analysis and population projections of

Udhampur Local Planning Area followed by several discussions with DDC Udhampur and at different levels a proposed land use plan has been prepared. In this plan, different land use zones such as Residential, Commercial, Industrial, Institutional, Recreational, Public uses, Agricultural, etc. have been earmarked based upon the computation of land use requirements as stated in the U.D.P.F.I guidelines. The existing growth pattern and after examining the various possibilities, the afore-said land use categories have been adopted for the proposed land use plan. The other concerned aspects of these different land uses have been detailed out in the following sub-heads. The proposals & land use mentioned below may be read with Zoning Regulations, specified later in the chapter 8. The proposed land use requirements for Udhampur L.P.A has been worked out based on the proposed density for Udhampur MC Area and LPA area for the targeted year 2031. On looking at the existing city structure, it has been observed that the city is expanding along major radials with rapid developments along Bye pass leading to Jammu. And the development along Dhar road and NH-44 is controlled due the existence of defence along these roads.

On taking the Gross Developed Area Density of 70 PPh (the minimum density given in U.D.P.F.I for big town in hilly areas) for Udhampur M.C., the future urbanisable area calculated is of the order of 2671 hectares. Although, the future urbanisable area required by 2031 is calculated assuming gross developed area density but it is also important to take into account the immense growth potential of Udhampur because of its importance as Tourism, Industrial and Commercial hub. Upcoming development spread over different parts of the LPA and along the major road corridors, the city may be expected to grow well beyond the calculated areas. (Refer Plan 1). Though, the growth is expected to come mainly along the major roads, the area lying between these roads too has been taken up to prevent unplanned and unregulated development. Finally, the Future Urbanisable Area for Udhampur city is expected to grow up to the Dudhar Drain in the south and Tawi in the east.

The LPA, Udhampur is spread over an area of 6545 hectares, out of which Udhampur Municipal Corporation area is of the order of 668.40 hectares. It constitutes 10.2 % of the total Local Planning Area. The urbanisable area for the target year 2031 is proposed to be enlarged to 6045 hectares to accommodate the projected population of 187253 persons. The proposed urbanisable area of the Udhampur would comprise of the entire area which falls within the urban limits of Udhampur Municipal Council besides the area falling under the jurisdiction of rural settlements in the south and east directions. The future urbanisable area required for 2031 has been worked out and earmarked taking into consideration the existing



pattern of growth and direction of development. It has been observed that major development has been linear in character and is confined primarily along major transport corridors. Growth and development has also been observed in the peri-urban areas. Accordingly, the urbanisable area has been proposed to be extended beyond the limit of Municipal Council, Udhampur in order to accommodate the future population and development. While preparing the Proposed Land Use Plan for the Udhampur Local Planning Area, care has been taken to redefine the land uses in terms of Residential, Commercial, Institutional etc for meeting the land use requirement for different urban uses.

The land uses provided in the Master Plan has been detailed out below:-

6.2.1. Residential

Residential land use is the major component of a city and accounts for majority of the total urbanisable area. It shapes and defines the overall structure of the city including its built mass. The residential zone is spread over the entire urbanisable 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. Accordingly, the residential area extends beyond the existing developed area and the urban limits. In order to accommodate the projected population of 187253 persons up to the year 2031, residential area of the order of 1246 hectares is required based on the gross residential density uniformly of 150 P.P.H.

However, the area under this category has been kept on higher side considering the existing pattern of growth and high growth potential of the city as Industrial, Educational, Tourist hub and Regional Character of Udhampur. Irrespective of the requirements, the residential area is proposed to be extended up to Outer Ring Road joining Bye pass and Dhar road. Two Housing colonies (one in the Battal Ballian and other in Rathian village) are already coming up along the existing major road network .

While defining land use proposals, care has been taken to accommodate and integrate both already existing residential areas appearing in Existing Land Use Plan and the area proposed to be added for a future population. However, contours of residential area have been rationalized keeping in view the existing population distribution in the city and density pattern of proposed to be achieved in the Master Plan. It has been proposed to adopt a two-tier structure for the residential area based on the residential density as detailed below:-

**Table 1.1: - Gross density in residential zone**

Sr. No	Zone	Existing Residential Density	Proposed Residential density
1	Layer I	301 pph	300 pph
2	Layer II and Layer III	39 pph	150 pph

The areas zoned for residential use are based, not merely on the density defined above but also on the potential for future growth besides preserving the valuable agricultural land.

Considering the density pattern proposed above, it is proposed to ensure compact development of the city and accordingly, considerable proportion of the residential area particularly on the periphery may remain undeveloped by 2031.

RD1- The core city area of the city (Layer) has high population density and is accordingly highly congested with poor quality of living. Core city has merely 12 of the total area of Udhampur but it houses 66 percent of city population. In order to improve the quality of life and to provide higher order of open spaces, it is proposed to be decongested the core city by reducing the net residential density to the level of 300 PPh from the present density of more than 380PPh. However, the area under core city would continue to be categorized as high-density zone with proposed density pegged.

RD2- Area already developed along all major roads and the area surrounding the high density zone has been put in the category of medium density, where the density is proposed to be of the order of 150 persons per hectare. In order to make the compatible use, the medium density zone has been provided in proximity to the existing residential area. The net density has been kept high in order to preserve the valuable agricultural land and to make the residential area more compact and energy efficient. This zone would also provide additional infrastructure and services which are deficient in the core area of the city.

RD3- In order to have a well-defined hierarchy of residential areas, a density pattern that gradually decreases from the core to the periphery has been adopted in the Master Plan.

Accordingly, the area outside the Outer Ring Road and the L.P.A boundary has been earmarked for rural zone. In this zone, the residential development has been permitted only to accommodate the natural growth and expansion of the rural settlements in the shape of a belt varying from 20-50 meters around the abadi area depending upon the size and population of rural settlements. All these zones have been placed in the category of low density residential development, with density limited to 70 persons per acre in order to preserve the basic rural character of low density low rise. It is also proposed that all the villages falling outside the



proposed urbanisable limit and within L.P.A boundary shall also be developed in a planned manner. The extent of residential area has been provided in order to achieve the objective of providing “Affordable Shelter for all” defined in the National Housing and Habitat Policy, 2007 evolved by the Govt. of India. For achieving the target of housing for all, the housing needs for all income groups are to be assessed.

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, appropriate framework and the housing strategy will have to be such, which ensures active participation of Public, Private and Cooperative sectors. While providing affordable shelter to all, optimum utilization of land would form integral part of the development strategy. To develop of new residential areas it shall be based on well-defined norms in order to provide housing for all sectors of society. The policy should aim at making the existing development integral part of Master Plan proposals following the prescribed norms.

6.2.1.1. Housing for Economically Weaker Section

Housing strategies for the urban poor needs a holistic and multi-pronged approach. For effectively addressing the issue, increased supply of developed land and its availability in equitable and sustainable manner would be vital. The existing inequity in access of land to poor has to be removed. Policies must free the restrictions on land supply and make the land market efficient and sensitive to their demand. While proposing new residential area, housing for the economical weaker section must be included as an essential ingredient of the Master Plan considering that more than 90% of the housing shortage falls in the category of L.I.G and E.W.S housing. It will be critical to provide adequate land for them at the most affordable price. In addition to providing majority of plots in this category, it will also be essential that certain percentage of land/plots/flats are provided for L.I.G/E.W.S housing in all the housing projects sanctioned by the State Government. In addition, existing slums would also require detailed study and analysis before taking decision with regard to their up-gradation or redevelopment but only Jakhani Slum pocket is proposed to relocate. Considering the enormity and magnitude of problem, eradicating slums and providing affordable shelter to poor will largely depend upon our capacity to leverage land in right quantity, at right place and at right price. For providing affordable shelter, it will be appropriate to consider the option of forming co-operatives of the slum dwellers for leveraging their resources. Approach would have to change from subsidy- based to cost recovery housing for creating required number of houses for L.I.G/E.W.S categories.



6.2.2. Commercial

Udhampur has dominated the urban canvas as one of the most vibrant centre of trade and commerce in its own Sub Region. As Udhampur is an important commercial centre at both local and regional level and will continue to function as a larger regional centre serving the population even outside L.P.A, therefore, the city requires development of new commercial areas. Accordingly, sufficient area is proposed to be earmarked under this use in the Local Planning Area. In order to meet the emerging requirement of commercial areas 5% of the total urbanisable area has been proposed under this use. In all 38 hectares has been proposed for commercial development. It is proposed to develop an additional area of 436.48 hectares in a planned manner. The existing area is proposed to be Retained, Developed, Augmented and Enhanced in terms of infrastructure and services in order to enable it to cater to the needs of commercial areas. Additional area proposed in the Master Plan will be essentially utilized for creating state of art infrastructure for certain wholesale markets existing inside the core city area which has to be shifted outside the core city.

As the existing city is proposed to grow to 1.87 lakh persons approximately, therefore, two more district shopping centers and one city level shopping centre are proposed to serve the commercial needs of the Projected Population, Defence and Air Force by 2031. The existing commercial development has been proposed to develop as a bazaar culture and commercial walk to attract tourism. In addition, commercial centers will also be developed as integral part of new residential areas Planning and Development. Further, about 5% of residential colony is required to be provided for commercial use, so that when the new residential areas are developed in the future the commercial areas will be ear marked based on the norms specified above.

The latest trend of commercial development in form of Retail shopping centre is also being observed in Udhampur. Two shopping centre of this type namely Big Bazar and Vishal Mega Mart are operational. Considering the need of quality commercial development, Hotels, Shopping Malls and Multiplexes, Convention Centers Exhibition Halls and Golf Clubs have been proposed along Bye Pas road leading to Jammu because Bye pass is lying on the major tourist route of Jammu and Kashmir. In order to leverage on the strength of preparing delicacies it is proposed to set up Food Courts in different parts of the city. This would help in not only promoting economy of the city but also attract number of tourists to the city. Appropriate sites shall be identified within and outside core city with adequate parking for setting up of Food Courts. Such Food Courts should be set up near existing Town hall, Dhabbar Park, Jakhani Park, and within Gol market, Meat market, Mukherjee bazaar and Court road.



In addition, considering the requirement of large volume of export/import to other states, a Trade and Commerce zone including warehousing, Godowns, Logistic Park, Freight complexes, cold Storage etc has been proposed near the Ramnagar Railway station towards Jammu looking at its close proximity to the proposed and existing industrial zone and railway line. This will help to segregate the Heavy traffic outside the city area. Since there are no norms available for this particular land use, a zone of 100 hectares has been earmarked.

Further, the commercial area is proposed to be developed through a well-defined system of zoning regulations and development control regulations provided in the Master Plan that take care of the needs of commercial area development. In order to overcome the perpetual problem of parking in commercial area, providing adequate parking area has been made integral part of commercial area planning. Well defined norms for parking has been provided in the Development Control Regulations appended in the Master Plan. Authorities must ensure that adequate parking space is provided in the commercial areas and no vehicle is allowed to use road as the parking space. Sites for parking lots shall also be created in the various part of town.

At present, there is one wholesale market in operation, i.e. Thanda Badder vegetable Market which has to be kept as such and whole sale shops are proposed to locate here which are proposed to be shifted from the core city(First planning layer).

6.2.2.1. Informal sector

Informal sector has considerable role to play in meeting the basic needs of the residents besides generating employment. Considering large number of visitors to the city and the basic character prevailing in Udhampur, informal sector has been found to be playing active part in meeting the commercial needs of the city. However, in the absence of any regulated system, informal sector has been found to exist in major part of the city. Based on the primary survey conducted for the informal sector in the city, it has been felt that organized sites for informal sector are required to be created near the main city nodes such as Town Hall and Old Bus Stand, Salathia Chownk, Gol Market and other transport nodes etc. It is suggested that the organized well-planned sites for rehri markets shall be proposed in the new planned colonies while implementing the Master Plan. In addition, organized and well-planned sites for vendors shall also be provided as integral part of the planning and development of town in order to minimize the haphazard and unplanned mushrooming of such activities in the city. Shifting of Electrical and Maintenance office and Old Bus Stand from the core city will create a land to be used for this purpose.



6.2.2.1.1. Policy for Existing Areas

With a view to make informal sector, an integral part of the planning process and keeping in view the National Policy on Urban Street vendors, the following provisions are proposed to be made for the informal sector:

The location/concentration of present stationary informal units shall be considered on case to case basis and steps for relocation/improvement shall be taken. It should be ensured that such activities do not spill over on the road network in the right of way. The Govt. /concerned local authority would coordinate to achieve the objective. The areas of informal sector shall have suitable public conveniences and solid waste disposal arrangements. Formulation of guidelines for schemes would include 'Hawking' and 'No Hawking' zones. Specific areas would be earmarked for stationary and mobile street vendors by the concerned local authority. No informal unit should be permitted along/near the intersection in order to avoid traffic congestion and accidents.

6.2.2.2. Planning Norms for Informal Trade

As already stated, informal sector is proposed to be made an integral part of planning process. Accordingly, the informal sector trade would 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 the table below:-

Table 1.2 :-Planning Norms for Informal Sectors

Sr.no	Use Zones/Use Premises	No. of Informal Shops/Units
1.	Retail Trade:	
	City Centre, District Centre, Community Centre, Convenience Shopping Centre	3-4 units per formal shops
	Government And Commercial Offices	5-6 unit per 1000 employee
2	Wholesale Trade and Freight Complexes	3-4 unit per 10 formal shop
3	Hospital	3-4 unit per 100 bed
4	Bus Terminal	1 unit for 2 bus bay
5	Schools	
	Primary /Secondary	3-4 inits
	Senior Secondary/Integrated	5-6 units
6	Parks	
	District park	8-10 units at each major entry



	Neighborhood parks	2-3 units at each major entry
7	Residential	1 unit per 1000 population
8	Industrial	5-6 units per 1000 employee
9	Tourism zone	5-6 units per site

6.2.3. Industrial

With a view to provide fillip/boost to the economy of the city and to promote industrial activity in the region, a sizeable area of the order of 8% of total urbanisable area has been proposed for the industrialization. Accordingly, 160 ha of the future urbanisable area have been proposed under this use. Most of the industrial units existing in the city at present are scattered all over the city with some of them located in the planned industrial areas such as Industrial Estate Thanda Badder and Battal ballian. Moreover, the location of Industrial Estate Thanda Badder in the city is also not as per the principles defined for the location of the industrial use. In order to overcome the problem of pollution and to create a state of art industrial area having basic infrastructure and services, a industrial zone having an area of --- hectares have been proposed in the Master Plan-Udhampur with the expansion of existing Battal Ballian industrial estate. The area also meets the basic requirement of locating industries based on the prime consideration of the prevailing wind direction (North-West to South-East). The proposed industrial zone includes; the existing industrial Estate Battal ballian development along the Bye Pass Road. It also includes industrial development by way of providing developed plots with required basic infrastructure. It is also proposed to include a truck terminal having booking agencies etc. within the zone that will serve the proposed industrial development. In addition, existing Industrial Estate Thanda Badder identified in the city is proposed to be retained as such in the Master Plan but there are only three Red Industries exists in the Thanda Badder industrial estate which are proposed to be shifted in the Outer Battal Ballian Industrial Estate..

In order to promote quality environment, it is proposed to create a 100 meters wide green belt of broad leaf trees to be developed within the industrial zone to separate industries from the existing village settlements/abadi-dehs. Further, all industrial units would also be required to plant trees in the setbacks provided within the plots. Green belts would also be created as integral part of planning of industrial areas and areas separating the residential and industrial zones

6.2.4. 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 267



hectares has been proposed under this land use that works out to be 12 % of the future urbanisable area. However, this area does not include the area which will be available under this use in the planning of the residential areas. All residential areas provided in the Master Plan shall be planned to provide for all public and semi public uses based on the space norms and standards specified in the Master Plan. This zone will accommodate Physical and Social Infrastructure including Education, Libraries and Health institutions, Government offices, Socio-Cultural and Religious facilities, Utilities and Services such as Water Treatment Plant, Sewerage Treatment Plant, Solid Waste Disposal sites etc. Udhampur has large number of prestigious institutions catering to all levels of education and healthcare. Accordingly, in order to leverage on this strength, it is proposed to create knowledge centers in the city. Further, the area along the PTC College outside the M.C area and Bye pass Road towards Jammu has enormous potential for development of Educational and Health institutions serving both the city, L.P.A and surrounding urban settlements. A Medical and Health Zone is also proposed along the Bye pass Road to cater the higher medical needs of the city residents. The Socio Cultural facilities like Exhibition Grounds, Convention Centers, Music, Art and Drama Center etc is proposed to be developed along the Bye Pass Road Leading to Jammu. Considering the existence of several numbers of regional level institutions including PTC College, B.Ed colleges, Polytechnic college etc, it is proposed to make this area as the institutional hub for the region. Accordingly, Institutional/ Educational zone has been proposed near PTC College in order to use the existing potential of the area. Further, it is proposed to include provisions of all public and semi public facilities as integral part of residential development in order to make the residential areas self sufficient in basic needs and community facilities. Detailed planning and development norms for these facilities have been provided in the Development Control Regulations. While sanctioning the residential colonies, it will be ensured that all these facilities are provided based on the specified norms. In case of Panchayat land of villages falling in Local Planning Area, these lands 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.

6.2.5. Government Land

Udhampur, being the historic city and a district headquarter, has large area owned by Government. It also has large number of Government Offices located at different places in the city and accordingly people/ residents visiting these offices for work are required to travel from one place to another. In addition to considerable inconvenience to the public, it also causes lack of co-ordination between these offices due to scattered location. Due to location in the congested areas, it also causes parking related problem. Considering the people's convenience and for promoting better coordination, there is proposal to develop District Administrative Complex (D.A.C) in the city housing all the offices of local and district level.



The new District Administrative Complex is proposed to be set up at the Rathian village near the proposed Bus stand for the convenience of the commuting population. Further, the area available on shifting the district level offices will be used as per the uses permitted in the zone in which they will be falling.

Moreover, Udhampur, being a Head Quarter of Northern High command has strategic importance from the point of view of the Defence and Air Force. It has ----- hectares of city's developed area owned by the Govt. of India. Area is largely being used for residential and administrative purposes. The area is well planned and has good quality infrastructure. However, due to location, the area has problem of integration with other land uses. It has been proposed to retain the existing area under Govt. land (for Defence purposes) as such in the Proposed Land Use plan. An ammunition depot sites are existing in Udhampur. In Udhampur, it is located within defence area limits along the NH-44 near Kali Mata Mandir. As per the notification of Govt. of India, a no construction zone of 900 meters around these sites is to be earmarked where no activity relating to mining or construction is permitted. Accordingly, a restricted zone of 900 meters has been marked in the proposed Land Use Plan which is totally falling in the Defence land.

6.2.6. Recreation

As already explained, Udhampur badly lacks in the provision of green /recreational spaces in the city which has affected adversely the quality of life prevailing in the city. 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 Devak River which is passing through Udhampur LPA and meets with the Beerwan Nalah in the south. In addition, available green belt is also proposed to retain as such because it is along both side of Devak River and is proposed to be developed as green belt/recreational area. Further, for meeting the regional level requirements of Recreation, a Floriculture Park is already in operation located in Jakhani. This park has to keep as such in the Master Plan. The total area proposed under recreational use is 540 hectares, which works out to be 24% of the total urbanisable area of the city. Recreational areas are also proposed to be carved out within the core city and area adjoining the core city particularly in the southern part where, due to unplanned and haphazard development, very little open spaces and recreational areas are available. The area available within core city from the process of decongestion and shifting of wholesale markets is proposed to be used in majority of cases for creation of open spaces and recreational area. In addition, area in the core city, which houses Boys school, Town hall and Girls College, is also proposed to be developed as major recreational zone to attract tourism. In addition to that in the north of LPA Reserve forest area exists which is proposed to develop as a Camping and Eco Tourism site with the coordination of forest department to



attract more tourism in Udhampur. Golf Course and Hotels for tourists are proposed to be located along the Bye Pass Road leading to Jammu. Convention Centre and Exhibition Ground of national standard is also proposed to be developed in the vicinity of Toursit circuit of jammu depicted on Proposed Landuse Plan of Udhampur in order to meet the future demand of exhibition/ conventions/ stay of the tourist/ delegates attending such conferences/ visiting exhibition.

In Udhampur, concept of ‘**City Forest**’ is proposed to be adopted under which available green area at selected places shall be put under intensive plantation. This would not only increase the green cover in the city, but would also improve the quality of environment besides attracting large number of birds which would be living in these forests.

The Devak River and Air Force Nalah which are covering the major part of the length and breadth of the city and have high degree of pollutants are proposed to be developed as the **Leisure Valleys** of Udhampur. It is proposed that all sources of pollution along these Drains are to be removed (Detail has been discussed in the Tourism proposals) The Devak and Air Force Nalah are proposed to be developed as the channels carrying clean water (only natural water by rain) In addition, the walkways are proposed to be planned along these two drains in the form of terraces besides undertaking the landscaping.

In addition, all the residential areas will be planned in such a manner that they have required level of Open, Recreation and other spaces. Provision of such spaces shall be made integral part of the planning of residential areas. Norms and Standards have already been defined in the Master Plan for these spaces. Accordingly, it will be ensured that all the residential colonies conform to these norms of recreational activities.

6.2.7. Green belt

With the objective of preserving the valuable agricultural land and maintaining its basic rural character, non-urbanisable area falling within Local Planning Area has been proposed as Green Belt in form of agricultural zone. This zone comprises of the area between the outer ring road and local planning area boundary bounded by river Tawi in the east and Dudhar in the west. This zone comprises of 3349 hectares out of the total L.P.A area of 6845 hectares.

Area around rural settlement in the shape of belt will be permitted to be used for meeting the shelter and other related needs of the population likely to be added by 2031. The pattern of development shall be restricted to low density and low rise. This area can be used after 2031 as a future expansion of the city population.



6.2.8. Conservation Areas:

The city of Udhampur has not much heritage that needs to be Preserved, Conserved and Promoted except the existing Devika Complex. Accordingly, a well-defined strategy will have to be put in place in order to integrate them in the future growth and development of Udhampur L.P.A. Detailed proposals based on ground realities and the special character of this complex needs to be prepared with sensitivity in order to make them as an area of tourist attraction. Well-defined planning and development norms around these heritage buildings will required to be evolved in order to minimize haphazard, unplanned and substandard growth in the area. For the conservation and improvement of this complex a Scheme namely (Infrastructure and Destination Development Scheme of Holy Devika Devasthan – Udhampur) has already been Prepared by the State government with the estimated cost of Rs 314.25 lakhs . The proposals of this scheme are proposed to keep as such in the Master Plan.

6.3. Proposed Tourism Plan:

The existence of Devika Temple has made Udhampur as the tourist centre. Accordingly, it attracts large number of tourists on day-to-day basis. In addition, it has a distinct advantage of having a number of tourist and Religious sites present within its surroundings, which offer enormous opportunities of development. These sites can be effectively used and developed for leveraging the tourism potential and for providing, required impetus to the tourism. Further, it has been observed that despite large no. of tourists visiting the city, their actual stay is limited. Most of the tourists stay for 2-3 hours in the city. In order to make tourism as the major economic driver for the area, it is proposed to extend the stay of the tourists to one –two days. In addition, city has very limited accommodation for catering to low budget tourists. Accordingly, it is also important that appropriate level of budget hotels are created in the city. Scheme for accommodating tourists in the residential houses (bed and breakfast) can also be considered as an option for providing affordable accommodation to the tourists. Incentive based scheme will have to be framed for creating appropriate level of budget accommodation. It is also proposed to provide numerous options for the tourists by developing tourist circuits at two distinct levels as detailed below:

The entire approach to promote tourism shall revolve around provision of following four approaches:-

1. Promoting high degree of accessibility,
2. Providing comfortable and affordable quality accommodation, including low budget accommodation
3. Creating more opportunities for attracting tourists, and



4. Providing state of art tourism related infrastructure and amenities

6.3.1. Within Udhampur Municipal Corporation Area:-

The city has number of tourist attractions of Historical, Cultural and Religious importance. All these places can be showcased through a system of tourist walks. Considering the spatial location and importance, following route is proposed to be developed for tourist walk as tool for promoting awareness about heritage and tourism development.

Moving via circular road after parking at Town hall site (Proposed Parking site), Devak temple comes first and then returning to Circular road and climbing to the Gol market by steps, and then to visit Mukherjee Bazar, Gol market, Dhabbar Park. Again returning to the parking site from front of Electrical and Maintenance Department and then enjoying the Musical garden (Proposed) (Refer map 9)

All the above routes can be combined and developed based on the pattern followed in “Freedom Trail” adopted in the case of city of Boston, U.S.A. for showcasing the rich Heritage and History of the city.

6.3.2. Regional level Tourist Circuit:-

At regional level, two distinct tourist circuits have been identified which can be developed and promoted for tourism:-

1. Udhampur-Katra-Udhampur
2. Udhampur-Kud-Patnitop-Udhampur

6.3.2.1. Udhampur-Katra-Udhampur:

This tourist circuit falls within the districts of Udhampur and Reasi District and includes important Religious and Historical destinations of Vaishno Devi and Udhampur. The circuit will have numerous options in terms of, Recreational tourism and Religious tourism. Katra is situated in the foothills of the Trikuta Mountains, where the holy shrine of Vaishno Devi is located. It is located 37 km far from the city of Udhampur.

6.3.2.2. Udhampur-Kud-Patnitop-Udhampur:

This tourist circuit falls within the districts of Udhampur only includes Recreational tourist Religious destination of Udhampur, Kud and Patnitop. Patnitop or Patni Top, is a hilltop tourist location in Udhampur district, on the National Highway 44, on the way



from Udhampur to Srinagar, 46 km from Udhampur and Kud is located on the Udhampur Srinagar Highway, 32 k.m from Udhampur city. It is just short of the tourist spot of Patni Top while driving to Patni top from Udhampur and it is famous for its sweet shop that makes hot and fresh Patisa that is very popular with the tourists.

In addition to above, it is also proposed that important entries to city including Entry from Jammu and Srinagar should be taken up for beautification through appropriate quality of landscaping, creation of gates and through well designed lighting and water features with signage's in order to accord a warm welcome to the visitors to the city.

6.4. Proposed Traffic and Transportation Plan:-

Traffic and Transportation is the most critical component of any city because it defines and determines both existing and future Patterns, Typology of Growth and Development of the city.

Since, the Traffic and Transportation in any city is the function of Landuse, accordingly Traffic and Transportation network would be required to be integrated with the proposed landuse in order to provide 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 Udhampur up to the year 2031 has been proposed based on the Proposed Landuse Plan for Udhampur. The proposals related to Traffic and Transportation Plan as detailed, aims at rationalizing the existing road network, creating a well defined hierarchy of roads, redesigning the critical areas including road junctions, creating over-bridges, rationalizing the inter and intra city traffic, creating adequate parking spaces, ensuring distribution and collection of traffic from various parts of the city both in terms of existing and proposed development, developing well defined interface between different land uses, improving efficiencies in traffic movement within the city, minimizing delays etc in order to improve the operational efficiency and productivity of the city. 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 Udhampur. The proposed network will also help in redefining the proposed urbanisable area in to 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 city. In addition, it will also help in redesigning the basic infrastructure and services essential for basic sustenance of the people and the city.



6.4.1. Proposed Road Network and Hierarchy

The proposed Traffic and Transportation Plan of Udhampur L.P.A is based on a well-defined road network of appropriate hierarchy in order to cater the traffic needs of the urban centers and population living and working there. It includes Redefining, Strengthening and Augmenting the existing road network and additional linkages to be created in order to rationalize the traffic and transportation within the city and areas proposed to be brought under urbanization. Keeping in view the future shape and size of Udhampur Urbanisable Area, there is need for creating an efficient and effective system of transportation.

The existing road network in Udhampur has not dominated character/pattern due to the hill topography. The internal circulation pattern of the City is linear and the natural geographical hill spurs have governed the network pattern. The existing network of linear roads passing through L.P.A has been retained and it is proposed for improvement/widening/strengthening. While demarcating the internal road network within L.P.A, efforts have been made to make optimum use of available road infrastructure and land available along the drains in order to minimize the cost of development and to ensure easy availability of land for the proposed road network. The large areas falling within the NH-44, Dhar Road and Bye Pass Road have been proposed to be served by second order of hierarchy of roads serving inter and intra city traffic as shown in the Proposed Traffic and Transportation Plan (Refer Plan No.10). In order to meet the future demand of traffic and transportation for the Udhampur LPA, following hierarchy of roads has been proposed:

Table 1.3: - Proposed Road Hierarchy, LPA Udhampur

Category of Roads	Description	Right of way	Remarks
R1	Outer semi Ring Road (Proposed as Portion Of Existing Bye pass upto Dudhar Crossing, along Dudhar nalah upto Dhar Road, Dhar Road upto meeting point of existing Bye Pass and Dhar Road and at last Portion Of Existing bye Pass upto Jakhani Ckawk.	75 mts	<ul style="list-style-type: none"> • High speed and high capacity road • Catering to intercity/regional Traffic • Dual Carriage Way having a total of 4 lanes Minimum Openings • Controlled access • No Building Zone of 5 mt to be provided on either side of the road Reservation. • Foot path to be provided
Category of Roads	Description	Right of	Remarks



Category of Roads	Description	Right of way	Remarks
R2 (A)	<ol style="list-style-type: none"> Proposed Arc Road 1, (Starting from NH 44 Beerwan Bridge along Beerwan Nalah upto Bye pass, Portion of Bye pass upto the Turn of Battal Ballian, and new Road proposed as Shown on map Upto dhar Road) Proposed Arc Road 2 (starting from Omara chownk then along Devak then to meet with Battal Ballian road to meet Bye pass and then to Dhar road.) Proposed Arc Road 3, (starting From Omara Chownk, Via Link road, Saila Talab road and Dhar Road upto Bye pass. 	50 mts	<ul style="list-style-type: none"> High speed and high capacity road Dual Carriage Way Inter and intra City Traffic Highly controlled accesses Minimum Openings Well defined Road Junctions No Building Zone of 5 mt to be provided on either side of the road Reservation Foot path to be provided
R2 (B)	<ol style="list-style-type: none"> Linear road 1 – portion of existing Bye pass not included in R1 and R2 (A) Linear road 2 - portion of Dhar road not included in R1 and R2 (A) Battal Ballian Road - starting Saila Talab upto Battal Ballain bus stand. 	Right of way as exists Now but carriage way should not be less than 10 meters. Bye pass road and dhar road are proposed to be for 4 laining.	<ul style="list-style-type: none"> High speed and high capacity road Road will carry both inter and intra city traffic Dual/ single Carriage Way Well defined Road Junctions No Building Zone of 5 mt to be provided on either side of the road reservation
R3	Circular road around core	30 m	Road will carry both inter and



	city / and other major roads of the city and shopping streets/sector roads	wide but Carriage way should not be less than 10 meters	intra city traffic · Provision of adequate parking where road frontage used for urbanization
R4	Roads other than R4 carrying city traffic within the residential areas	18 m But carriage way should not less than 7 meters.	Distributor roads carrying intra city traffic provided with footpaths
R5	Roads providing access to individual houses	10 meter but carriage way should not less than 5 meters.	Providing accessibility at the local level

Notes:

Subject to the provisions of road width specified above and the D.C.R, no road in the L.P.A will have a width less than 10

No-building zone along the Highway and Bye passes, as defined above shall be subjected to the notification issued by NHAI.

Width of the railway land/ line and ROW of the road network (both existing and proposed) shown on the Existing Landuse Plan and Proposed Landuse Plan in Udhampur LPA are indicative only.

6.4.1.1. Footpath

The width of footpaths is listed as below:

Minimum width 1 m

Adjoining shopping frontage At least 3 m

Longer shopping Frontage Minimum 4 m

Width should be increased by 1m in case of city/district shopping areas



6.4.2. Proposals for Urban Roads (Widening/Strengthening Of Existing Roads within LPA)

The study of existing city road network reveals that there are several roads which are overcrowded carrying more volume of traffic than their carrying capacity. There is no possibility or scope of widening of existing Right of Way (R.O.W.) of these roads due to thickly built up areas existing within the city. If the volume of traffic on a road section exceeds the design capacity, the operating conditions will deteriorate. However, some measures of road engineering can be adopted for improving the capacity of these roads as per the guidelines defined by the Indian Road Congress for capacity enhancement of Urban Roads. Some of the measures proposed for enhancement of road capacity are detailed below:

1. Prohibiting on–street parking of vehicles and simultaneously developing off–street parking facility;
2. Segregating the bi-directional traffic flow by providing central verge/median;
3. Imposing selective restrictions on the heavy commercial vehicles on the busy arterial/ sub-arterial roads, especially during the peak hours;
4. Reduction of road side friction through control of abutting land–use and roadside commercial activity; Provision of adequate facilities for pedestrians.
5. Rationalising conflicting movements at major intersections, particularly during peak hours;
6. Minimising the cross traffic and side–street traffic by regulating the gaps in the medians; and
7. Promoting traffic discipline such as proper lane use and over taking by involving stakeholders, through appropriate road markings, education and publicity.

The following urban roads in Local Planning Area, Udhampur have been identified and proposed for adopting the aforesaid traffic engineering measures.

1. NH-1 A
2. Bus stand road
3. Dhar road
4. Devika Circular road
5. Sangoor
6. Shiv nagar road
7. Omara
8. Circular road
9. Railway road
10. Roads inside the Core city area.



In addition, all the road widening projects being undertaken of Bye pass and Dhar road within the Udhampur urban limit shall form integral part of the road infrastructure development and shall be integrated with the proposal defined above.

6.4.3. Junction Improvements

In addition to inadequacy of road network in the Udhampur city, it has also been observed that the majority of road junctions have not been properly Planned, Designed and Constructed.

This has led to the creation of traffic bottlenecks at major junctions of the city besides causing delays and inconvenience to the road users. The congestion at few junctions has also led to 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. Salathia ckowk
2. Junction of Bus stand road and NH-44
3. Jakhani ckowk
4. Saila talab Bus stand Junction
5. Rehambal bypass chownk
6. Jakhani bypass chownk

6.4.4. Proposal for Public Transport

Rapidly increasing number of personalized vehicles has flooded the city roads in the absence of efficient public transport system. As the city is growing in size and population, an efficient public transport system is required to be put in place immediately in order to reduce dependence on personalized vehicles and congestion on the existing city roads. Accordingly, it is proposed to provide an efficient city bus service in the city. The routes proposed to be covered include:

1. Udhampur -Katra
2. Udhampur -Patni Top
3. Udhampur -Ramnagar
4. Udhampur -Kathua
5. Udhampur- Gordi
6. Bus stand to Railway Station, Ramban, Flata, Bhadywali
7. Udhampur to Rathian, Kawa, Baglai



8. Udhampur to Trinchai, Kharki, Badali, Tikri

In addition, Bus origin station will be changed to the new proposed bus stand after 5 years. and new bus routes are also proposed as:-

9. Bus stand to all three district centers
10. Along circular road proposed.

Provision of public transport in the city would ensure reduced dependence on the personalized modes of transport, thereby, relieving the city roads and improving the city environment.

6.4.5. Terminals

6.4.5.1. Proposed Bus Terminal

Considering the present location, it is proposed to shift existing bus stand within city to Battal Ballian village on the Bye Pass Road towards Jammu on the stretch of the road from intersection of Battal Ballian road and bye pass. Relocating Bus stand from its present location will rationalize inter and intra city traffic. It will also help in ensuring that all inter city traffic carried by Buses moves outside the city on the proposed ring roads and does not congest the city anymore. Shifting of existing Bus stand will be supplemented by an efficient system of public transport city bus service which will ensure the smooth transfer of passengers to their destination in different parts of city. New bus stand shall be constructed on an area of 25-30 acres or as per the requirement.

6.4.5.2. Proposed Truck Terminal cum Ware Houses

At present there is no this of facility present in the Udhampur, but demand of this facility has been arises due to the industrial establishment. The feasibility study of this facility has been done by Rites and the Site earmarked for it is overlapping with the proposed Housing colony, so as per the discussion with DDC Udhampur, the new site of Truck Terminal cum Warehouses has been proposed near the Ramnagar station. Total area earmarked for this facility is 76 acre. This would also help in achieving integration of the terminal with the existing Trade and Commerce and proposed Industrial Zone.

6.4.6. Proposed Parking Lot:-

With, ever increasing urban population and increasing trends of vehicle ownership due to improving economic status, the vehicular population in the Udhampur has been found to



increase at a rapid pace. Due to rapid growth of the city, most of the core areas still have road network of narrow width, which is unable to accommodate large vehicular movement.

Accordingly, rapid growth of vehicle ownership has led to creation of major traffic bottlenecks due to 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 city 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 city.

For providing adequate parking, different strategies are proposed for area within core city and other areas. Considering the typical character of the core city, it has already been proposed to decongest the core area by selective shifting of Trade and Commerce including Wholesale Market and Population. In order to achieve the objective of decentralization, it is proposed to pedestrianize majority of area of the core city. Accordingly, it is proposed that no surface parking should be created within the core city. In order to meet the parking requirements of the city, it is proposed to create adequate parking spaces outside the core city along the Circular road. These parking spaces shall be located along Circular Road, Saila Talab road, Dhar road and Bus Stand Road which should be to close vicinity to all entries which provides accessibility to the core city.

In case of areas outside the core city, the spaces for creating parking shall be identified in all commercial areas. The area will also include food court which will also be established in other parts of the city. In order to minimize the problem of parking in the city, particularly along the roads, no change of land use from residential to commercial shall be permitted. All the new areas to be developed shall have provision of parking based on the parking norms specified in the D.C.R. for different uses. Further, Municipal Council should also consider the option of charging parking fees from all vehicle owners at the time of registration of vehicle in order to generate funds for improving the road capacity/infrastructure/creating new linkages and for making provision of parking.

Traffic nodes like Bus Stand, Railway Station, and Truck Terminal are required to be provided with adequate spaces, both for motorized and non-motorized vehicles catering to the needs of the residents of the city. In addition, sites should also be identified for the auto rickshaw parking and should be leased out.



6.4.7. Pedestrianization OF Core City

Looking at the Heritage and Historical importance of the core city-Udhampur, it has been proposed to make Udhampur, a tourist city. Studies have already been made and reports have already been prepared to declare the Devika Temple as the Heritage Area. However, the scope of this exercise needs to be enlarged to cover the entire city in order to preserve its basic character.

The city at present suffers from large influx of vehicular movement on the narrow roads leading to congestion. Considering the large number of residents living in the area, major Trade and Commerce centers existing within the core city, it has been proposed to pedestrianize the core city by improving streetscape involving provision of Walkways, Street Furniture, Planting Trees and creating Plazas (near important tourist spots such as Town Hall, Dhabbar Park). The total area of the core city is 85 hectares. Considering the compactness and character, the entire core city area can be covered on foot within a time span of 20 minutes from one end to another end. In order to pedestrianize the core city, it is proposed to have adequate parking spaces located on the outskirts/ of the city so as to restrict the entry of vehicles inside the core city. It is proposed that the people going to the core city area should park their vehicles in these proposed parking lots for movement inside core city. This type of parking has been proposed at three locations.

- a. At the front of existing town hall building on the Devika land as a bridge.
- b. At the site of DC office
- c. At the site of Sailatalab Bus stand

6.5. Proposed water supply network of Udhampur:

A study has been already made by the PHE department of Udhampur under the scheme of Integrated Development of small and medium town and conceptual proposals for the water supply network has also been proposed (Please refer Map). There 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 Udhampur 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) time to time for the implementation of water supply network priority wise.

6.6. Proposed solid waste management program:

As per the reference of letter No. 2796-280 dated 7-9-2012 of the office of the Executive Engineer, Sewerage and Drainage Division (West), Jammu, a process of land acquisition of



the land for sanitary land fill site for Solid Waste Management project is under process, it is proposed that the site must be acquired by the Municipal Council, Udhampur immediately with the confirming requirement of state pollution control board but outside the Local Planning Area along Dhar road. In addition it is also proposed that detailed Solid Waste Management Project to be prepared for the proper Collection, Segregation, Transportation and Disposals of Generated Waste from the Udhampur Town which will be changed from time to time.

6.7. Proposed Sewerage System:

As per the existing topography of Udhampur LPA, there is an opportunity to develop gravity based Sewerage System. As per the slope direction it is proposed that three trunk sewer lines should be developed. One along the Air force Nalah, which will act as a main collector of the eastern part of the LPA, other two along both banks of Devak River, which will become single on the meeting point of Beerwan and Devak, then moves along the east of Beerwan and side of Dudhar drain. The two trunk sewer will act as a main collector of the central and Western part of the whole LPA and also keep holy Devika free from the pollution because Holy Devika must be free from any sort of pollution due to its religious importance. It is also proposed that the sewer will be disposed in the River Tawi after treatment through Sewerage Treatment plant proposed (as per the Slope) on the meeting point of River Tawi and Dudhar Dain.

6.8. Strategies to obtain land for Public Purpose:

A city typically requires 40% to 50% 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 chapter. The land required for public purpose can be divided into four-fold classification as illustrated in diagram below:



	Specific location	Flexible location
Positive impact on land prices	Arterial Road network	Parks, play grounds, schools etc
Negative Impact of land prices	Sewerage treatment plants,	solid waste landfill site

(In many cases necessity of a particular activity at the city scale is recognized e.g. Solid Waste Disposal Site or a Slaughterhouse, but they are locally undesirable and invoke “Not in My Backyard” response)

No single option can be used uniformly throughout the city. It has to be contextual, considering the location and the local issues including core areas v/s outlying areas. Similarly different alternatives may be suitable for different types of public purposes. The possible options for securing land for public purposes such as Roads, Educational, Health, Parks, Water Supply, Sewerage, Social and Religious Institutes, Old age homes, Community Centers etc with their limitations are listed below.

6.8.1. Transfer Development Rights:

Alternative to monetary compensation could be an award of Transfer of Development Rights 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, 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:-

- a) 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.
- b) 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:-

- a) All moneys received by the Authority from the Central or State Government by way of grants, loans, advances or otherwise
- b) all money borrowed by the Authority from source other than the Government by way of loans or debentures:
- c) all fees and charges received by the Authority under this Act;
- d) 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.

6.8.3. Through Land Pooling (Town Development Schemes):-

As per the provisions of page 73-75 UDPFI (Chapter 7) of UDPFI guidelines, the concerned authority may for the purpose of implementation of the provision of the Master Plan or for providing amenities where the same are not available or are inadequate, frame the Town Development Scheme and land for various amenities can be earmarked as per the provisions of this scheme. The strategic approach would relate to geographically depicting the sites required for public purpose and proposing regulatory framework for obtaining the land for public purpose whether shown on the plan or not. For this, master plan has to consider various options as defined below. However, these options have their own limitations and have uses selectively based on the ground reality, existing conditions, development potentials, involving private sector, etc

Table 1.4:-Strategy for Obtaining Land for Public Purpose



Alternative	Land Acquisition ACT	TDR	Land Pooling	Govt Land/ Panchayat land
Plan proposals	Land designated for public purposes	Land designated for public purposes	Land designated for public purposes	Land designated for public purposes
Regulation	No separate regulatory provision necessary	Regulation about use of TDR on receiving plots is necessary	This requires a separate legal process to be followed for reconstitution of plots along with evaluation of compensation and betterment	No separate regulatory provision necessary
Means of securing land	Compulsory acquisition by paying monetary compensation	Monetary compensation substituted by Transfer of Development Rights (TDR)	-As Above-	Land can be made available through transfer of ownership from one department to another. No monetary compensation is involved.
Limitations	Lack of finances for compensation	Lack of finances for compensation	Comprehensive Land Pooling Policy is required to be framed	Locational disadvantages in certain cases
	Landowners' resistance	Landowners' Resistance	Difficulty in pooling of land of large number of owners.	Minimum area requirement may not be fulfilled
	Inequitous distribution of costs and benefits. Cost borne by those who lose land and benefits enjoyed	Inequitous distribution of costs and benefits. Cost borne by those who lose land and benefits	Time consuming and complicated process	Source of revenue for Panchayat Bodies gets depleted.



	by surrounding landowners	enjoyed by surrounding landowners		
		But where real estate prices are high particularly where land price is several times the construction cost, chances of success are high	Equitable distribution of costs and benefits to different share holders.	
		Could also be used for heritage conservation		
		New concept difficult to be implemented	New concept difficult to be implemented.	

Given the details included in the Master Plan, it is not possible to specify which of the above techniques will be used for obtaining land for public purpose. This must be framed by the development authority under the provisions of section 47 and 54 and 55 of Town development act during implementation.

6.9. Space Norms and Standards:

For implementation of the Master Plan and for working out the requirements for different amenities, space norms and standards have been defined for different socio-economic infrastructure to be developed in the city including its spatial distribution in order to ensure its equitable distribution within different parts of the city. 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 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 city, 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 level, Undergraduate and Post graduate level besides Technical and Professional Institutions and Universities. Based on above, the norms for educational institutions have been detailed as under:

Table 1.5: Norms for Educational institutions

	Category	Populati on	Uni ts	Strengt hs of student s	Area in hectares			Remarks
					Built up	Play field Area	Tota l	
General Education till 10+2								
1.	Pre primary, Nursery School	2500	1				0.08	Location close to park with minimum of vehicular Traffic
2.	Primary School (class 1-5)	5000	1	500	0.20	0.20	0.40	Location close to park with minimum of vehicular Traffic, Minimu m Play area of 18 m X 36 m to be ensured.
3.	Nursery – cum primary School upto class 5	5000	1	750	0.25	0.25	0.50	As above
4.	Senior	7500	1	1000	0.60	1.00	1.60	Minimu



	secondary school class 6-12							m play field area of 68 m x 126 m to be ensured.
5.	Integrated school without hostel facility class 1-12	90000-100000	1	1500	0.70	2.50 + parking of 0.30	3.50	Minimum play field area of 68 m x 126 m to be ensured
6	Integrated school with hostel facility class 1-12	90000-100000	1	1000	0.70+0.40 as hostel area	2.50+ parking area of 0.30	3.90	Minimum play field area of 68 m x 126 m to be ensured
7	School for handicapped	45000		400	0.20	0.30	0.50	
B Higher Education								
8	College	100000		1000-1500	1.80+0.40 for Residential/hostel	1.80+parking area 0.50	4.50	
9	University	2000000					60	
10	ITI + Polytechnic	100000		400+500			ITI (1.60) POLY 2.40	
11	Engineering College	500000		1500-1700			6.00	
12	Management Institute	500000		240			2.00	
13	Medical College	1000000		500			15	Includes Space For



								General Hospitali ze.
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Notes:

1. One crèche for a population of 25,000 in an area of 0.05 hectare shall be provided. This could be made integral part of any category of educational institutions with addition of the area of the crèche.
2. 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.
3. The open space shall be designed in a manner to ensure that they are also made available to the community as play area during the time when it is not being used by the institution.
4. 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.
5. Unless specified in the zoning plan and building byelaws, the ground coverage, FAR, height for various categories of buildings shall be as under

Table 1.6: Permissible Levels of Education Facilities

Category	Maximum ground coverage (%)	Maximum permissible height (meters)	FAR
Nursery school	40	8	0.75
Primary school	40	8	0.75
Higher secondary school	33	15	1
Colleges	33	15	1
Professional	25	20	1

Basement shall be allowed in each category of building under the built up area up to the maximum extent of ground coverage. It shall be used for parking, services, storage etc. It shall not be used for habitable purposes. No classes or other student's activities shall be held in the basement. Basement area shall not be counted towards FAR.

In case of large institutions, area for academics, residential, sports and cultural activities, parks and landscape shall be clearly defined. The area shall not exceed 45% under academics.



and 25% under residential, whereas it shall not be less than 15% for sports and cultural activities and 15% for parks and landscape.

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 land uses including Residential, Commercial, and Industrial, Institutional etc. A well-defined hierarchy will be essential to meet both the basic and specialized needs of the health care. Appropriate policy framework would be critical to provide for greater role of private sector in Healthcare by making available required proportion of site for the sector. The Healthcare Facilities of various grades to be provided in the town/city shall be based on the following norms:-

Table 1.7:-Norms for Health Facilities

Sr. no	Category	Population	Unit	Area(Hectares)	Remarks
1	Nursing home	7500	1	0.10	Capacity of 5-10 beds
2	Dispensary	15000	1	0.12-0.15	For outdoor treatment only
3	Health centre	50000	1	0.4	Capacity of 25 -30 beds
4	Polyclinic	100000	1	0.4	with some observation beds
5	Intermediate Hospital (category B)	100000	1	0.10 (Residential 0.4) Hospital 0.6)	capacity of 80 beds with initial provision of 50 including 20 maternity beds
6	Intermediate Hospital (category A)	100000	1	3.70 Hospital 2.70 Residential 1.00	capacity of 200 beds with initial provision of 100 beds



7	General Hospital	250000	1	6 Hospital 4 Residential 2	capacity of 500 beds with initial provision of 300 beds
8	District level hospital	At each district	1	9 Hospital 6 Residential 3	capacity of 200 beds with initial provision of 100 beds

Notes:

1. In case of specific requirements for medical facilities other than those indicated above, additional sites may be provided for catering to specialize needs of healthcare.
2. If Medical colleges shall be provided it also include provision of medical hospital of 500 beds as 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 city.

The Height, Ground Coverage, FAR, 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

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

6.9.4. Norms for Security - Police, Civil Defence and Home Guard

**Table 1.8: Norms for Police, Civil Defence and Home Guard**

S.no	Category	Population per unit	Minimum area ha	Remarks
1	Police Station	90000	1.50	In case of civil defense and home guard additional area of 0.05 hectare to be provided. Area includes essential residential accommodation
2	Police post	40000-50000	0.16	Area includes essential residential accommodation To be provided where area is not served by Police Station
3	District office and battalion	1000000	4.80 (4 for battalion and 0.80 for offices)	
4	Police lines	2000000	4-6 hac	
5	District jail	1000000	10	

6.9.5. Social Cultural Facilities

**Table 1.9: Socio Cultural Norms**

Category	Population per unit	Minimum area in hec
Community room	5000	0.1
Community centre and library	15000	0.25
Recreational club	100000	1
Music drama centre	100000	0.15
Meditation and spiritual centre	100000	0.5
Religious Sites	15000	0.10

6.9.6. Sports Activities

Category	Population per unit	Minimum area
Residential unit play area	5000	0.5
Neighborhood play area	15000	1.50
District sport centre	100000	1.80

6.9.7. Postal Facilities

Category	Population per unit	Minimum area sqm	Remarks
Post office counter without delivery	15000	85	To be provided in the shopping centre
Head Post Office with delivery office	250000	750	Head Post Office & Administrative Office
Head Post Office & Administrative Office	500000	2500	

6.9.8. Telephone & Telegraphs

Category	Population per unit	Minimum area sqm	Remarks
Telephone exchange for 40000 lines	400000	4 hec	
Telegraph booking counter	100000	200 sqm	To be provided as part of the commercial area
Telegraph booking and delivery office	500000	1700 sq m	



6.9.9. Norms for the Commercial Areas

Table 1.10: Commercial area norms

Category	Population served	As per the class of Udhampur as Medium town	Area per 1000 persons sqm
Cluster centre	1000-4000	Yes	220
Sector centre	5000-20000	Yes	300
Community centre	25000-100000	Yes	500
District centre	125000-500000	Yes	880
Sub city centre	25-50 lakh	No	--
City centre	above 50 lakh	No	--

Hierarchy to be followed for Commercial Centre

1. Formal Shopping
2. Convenient Shopping to be provided at cluster level
3. Local shopping to be provided at neighborhood sector level
4. Community Centre to be provided for a group of sectors
5. District Centre to be provided at the level of group of community centre's
6. Sub City Centre to be provided at the level of sub city
7. City Centre to be provided at city level
8. Local Wholesale Market to be provided at city level
9. Informal shopping
10. Weekly Markets to be provided for group of sectors
11. Organized informal eating space to be provided at the traffic nodes

Note:

1. Above hierarchy of commercial areas to be provided depending upon the size of the city.
2. In case of small towns, shopping at housing cluster, sector and community levels shall be provided.
3. In case of medium towns, shopping at housing cluster, sector, community & district levels shall be provided.
4. In case of large towns/cities, shopping at housing cluster, sector, community, district, sub – city & city levels shall be provided.



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

As Udhampur falling in the medium class town shopping at housing cluster, sector, community & district levels shall be provided.



Chapter 7: Development Controls And 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, Udhampur, 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 Landuse Plans defined in the Master Plan. However, Development Schemes/ Projects, which have already been approved by the Competent Authority, shall continue to be governed by the terms and conditions stipulated for their approvals.

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 reerecting” of any building or land and include redevelopment”

In order to achieve the basic objectives of planned and orderly development within the planning area, following Regulations have been stipulated into two parts

7.1. Building bye laws

1. Residential

The norms for residential plotted development and the group housing to be developed in the Local Planning Area, Udhampur shall be as defined below:

Table: 2.1 Building Bye Laws of Residential area

Category	Minimum area of colony*
Plotted	40 hectares
Group housing	Discussed in separate
Minimum road width	For group housing stand alone projects, minimum width of approach road shall be 18 m. However, the promoter is required to



	leave space from his own land for widening the road to 25 m and the space so left shall be deemed to be public space meant for road widening. In case of approved colonies, no group housing shall be permitted on a road width less than 18 m
--	--

*Minimum area for a colony including plotted and group housing shall be as notified by the State Government/Competent Authority from time to time.

Note:

1. Maximum area under residential and commercial use in residential colony shall not exceed 55% subject to the condition that commercial component shall not exceed 5% of total area.
2. Maximum area under institutional / public buildings shall be restricted to 10% of total area
3. Minimum area under parks/open spaces, roads & parking lot shall not be less than 35% of total area.
4. Minimum road width within residential areas shall not be less than (8 mts). If the existing road is less than (8 mts), then land on both sides of the road shall be reserved for future expansion or widening to comply with the minimum requirement of 8 mts. The number of storey's in the buildings abutting on these roads, shall not exceed three (G+ 2 storey) subject to the clearance from Air Force Authority and fulfillment of other rules such as setback, distance between building etc. However, Structural Safety Norms shall be defined in the National Building Code.

a. Plotted Housing:

Table: 2.2 Building Bye Laws of Plotted Housing

S.No	Area (in sq.m t)	Max.grou nd Coverage	No. of storey 's	Maximum FAR	Type of const .	Setbacks limits (minimum).			
						Front (m)	Rear (m)	Side (m)	Side (m)
1.	50- 100	75%	G + 2	2.25	Row	1.5	1.0	0	0



2.	101-250	65%	G + 2	2.25	Row	3.5	1.5	0	0
3.	251-350	55%	G + 2	2.00	Semi - detached	4.0	2	2	0
4.	351-450	50%	G + 2	2.00	Semi detached	6.0	2	2	0
5	451-500	45%	G + 2	1.75	Detached	7.5	2	3	2
6.	501-1000	40%	G + 2	1.50	Detached	9.5	3	3	3
7.	Above 1000 Sqm.	30%	G + 2	1.25	Detached	15	3	3	3

Note:-

1. No side set backs are required in plots of irregular proportions up to the width of 10 m. Minimum front set back of 5' and rear set back of 3' shall be permitted in cases where the depth of such irregular plots is upto 40'. However there shall be no change in permissible ground coverage, no. of storeys and height as given in the table above.
2. Height of each storey in a residential house should not exceed 3.3mts. Staircase mumty height upto 2.5mts shall be in addition to G + 2 storeys permissible.
3. Basement floor shall not be permissible in Row Housing. Basement (Wherever permissible) area shall not exceed the ground coverage.
4. Garage/Porch to the extent of 16.00sq.mts. each shall be allowed in semi-detached and detached houses. Room over porch only on one storey may be allowed..
5. Mezzanine floor shall not be allowed in residential area.
6. No building shall be allowed on lands with more than 30% slope.
7. Building line for proposed building shall be governed by Ribbon Development Act and National Highway Building line respectively.

b. Group Housing:-

Provision of Group Housing within the Local Planning Area excluding existing Municipal Council areas shall be subjected to following norms:-

**Table: 2.3 Building Bye Laws of Group Housing**

Minimum Plotsize	0.50 hac for general 0.40 hac for EWS
Minimum road width	For group housing stand alone projects, minimum width of approach road shall be 18 m. However, the promoter is required to leave space from his own land for widening the road to 25 and the space so left shall be deemed to be public space meant for road widening. In case of approved colonies, no group housing shall be permitted on a road width less than 18 m
Maximum FAR	1.00
Permissible Height	There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes.
Parking Provisions	For group housing, parking norms shall not be less than 1.5 ECS per 100 sq m of covered area. The maximum provision allowable for group housing projects will be 3 ECS per dwelling unit.
Minimum setback	To be determined @ one -third of the height of each Building.

Notes:

1. Construction of residential houses sold by promoters on the basis of different floors shall also be considered as group/flatted housing development and provision of parking to be made shall be as per the norms applicable to group housing.
2. Basement, if constructed is to be used for parking, services and for essential storage and for providing facilities, shall not be counted in F.A.R.



3. The quantum of basement may vary between 33% to 50% of the plot area. Stilts irrespective of whether it is used for parking, children play area, landscaping etc shall be included in FAR.
4. Size of front gate and construction of front boundary wall is optional to meet the parking requirements.
5. All projects for which C.L.U has been granted prior to the approval of the Master Plan shall stand adjusted irrespective of the proposed land use subject to necessary environmental safeguards, road networks etc. defined in the Master Plan.
6. 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 by the govt. and/or Municipality unless the colony is developed properly and approved by the competent authority, and 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.
7. No housing colony can be allowed in the area not specified as the residential in the proposed Master Plan.
8. 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 / Development authority for their maintenance.
9. Landuse of the layout plan approved by the competent authority shall not be changed unless with the prior consent of the competent authority.
10. 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 amenities of the colony by the developer to the plot holders of the colony. The development of such open spaces shall be the responsibility of the Municipality / Development authority which may levy betterment charges on the plot holders of the colony in accordance with the provisions of the Act.
11. No permission shall be accorded for construction of a building in any notified area which shall cause nuisance by way of odour, 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.
12. Direct opening of residential plot/building on road width less than 60 feet shall not be permitted in any case.

2. Commercial

Commercial uses in residential zones located within or outside the Municipal Limits shall be permitted on roads having minimum width of 80 feet. In case of stand-alone commercial



complexes with height greater than three storey's falling outside existing Municipal Corporation/Municipal Council limits, the provision related to area, height, F.A.R etc of such buildings shall be governed and regulated by following norms:

(a) Single Shop

Plot area less than 100sqm

Max. Ground coverage 80%.

No. Of Storeys - G+1

Max Heights - 9mts

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

(b) Shopping Complex.

Plot Area: 100sqm-2000sqm.

Max. Ground coverage 50%

No. of Storeys - G+1

Max Height - 9mts

Setbacks:

Front setbacks to be governed by the approved building line of the road.

Side and rear setback to be kept so that sufficient light and air ventilation is available

(c) Commercial Complex:

Plot Area More than 2000sqm

Max. Ground coverage 40%

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes.



Set backs

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

Side setback: 10ft on each side

Rear setback: 10ft.

Note:

- Shopping permissible on ground and Ist. Floor only
- Height of mounity / liftwell above the terrace shall be in addition to the prescribed height

Additional Criteria for Stand-alone Commercial Complexes Outside Existing Municipal Council Limits (having more than three storey's):

Sr. No	Description	Bye Law
1	Minimum Area Required	1000 sq.mts or as may be notified by the Competent Authority from time to time
2	Minimum Frontage	20 m
3	Maximum F.A.R.	1.5
4	Maximum Height	There shall be no restrictions on the height of building subject to clearance from Air Force Authority and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as defined in the National Building code.
5	maximum ground coverage	40 percent
6	Parking	For projects without multiplexes, the parking shall be provided @ 2 E.C.S per 100 sq m of total covered area. For projects with multiplexes/cinemas/theatres, the parking norms shall be: a) @ 3 E.C.S per 100 sq m of covered area. The covered area shall be calculated on the basis of total covered area of the multiplex component + 30% of the ADDITIONAL component and b) @ 2 E.C.S per 100 sq m of covered area in respect of balance commercial component



There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes

Setbacks:

Front setback to be governed by the building lines of the road or 10 ft. from the plot line whichever is more.

Rear and side setbacks shall be minimum $1/3^{\text{rd}}$ of the height of the building.

(f) Multiplexes

Definition:- Multiplex complex shall mean an integrated entertainment and shopping centre/complex having atleast 1 cinema hall with a total minimum sitting capacity of 200 seats. The minimum area on which this use shall be permitted should not be less than 3000 Sq.mts. in size Apart from cinema hall; the multiplex complex shall also have a restaurant, fast food outlet, Health spas/centres, and other recreational activities. The shopping centre may have a retail outlet, video games, parlours, bowling alleys, health centres, shopping malls etc.

Existing cinema hall can be considered for conversion into a multiplex by the Building Permission Authority provided it has a minimum plot area of 2500sq. mts.

Bye Laws:

Minimum plot area = 3000 Sq.mts. or 0.30 hectares.

Maximum ground coverage = 50%

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes

Side Setbacks:

Front set back shall be governed by the building line of the road on which a multiplex has been proposed. In case if it is not facing any major road the minimum front set back for a



multiplex should be 12m from the plot line, Rear and side setbacks shall be minimum $1/3^{\text{rd}}$ of the height of the structure or 6m whichever is minimum.

Parking:

To be provided in own premises @ 1.5 car spaces for every 100sqm of floor space. Parking under the basement shall be permissible over 75% of the building area subject to min. setback of 3mts on all sides. Services / storage can be adjusted in the basement.

Note:

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

(G) Janjghar/Community Centre/Banquet Hall.

Minimum Plot area	2000 sqm
Maximum coverage	50%
No. of Storey's	G+2
Max height	12mts.

Front setback to be governed by the building line of the road or 10m . from the plot line whichever is more.

Rear and side setbacks shall be minimum $1/3^{\text{rd}}$ of the height of the building.

(h) Ware Housing, Storage vegetables & fruit mandis.

Minimum Plot area	2.5 Hec (25.000 Sqm)
Maximum coverage	25%
FAR	100
Max height	15mts.

(i) Petrol Pumps



The following regulations are recommended for locating the petrol pump cum service stations.

- i. Minimum distance from the road intersections.
 - (a) For minor roads having less than 30 mt. R/W 50 mt.
 - (b) For major roads having R/W 30 mt. or more 100 mt.
 - i. The minimum distance of the property line of pump from the centre line of the road should not be less than 15 meters on roads having less than 30 mt. R/W. In case of roads having 30 mt. or more R/W or the road should be protected.
- iii. Plot Size
 - (a) Only filling stations 30 mt. x 17 mt. and small size 18 mt. x 15 mt. (for two and three wheelers)
 - (b) Filling-cum-service station minimum size 36 mt. x 30 mt. and maximum 45 mt. x 33 mt.
 - (c) Frontage of the plot should not be less than 30 mt.
 - (d) Longer side of the plot should be the frontage.
- iv. New Petrol Pump shall not be located on the R/W less than 30 mt.

Other Controls

- (a) Filling-cum-service station (size 30mt. x 36mt. x 45 mt)
 - i. Ground coverage 20%
 - ii. FAR 20
 - iii. Max. Height 6 mt.
 - iv. Canopy Equivalent to permissible ground coverage within set back line.
 - v. Front Setback Min. 6 mt.



- (b) Filling Station (size 30 mt. x 17 mt. and 18 mt. x 15 mt.)
- i. Ground coverage 10%
 - ii. FAR 10
 - iii. Max. Height 6 mt.
 - iv. Canopy Equivalent to permissible ground coverage within set back line.
 - v. Front Setback Min. 3 mt.

(c) Other Regulations

- i. Shall be acceptable to explosive/Fire Deptt.
- ii. Ground coverage will exclude canopy area.
- iii. Whatever 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.

(D) Compressed Natural Gas (CNG) Mother Station.

- i. Plot Size (Max) 36 mt. x 30 mt.
- ii. Maximum ground coverage 20%
- iii. Maximum Height 45 mt. (Single storey)
- iv. Building Component Control room/office/ Dispensing room, store, pantry and W.C.

Note:

Total parking requirement defined above shall be provided within the plot area including basements, stilts and available open spaces etc. For the purpose, of calculating the area under parking, norms for one E.C.S. shall be as defined below:

1. 23 square meters in case of open parking at ground level



2. 28 square meters for parking under stilts

(j) Commercial at Local Level

Adequate provision shall be made for convenient shopping in the shape of small scale, single storied commercial facilities or commercial on ground floor at local level, both within as well as outside the Municipal limits to meet the local requirements subject to the condition that such sites shall be located on the roads having minimum width of 18 m (60 feet) and provided with a minimum setback of 6mts from road reservation for parking. These facilities are intended to serve the needs of local residents only and shall form part of the predominant residential land use defined in the Master Plan.

(k) Vehicular Access

No property located on the National Highway shall have a direct access from such roads. If the property is residential than no direct opening of any plot/building shall be permitted having road width more than 18 m

3. Institutional:

Minimum area and size in case of institutional buildings shall be as per the affiliating authority norms with minimum frontage of 20 meters and road width of 60 feet,(except in case of nursery and primary schools) F.A.R., Ground Coverage, Height etc. of the building has been defined in the norms and standards specified above.

i) Hospital.

Minimum plot Size: 3000 sqm.

Maximum ground coverage: 35%

No. of Storey's: G+3

Note:-

1. Area to be used for housing of essential staff is indicated in the norms for health facilities. In such areas the regulations of group housing shall apply.
2. Basement below the ground floor upto one basement only shall be allowed and if used for parking and services should not be counted in FAR.
3. Front set back is governed by building line or 10 m from the plot line whatever more. Minimum side and rear setbacks shall be $1/3^{\text{rd}}$ of the height of the building.



ii) Health Centre/Nursing Home:

Minimum plot Size	500 sqm.
Maximum ground coverage	50%
No. of Storey's	G+2

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes.

Front set back is governed by building line or 30' from the plot line whatever more. Minimum side and rear setbacks shall be 1/3rd of the height of the building.

iii) Facilities and Amenities:

a) Religious Premises.

Maximum Ground Coverage	30%
Permissible FAR	0.60

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes (Excluding minars, shikhars and Domes)

b) Police Post.

Maximum Ground Coverage	35%
Permissible FAR:	0.70
Maximum Height:	12 mts.

c) Police Station/Fire Station.

Maximum Ground Coverage	25%
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Permissible FAR 1.00

Maximum Height: 15 mts.

d) Post & Telegraph Office.

Maximum Ground Coverage 25%

Permissible FAR: 1.00

Maximum height: 15 mts.

e) General (Public & Semi Public Premises).

Maximum Ground Coverage 25%

Permissible FAR 1.00

Maximum height: 15 mts.

iv) Non-Residential Premises:

i) Hostel

Maximum Ground coverage - 40%

No. of Storey's G+2

Maximum Height: 12 m.

Front set back is governed by building line or 30' from the plot line whatever more. Minimum side and rear setbacks shall be $1/3^{\text{rd}}$ of the height of the building.

ii) Guest House, Boarding House and Lodging House:

Minimum Plot size: - 500 sqm.

Maximum Ground coverage - 40%

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc.



However, structural safety and fire safety requirements shall be as per the National Building Codes.

Front set back is governed by building line or 30' from the plot line whatever more. Minimum side and rear setbacks shall be $1/3^{\text{rd}}$ of the height of the building.

4. Industrial use:

i) Flatted Group Industry and Service Centre

Minimum plot size: 2000 sq. mt.

Maximum ground coverage 30%

Maximum floor area ratio 1:00

There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes

Other Controls

1. Basement upto (one basement only) the building envelope line to the maximum extent of 50% plot area shall be allowed and if used for parking and services should be counted in FAR.

ii) Light and Service Industry

Table: 2.4 Building Bye Laws for Service Industry

S. No.	Plot Size (Sq.mt.)	Maximum Ground Coverage	Maximum FAR in m	Maximum height
			Hills	
1.	100 to 400	60%	1.00	There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as
2.	Above 400 & upto 4000	50%	1.00	
3.	Above 4000 & upto 12000	45%	1.00	
4.	Above 12000	40%	0.75	



				setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as per the National Building Codes
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Other Controls

2. Maximum floor allowed shall be basement, ground floor and first floor; 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 construct, the permissible FAR can be achieved on the second floor.
3. In case of roof height of building should be adjusted/relaxed.

iii) Extensive Industry

Table: 2.5 Building Bye Laws for Extensive Industry

S. No.	Plot Size (Sq.mt.)	Maximum Ground Coverage	Maximum FAR in m	Maximum height in (mt.)
1.	400 to 4000	50%	75	There shall be no restriction on the height of building subject to clearance from Air force Authorities and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be
2.	Above 4000 & upto 12000	45%	60	
3.	Above 12000 & upto 28000	40%	50	
4.	Above 28000	30%	45	



				as per the National Building Codes
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Other Controls

1. Single Storey building with basement is allowed. Basement shall be below the ground floor and the maximum extent of ground coverage and shall be counted in FAR.
2. In case of roof trusses, height of building could be adjusted/relaxed.

Note:

1. In case of the of the height of chimney of any kind of industry there shall be needs from the clearance from the respective pollution control boards i.e. air, water, noise, land, environment as well as Airforce Authority.
2. **FAR Permitted:** Industrial / I.T. Park shall have minimum 10 acres of area. In an I.T. park, I.T. component shall have F.A.R. of 2.00. In case of Industrial Park, for industrial F.A.R permitted for an industrial component shall be 1.00 and other components shall have F.A.R as mentioned for different land uses in Master Plan.
3. **Residential Component:** Residential component in the industrial plot/premises shall not exceed 5% of the area of the site and shall form part of the maximum permissible covered area.
4. **Height:** There shall be no restrictions on height of the building subject to clearance from Air Force Authority and fulfillment of other rules such as setbacks, distance between buildings etc. However, structural safety and fire safety requirements shall be as defined in the N.B.C (National Building code).
5. **Road width:** The minimum road width within the industrial unit shall not be less than 12 m. In case, the existing road is less than 40'-0" in width, then it shall be widened to 12 m by taking equal strip of land from both sides of the road.
6. The construction activity along the National Highways and Bye-passes passing through Local Planning Area shall be subject to the provisions of reservation applied in the proposed road network. The standards prescribed by Central Pollution Control Board from time to time would have to be met by all industrial units in addition to other specific conditions in terms of plot size, ground coverage, F.A.R., height, parking norms etc.



7. **Existing Industries:** All industries existing in clusters located in residential/commercial area as shown on Proposed Landuse Plan, which exist, on the date of notification of Master Plan stands adjusted but shall be allowed to expand within existing premises only subject to the norms and conditions specified by the Central Pollution Control Board.
8. Industries falling in the red category other than those falling in clusters, as mentioned in above, shall not be permitted to operate within the residential plots and would be required to shift to the designated industrial zone within a period of 10 years from date of publication of Master Plan.
9. All industrial units falling in residential area shall be permitted to change the nature of industries that are knowledge based and involve the use of IT and ITES for which permission should be granted liberally, subject to the condition that location does not cause any congestion and traffic problems.

Incentives for shifting of existing industries falling within non-conforming zones (whether located individually or falling under the clusters as earmarked on the Proposed Landuse Plan):

In case of industries falling in the red category which are in operation as on the date of notification of Master Plan and are located in the non-conforming landuse zones, if such industries shift outside this zone to any of the designated industrial zone within the Master Plan of Udhampur L.P.A within the state of and Jammu and Kashmir generate at least the same number of jobs at the new location, will be provided with following benefits:

- a) No C.L.U., E.D.C or Licence Fee on the existing industrial site shall be charged if used for plotted residential purposes provided the industry shifts within three years of the notification of the Master Plan. If used for any permissible land use other than plotted residential for which the prescribed C.L.U., E.D.C and Licence Fee are higher, then the difference between C.L.U., E.D.C and Licence Fee of the proposed land use and plotted residential has to be paid. In case that particular land is put to a land use for which C.L.U., E.D.C or Licence Fee and is less than the plotted residential, the difference between these fees / charges for the plotted residential and proposed land use shall not be payable by the Government / Urban Development Authority.



- b) If the industry shifts in the subsequent two years of the above mentioned period of three years, it will enjoy only 50% reduction on C.L.U., E.D.C and Licence Fee on the present site if used for plotted residential purposes. If used for any permissible land use other than plotted residential, the difference between the C.L.U., E.D.C and Licence Fee of the new land use and that of 50% of plotted residential has to be paid. In case that particular land is put to land use for which C.L.U., E.D.C or Licence Fee is less than the plotted residential, the difference between these fees / charges for the plotted residential and proposed land use shall not be payable by the Government / Urban development Authority.
- c) No C.L.U., E.D.C or Licence fee on the new industrial site shall be payable if the industry shifts within five years of the notification of the Master Plan. However, considering the role and importance of local craft and cottage industries, the decision for re-location/shifting shall be based on detailed study of such industries including assessment of their value, issues faced by them and threats they impose on the city environment subject to the condition that no such polluting industry shall be permitted to operate from the residential areas.

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. All residential colonies, commercial establishments like shopping malls, multiplexes etc shall maintain a minimum distance of 250 meters from the hazardous (maximum accident hazardous) industries notified by Director General, Factory Advisor Service Labor Institute. The distance should be measured from source of pollution / hazard in the industrial premises to the building lines as per zoning plan of the colony / complex. However for specified type of industries such as rice shellers/sela plant,



brick kilns, stone crushers, hot mix plants etc. standards prescribed by C.P.C.B and concerned dept. shall be followed.

Safety

1. Fire

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

Table 2.6: Planning norms and standards for safety/ fire facilities

Sr. No	Category	Population/unit	Plot area
1	Fire post	3-4 Km radius	2000 sq m
2	Fire station	5-7 Km radius	1 ha
3	Disaster Management centre	1 in each administrative zone	1.0 Ha along with suitable open area (2 ha.) for soft parking, temporary shelter, parade ground etc
4	Fire training college	City level (one site in Urban extension)	3.0 Ha

Development Controls for Safety/ Fire Facilities

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.

Guidelines for locating fire stations & other fire fighting facilities in urban extension:

1. Fire station shall be so located that the fire tender are able to reach any disaster site immediately within minutes.
2. Fire station shall be located on corner plots as far possible and main roads with minimum two entries.
3. In new layouts, concept of underground pipelines for fire hydrants on periphery, exclusively for firefighting services shall be considered.
4. Fire stations are permitted in all land use zone/sectors except in Recreational use zone.



5. Necessary provisions for laying underground/over ground fire fighting measures, water lines, hydrants etc. may be kept wherever provision of fire station is not possible.
6. The concerned agencies shall take approval from Fire Department for firefighting measures while laying the service for an area.

2. Disaster Management Centre

According to the Indian Seismic Zone Map, Udhampur is placed in Seismic Zone IV, 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:

Pre-Disaster Preparedness

1. Micro-Zonation surveys shall be referred for land use planning and be considered while preparing the sectors/Zonal Plans and Layout Plans.
 - a. Seismic micro-zonation 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. Suitable action should be taken for retrofitting and strengthening of structures identified as vulnerable as per earthquake manuals and National Building Code. A techno-legal regime has to be adopted for provision Multi Hazard Safety aspects.
 - c. Udhampur 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 Centres should be established in every zone/sector to deal with the disasters, including bio-chemical and nuclear disasters.
3. Sensitize people, particularly school children, about after effects of disaster.
4. Make people aware through media campaigns and advertisements about emergency procedures and location of emergency shelters etc.



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.

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 abadi's in non-residential zones of Master Plan is no permissible. However, for the village abadi falling in the residential zone of Master Plan, no such restrictions shall be applicable.

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:

- 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:

- It is relatively simple and direct mechanism to implement and execute.
- The requisite public infrastructure projects can be implemented quickly, thus facilitating rapid urban development.
- 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 bye laws and development controls the bye laws described in the Jammu and Kashmir Municipal Council Act 2000 may also be applied on any building as per the site requirement.

7.2.Zoning Regulation:

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

Zoning regulations help in controlling density as well as landuse 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 Udhampur Development Authority 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 Defence areas and Airforce areas. There will be a separate set of norms to deal with such areas. The zoning regulations are broad in nature as follows.

Residential:

Uses Permitted:

Dwellings of all types, guest houses, boarding houses, dharamshala, night shelter, rooming houses, customary home occupation, schools offering general educational courses, libraries, parks, playgrounds, golf courses, nurseries, green houses, and general purpose farms, churches, temples, mosques and other religious buildings, clubs, cultural and philanthropic associations of non-commercial nature, swimming pools for community use, professional establishments satisfying the requirements of some customary occupations and private nursing homes, convenience shopping, local shopping.

Permissible on Application to Competent Authority:

Petrol filling stations, cemeteries, multi-purpose or junior technical schools not giving rise to smoke, noise or other nuisance; auditoria, public assembly halls, sports stadia, transit visitors camp, taxi and scooter stands, bus terminals, public utility buildings, hospitals except those treating contagious diseases or mental patients, animal clinics.

Prohibited:

All uses not specifically mentioned herein including the following:

Quarrying of gravel, stone, clay, sand, etc. except for the purpose of development of the area

Commercial entertainment like travelling cinema, circus, and other shows.

Commercial use in basements/other floor of a residential dwelling.

Polytechnic and higher technical institutes requiring machinery etc., irrigated area sewage farms.



Commercial :

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 centres, 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 rikshaw stands, garbage dalao.

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.

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

District centre:

Uses Permitted:

All types of retail business, departmental stores, hotels and restaurants with their accessory uses, clinics, nursing homes, professional business establishments, libraries, offices, banks, financial institutions, theatres, cinemas and public assembly halls, park, cultural centres, social and welfare institutions, electric sub-station, fire station, post & telegraph office, police station, commercial entertainment of transient nature, service industries; petrol filling station with service station, public facility building, car & scooter parking, taxi and auto rikshaw stands, garbage dalao.



Permissible on application to Competent Authority:

Hospitals and medical centres, clean industries employing not more than 25 persons with or without power, sport stadia, Swimming pool, other recreational areas, transport terminals for both goods and passengers, warehousing of non-perishable and non-flammable commodities.

Prohibited:

All uses not specifically mentioned herein including the following

Agriculture uses of all types, quarrying of gravel, sand, clay and stone except for the purpose of development of area.

Warehousing and storage of perishable and inflammable commodities

Local Commercial

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 non perishable and non-flammable commodities, electric sub-station, post & telegraph offices, fire station, police station, telephone exchange, cinema, theatre, LPG distribution centre, transport terminals for goods and passengers, parking for cars, scooters, taxi and auto rikshaw, garbage dalao.

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

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.



Industry :

Light Industry :

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 centres, 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.

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

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

Industries Prohibited:

Manufacturing/refining of ammonia bleaching powder, chlorine, asphalt, brick, terra cotta, 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.mt. per day or storage in excess of 300 cu.mt., 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 prexylin. 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 mill, hot rolling mill, incineration, reduction or dumping of dead animals, garbage, offal or refuse except when accumulated and consumed on the same premises without the omission 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.

General Industry:

Uses permitted:

All industries except obnoxious or hazardous industries, warehouses, storage, accessory uses, 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 mt. R/W.

Permissible on Application to Competent Authority :

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

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.

Open Spaces & Parks :

Uses permitted:

Sports stadium, swimming pools, gardens, parks, playgrounds, golf courses and other recreational uses requiring extensive open space with its accessory uses

Prohibited:

Dwellings except of watch and ward personnel.

All other uses not specifically permitted.

Agricultural (Green Belt) and Periphery Area

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.

Permissible on application to Competent Authority:

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

Prohibited:

All other uses not specifically permitted herein.

Tourism zone:

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

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 parlour, Laundry, Dry cleaning, Ironing, Sweet shop, Tea stall without sitting arrangement, Chemistshop, Clinic, Dispensary, Pathology lab, Optical shop, Readymade, Garments, Cloth shop, ATM.

Prohibited:

All other uses not specifically permitted herein.

Exceptions

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



Residential Densities

The entire Residential zone for LPA, Udhampur 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 city, the area enclosed within the core city has been designated as especially residential zone whereas remaining residential area has been put into other category. The maximum permissible residential density in the sub - zone other than the core city shall be 150 person per hectare. The gross density for the core city shall not exceed 300 persons per hectare.

Core City

Keeping in view the special character of the core city and its pattern of development, special regulations for the development of area falling within core city 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 pedestrianisation of the congested area of Core city, 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.

9.3. Implementation of these Regulations

- 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.
- 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.
- Similarly, landowners proposing development of certain uses on their land can obtain certificate of “Compliance with Master Plan” from a designated authority.



Chapter 8: Façade Control and Development Measure

Façade 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 façade 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 façades 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 Udhampur only the layer one (core city) area depicts a special character and there is a need to frame a façade controls measures for this area. Following are the suggestive measures for facade control in this area.

1. The façade 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 façade of new building on vacant plots shall be in conformity with the architectural features and elements of the adjoining buildings for buildings
3. *The* existing parks and green open spaces shall be preserved as such.
4. The exterior design and height of buildings should have their approval to preserve/improve the beauty of the area rather than beauty of such building.
5. 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, regulations or guidelines to regulate signs, outdoor display structures and street furniture on heritage sites/ or in area shall also be framed.
6. After the guidelines are framed, buildings within heritage precincts or in the vicinity of heritage sites shall maintain the skyline in the precinct and follow the architectural style (without any high-rise or multi-storeyed development) as may be existing in the surrounding area, so as not to diminish or destroy the value and beauty of or the view from the said heritage sites. The development within the precinct or in the vicinity of heritage sites shall be in accordance with the guidelines framed by the Executive Commissioner, Municipal Council / Vice- Chairman, Development Authority on the



advice of the Heritage Conservation Committee or separate regulations / guidelines, if any, prescribed for respective zones by Municipal Council / Development Authority.

7. Widening of the existing roads under the Master Plan of the City or in the Layout Plan shall be carried out considering the existing heritage buildings (even if they are not included in a layer 1 zone) or which may affect natural features areas.
8. A wing of Development authority (urban design Wing) will work as watching dogs for the façade control and urban development throughout the LPA Udhampur. Especially in the first planning layer.

8.2. Implementation of these Regulations

- 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.
- 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.
- Similarly, landowners proposing development of certain uses on their land can obtain certificate of “Compliance with Master Plan” from a designated authority.



Chapter 9: Implementation Mechanism

9.1. 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 well being. The challenge comes in providing a quality of life together with high standards of living which are not directly and easily correlated. In the case of Udhampur and environs, not only citizens but environment also is equally important. The proposed Master Plan apart from seeking to lay-out a physical pattern of land use and transportation linkages for Udhampur local Planning Area as a whole, will serve as a guide for public and government agencies to conform and integrate their sectoral projects into programmes. 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.

9.2. Existing Legal Framework

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

1. The Jammu and Kashmir Municipal Corporation Act 2000. Act No. XXI of 2000.
2. The Jammu and Kashmir Housing Board Act,1976. Act No. VII of 1976
3. The Jammu and Kashmir Housing Board Act,1976. Act No. VII of 1976
4. The Jammu and Kashmir Development (Amendment) Act,2011.
5. The Jammu and Kashmir State Town Planning Act,1963.Act No. XX of 1963
6. The Jammu and Kashmir Municipal Act,2000.Act No.XX of 2000
7. The Jammu and Kashmir Municipal Laws (Second Amendment) Act,2010
8. The Jammu and Kashmir Municipal Laws (Amendment) Act,2011
9. The Jammu and Kashmir Building Operations Controlling Authority Act,2001
10. The Jammu and Kashmir industrial policy 2004.

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 laws 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. Strengthening the Legal Framework

Development Regulations proposed in the Master Plan is applicable to the entire Udhampur Planning Area. In case of conflict between the proposed development regulation and Municipal Council Bye laws or any other law, the provisions contained in the proposed development regulation will be implemented.

The Udhampur Planning Area includes Udhampur municipal town and 47 revenue villages. The J and K Municipal Council Building Bye laws, 1999 are applicable only within Udhampur municipal area. The provisions of the same may be extended to the entire Planning Area.

The Udhampur Municipal Council Building Bye Laws contains certain planning parameters like FAR, Minimum Plot Size, Set Back, Parking etc.. Since the proposed development regulations comprehensively cover all the planning parameters, some of the provisions of the Udhampur Municipal Council Building Bye Laws need to be amended to this effect.

9.4. Restructuring Administration:-

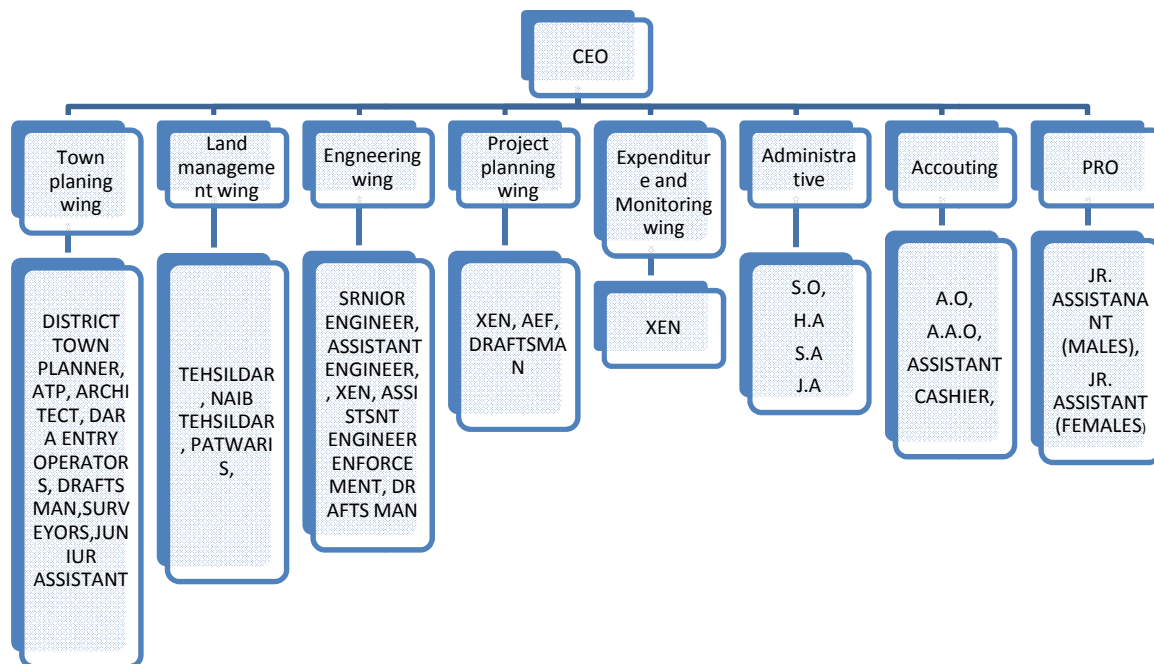
At present there is the district development board which is the Planning and the execution agency including the public representatives headed by the DDC with the responsibility of formulation of district plan and fixing of the priorities and the monitoring the progress and financial department as per our field survey there is no coordination between various department.

Udhampur being second largest town in Jammu province. It is proposed that **Udhampur development authority** should be of high order and also adequate to guide and control to integrated development as per proposed master plan. (Agency UDA) Apex Controlling Agency has to close coordination with other public departments namely PWD , PHE , MC , Horticulture , Power , EMC etc.

Different committee to be set up by the implementing agency and involved different departments.

9.4.1. Organizational structure of Udhampur Development Authority

To implement the master plan 2031 proposals following organizational setup has been proposed with its various functional wings.



UDA besides general administration including accounting and the maintenance of statistics UDA 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

UDA 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 wings of UDA 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.



9.4.1.1. 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 C.E.O. 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.

9.4.1.2. 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

9.4.1.3. 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.

9.4.1.4. Town Planning wing:

This wing should review the development in view of Master Plan , review the targets premises of Master Plan at suitable intervals.

Prepare long term development objectives and structures and view on environmental issues.

This being the first Master Plan for Udhampur there are also proposals on the anvil for preparation of Master Plans for more towns in J and 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. In this context, the following suggestions are made: .

9.4.1.5. 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 Udhampur 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 land use and reclassification
5. Concurrence with sectoral agencies for land acquisition towards implementation of physical projects identified in the plan
6. Dealing with land and building activities in contravention to the provision of the Master Plan
7. Initiate, approve and implement major infrastructure development projects

9.4.2. 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 and Environmental Impact Reports wherever necessary and obtain clearance from all relevant authorities

The Udhampur development authority could play its role importantly in implementation of the various development projects enunciated in the Master Plan relating to Tourism as well as in the development of the Industrial Estate. The authority could help channelizing the required funds for the projects through application of innovative public private partnership models.

The role of Information, Publicity and Tourism Department is important in achieving the objectives of the Master Plan. They need to take appropriate measures to attract more tourists and to create quality infrastructure for the tourists towards employment generation. While the Master Plan has included physical projects required in this direction, media publicity and logistics support for the tourists from the main land could further boost the tourism in the Udhampur.

As land is an essential component of every project conceived in term of spatial context, the government departments are to take appropriate steps in acquiring lands for the development projects. On request from the concerned departments and the concurrence of the UDA, the



office of the Deputy Commissioner (South Andaman) may extend cooperation in acquisition of the lands for the public cause, in order to avoid delay in implementation of the projects.

The Master Plan proposes Amendments to the Municipal Council Building Byelaws, 2000 in consonance with the proposed development regulations, and suggests that the same may be made applicable for the entire Planning Area till such time, a common bye laws for all panchayats in the Udhampur LPA are enacted.

9.5. Resource mobilization strategy

As mentioned earlier Udhampur LPA is spread over an area of 6545 hc. Defining the boundaries as river Tawi in the east, drain in the south and a reserve forest area in the north.

Character of core city

It is dominated by retail, wholesale trade and government offices like PHE, Electricity and maintenance office, electrical, municipal council, DC office etc.

Above activities are increasing and the net result is of such rich commercialization and change of land use has adversely affected traffic movements in the core area. Even the pedestrian movement has been adversely affected due to increase in the number of vehicles both in private and commercial sector and their parking on the narrow roads.

Government offices, educational institutions, bus stand, lodges, hotels are concentrated in the area. There is no organized parking lots and land is not available to provide parking inside the core area.

9.5.1. First Layer development (2013-18)

1. Parking lot at Devak
2. Shifting of government offices, bus stand and fire station.
3. Development of commercial complex on the site of old jail and fire station
4. Development along by-pass
Implementation of traffic management in the core city
5. Development of musical garden on the site of MC offices.

9.5.2. Second Layer development (2018-2023)

1. Development of major residential/ commercial area along by pass and dhar road
2. Development of adequate infrastructure for the population



3. Development of truck terminal cum ware houses (going to implement by RITES on PPP mode.)
4. Development of sewerage network

9.5.3. Third Layer Development (2023-2028)

1. Development of residential area for population and adequate infrastructure
2. Development of tourism zone and tourism activities in forest land
3. Development of outer ring road

9.5.4. Fourth Layer development: (2028-2031)

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

.Udhampur due to its location, linkages, phenomenal 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 manifold to fulfill the future needs of Udhampur.

After creation of the development authority as proposed, it needs careful planning, findings means of abdicate finances for implementation OF Master Plan proposals.

As suggested in organizational setup it will take some time and it is only putting this in place, the development activities can be pursued.

It is assumed , if efforts are made a period till mid 2013 the process of notifying the draft master plan 2031 under development act , creation of development authority. remaining six months , development authority will be required to create the development climate , mobilizing resources. etc

Consultant estimate that the financial requirement in the first phase to be a around 7 crores for the land accusation and land development in the phase one. Accordingly various ways of resource mobilization for the required / investment need to be examined. It has to come as a seed capital or in the form of loan from the state government.



Consultant also feel that the capital cost of desired level of services like power, roads, water supply, etc. would be met from state government budgetary allocation which could be channelized through various concerning departments such as PWD, PHE , PDD , Medical , Educational , police departments.

The consultant feel that the most important source of revenue to will be the sale of land after accusation and development and the land which will be resolved after shifting the non confirming uses like bus stand , fire station , government offices etc.

In this connection its is recommended that the function in execution of development projects should be minimum and should act as a roll of facilitator to assist private developer to execute the projects.

The resource mobilization strategy would involve identification and accusation of land which needs to develop or land disposal after site development.

Since no government land is available hence private land has to be accrued. This accusation could be possible by obtaining seed capital by either through loan or grant from the state government and can be allotted the different departments.

As a consultant recommend immediately develop parking lots for which land is available near devak and should generate revenue by getting the annual rent of its sale to formal parking.

9.6. National Programmes and Funding agencies available for the resources in urban area.

Availability of adequate funds is an important determinant for successful implementation of the plan proposals. While conventional pattern of project financing is being in transition, the private investments and public private partnership modes of infrastructure development assumes greater significance. This apart, the programmes of the National Government provides greater opportunities for improving the status of infrastructure and service delivery. Hence, it is the responsibility of every development agency concerned to take initiatives to draw maximum funding for the plan implementation.

Integrated development of Small and Medium town Programme, is a programme of national importance, which has identified the sectors and projects eligible for assistance, which include:



1. Urban Renewal i.e redevelopment of inner (old) city areas [this would include items like widening of narrow streets, shifting of industrial/commercial establishments from non-conforming (inner-city) to `conforming` (outer-city) areas to reduce congestion, replacement of old and worn-out water pipes by new/higher capacity ones, renewal of sewerage/drainage/solid waste disposal systems, etc.
2. Water Supply (including de-salination plants) and sanitation
3. Sewerage and Solid Waste Management
4. Construction and improvement of drains/storm water drains
5. Construction/Upgradation of roads, highways/expressways
6. Parking lots/spaces on Public Private Partnership basis
7. Development of heritage areas
8. Prevention & rehabilitation of soil erosion/landslides only in case of Special Category States where such problems are common and
9. Preservation of water bodies.

At present Udhampur is included in the list of eligible cities for the programme from funds can be generated for the Programme for the importance of strengthening the infrastructure and services for sustainable development.

9.7. Into Future

The proposed land use plan 2031 reflects the development strategies evolved on the basis of many parameters such as physical, social, economical 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. Dovetail the recommendations of the deviks scheme prepared by Govt of J and K with the Master Plan proposals for implementation.
3. Since economic prosperity through tourism promotion depends on proper interstate transportation links and networks, the strengthening and upgradation of the NH-1 A and laying of circular Udhampur Road is to be given utmost importance.
4. 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.
5. Promotion of Public Private Partnership mode of development, especially in the tourism, industries and housing sectors.



6. 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.

9.8.CONCLUSION

Udhampur with rich bio-diversity, requiring environmental conservation, integration with land of Defence and Air Force presents a challenge unlike the cities of the main land. It requires careful strategies for its overall development. The dependency on the main land for food, and energy needs to be reduced to minimum and Udhampur should evolve sustainable approach in all planning policies and programmes. The planning strategies evolved through this Master Plan and other development plans to be taken up in future should include forest land not only as a geographical asset but also as a human development asset to the nation.

Annexure I

List of Village to be notified in UrbansMaster Plan

Serial no.	Name of settlement	Population (census 2001)
1	Udhampur (TC)	56897
Villages Recently Added in Udhampur TAC		
1	Sangur	2034
2	Thanda Padar	605
3	Sail Saloon	1113
4	Karli Khalki	247
5	Kalar Himti	1109
6	Nagrota	634
7	Dandyal	807
8	Karlahi Suki	678
9	Barian	1180
10	shiv nagar	New revenue Village
11	Rount	1461
12	Thil	51
13	Sewail	250
14	Charee	303
15	Omala	1090
16	Omara	1108
17	Gangera	252
18	Shajalta	419
19	Jakhan	2161
20	Dalah	1995
21	sauhal	New revenue Village

Serial no.	Name of settlement	Population (census 2001)
Outgrowth Villages in CENSUS (2001)		
1	Sambal	885
2	Rakh Tenday	295
3	Chanthal	38
4	Nuha	59
5	Karlahi Kangloo	223
6	Badali	2186
7	Kotli Pain	616
8	Khetriar	758
9	Deli Chak	194
10	Dhanori	1002
11	Sue	623
Rural villages Required for Urbansisable limit of Master plan		
1	Dalwah	4207
2	Kathian	1125
3	Megain	883
4	Rakh Sansooh	5
5	Manpa	432
6	Rathian	5915
7	Phangial	New Revenue Village
8	Laundna	New Revenue Village
9	Kashi Rah	2361
10	Barial	646

Serial no.	Name of settlement	Population (census 2001)
11	Mansooh	17
12	Bachhal Jattan	171
13	Rakh Thanua	388
14	Kawa	1412
15	Gordi	234
16	Chani	84
17	Sutain	664
18	Preyan	544
19	Sunthan	1268
20	Chakahal	1254
21	Malhar	3303
22	Riti	1345
23	Radakot	New Revenue Village
24	Chalora	New Revenue Village
25	Kangaroo	New Revenue Village
26	Rehambal (CT)	7000
27	Kothi	New Revenue Village
28	Battal	2473
29	Balian	1209
30	Lehri	New Revenue Village
31	Barai Rian	950
32	Roun	1623
33	Bachhal Rajoun	171

Serial no.	Name of settlement	Population (census 2001)
34	Kahjagir	86
35	Dibber	New Revenue Village
36	Thil	1508

Annexure II

List of Industries Registered in Industrial Estate Battal Ballian

S.No	Name of the Unit with location	Status	Category
1	M/S Avtar Battery HD Centre Battal Ballian Udhampur	Functional	Orange
2	M/S Shivalik Cement Industries IID Centre Battal Ballian Udhampur	Functional	Red
3	M/S Sahaj Nath Vanaspati IID Centre Battal Ballian Udhampur	Not Functional	
4	M/S Associated Cement IID Centre Battal Ballian Udhampur	Functional	Red
5	M/S Ajay Ice factory IID Centre Battal Ballian Udhampur	Functional	Green
6	M/S Shri Nath Industries IID Centre Battal Ballian Udhampur	Not Functional	Red
7	M/S Pee Kay products IID Centre Battal Ballian Udhampur	Functional	Red
8	M/S Bala Ji minerals IID Centre Battal Ballian Udhampur	Functional	Orange
9	M/S Radha Swami Milk products IID Centre Battal Ballian Udhampur	Functional	Green
10	M/S Continental Cement IID Centre Battal Ballian Udhampur	Functional	Red
11	M/S New Faquir Chand Sanak Raj IID Centre Battal Ballian Udhampur	Functional	Green
12	M/S Mahaluxmi Steel Fabrication IID Centre Battal Ballian Udhampur	Functional	Green
13	M/S Wullar Cement IID Centre Battal Ballian Udhampur	Functional	Red
14	M/S Rukmani Plastic Industry IID Centre Battal Ballian Udhampur	Functional	Red
15	M/S Wazir Engineering Works IID Centre Battal Ballian Udhampur	Functional	Green
16	M/S Global Gases IID Centre Battal Ballian Udhampur	Functional	Green
17	M/S Ev erest health care IID Centre Battal Ballian Udhampur	Functional	Green
18	M/S Kashmir Cement IID Centre Battal Ballian Udhampur	Functional	Red
19	M/S Maa Durga Industries IID Centre Battal Ballian Udhampur	Not Functional	Orange

S.No	Name of the Unit with location	Status	Category
20	M/S Safex Chemicals IID Centre Battal Ballian Udhampur	Functional	Red
21	M/S Modern Insecticides IID Centre Battal Ballian Udhampur	Functional	Red
22	M/S Additya Cabels IID Centre Battal Ballian Udhampur	Functional	Orange
23	M/S Super Tech. Industries IID Centre Battal Ballian Udhampur	Functional	Green
24	M/S Sharda Entreprises IID Centre Battal Ballian Udhampur	Functional	Green
25	M/S Zenith Cement IID Centre Battal Ballian Udhampur	Not Functional	Red
26	M/S Hari Kripa perfumes IID Centre Battal Ballian Udhampur	Functional	Orange
27	M/S J.K. Petro Chemical IID Centre Battal Ballian Udhampur	Not Functional	Red
28	M/S Kunal Plastic Industries IID Centre Battal Ballian Udhampur	Functional	Green
29	M/S Dhanuka Agro Tech IID Centre Battal Ballian Udhampur	Functional	Red
30	M/S Radhu Steel Industries IID Centre Battal Ballian Udhampur	Functional	Green
31	M/S M.C.B. Electro Controls IID Centre Battal Ballian Udhampur	Functional	Green
32	M/S Shankar Lime Industry IID Centre Battal Ballian Udhampur	Functional	Red
33	M/S Sat guru paints IID Centre Battal Ballian Udhampur	Functional	Red
34	M/S Shivam Industry IID Centre Battal Ballian Udhampur	Functional	Green
35	M/S Natraj Aerometric IID Centre Battal Ballian Udhampur	Functional	Orange
36	M/S John Minerals IID Centre Battal Ballian Udhampur	Functional	Red
37	M/S Shalimar Flour Mills IID Centre Battal Ballian Udhampur	Functional	Green
38	M/S Uma Cement Industries IID Centre Battal Ballian Udhampur	Functional	Red
39	M/S Maa Luxmi Industries IID Centre Battal Ballian Udhampur	Functional	Orange
40	M/S Maa Machel Kota Stone IID Centre Battal Ballian Udhampur	Functional	Orange

S.No	Name of the Unit with location	Status	Category
41	M/S Pawan Plastic Industries IID Centre Battal Ballian Udhampur	Functional	Red
42	M/S Shivangi Metal Industries IID Centre Battal Ballian Udhampur	Functional	Red
43	M/S Master ji Steel Rolling Mill IID Centre Battal Ballian Udhampur	Functional	Red
44	M/S ISRO Products (Jammu) IID Centre Battal Ballian Udhampur	Functional	Red
45	M/S Ruchi Industries IID Centre Battal Ballian Udhampur	Functional	Orange
46	M/S G.M.C. Spices IID Centre Battal Ballian Udhampur	Functional	Green
47	M/S Aryan Silk Industries IID Centre Battal Ballian Udhampur	Functional	Green
48	M/S Chinar Industrial Carbon IID Centre Battal Ballian Udhampur	Functional	Red
49	M/S SKYRCC Hume pipes IID Centre Battal Ballian Udhampur	Functional	Orange
50	M/S Pilot Batteries IID Centre Battal Ballian Udhampur	Functional	Orange
51	M/S Sourabh Engineering IID Centre Battal Ballian Udhampur	Functional	Green
52	M/S Luxmi Food products IID Centre Battal Ballian Udhampur	Functional	Green
53	M/S Radha industries Centre Battal Ballian Udhampur	Functional	Red
54	M/S Radha Industries IID Centre Battal Ballian Udhampur	Functional	Green
55	M/S Insecticides India Ltd. IID Centre Battal Ballian Udhampur	Functional	Orange
56	M/S Apex Industry IID Centre Battal Ballian Udhampur	Functional	Green
57	M/S S.K. Industries IID Centre Battal Ballian Udhampur	Functional	Green
58	M/S Jay Kay Industries IID Centre Battal Ballian Udhampur	Functional	Green
59	M/S M.M. Sharda Rare Earth(J&K) IID Centre Battal Ballian Udhampur	Functional	Orange
60	M/S Tyre industries IID Centre Battal Ballian Udhampur	Functional	Green
61	M/S J.K. Plaster & Minerals IID Centre Battal Ballian Udhampur	Functional	Orange

S.No	Name of the Unit with location	Status	Category
62	M/S Shakti Minerals IID Centre Battal Ballian Udhampur	Functional	Orange
63	M/S Chinar Cold Drinks IID Centre Battal Ballian Udhampur	Functional	Green
64	M/S Manav Ind IID Centre Battal Ballian Udhampur	Functional	Green

Annexure III

List of Industries Registered in Industrial Estate Thanda Badder

S.No.	Name of the Unit	Status	Category
1	M/S Hunter Gun Factory	Functional	Orange
2	M/S Gupta furniture House	Functional	Green
3	M/S Jia Lal & Brothers	Not Functional	Green
4	M/S Rajinder Rosin & Turpentine Industries	Not Functional	Red
5	M/S Gulab Gun Factory	Functional	Orange
6	M/S Sport International	Functional	Green
7	M/S B.S. Traders	Not Functional	Green
8	M/S Chinar Fine Chemicals	Not Functional	Red
9	M/S Everest Chemicals	Functional	Red
10	M/S Everest Paints	Functional	Red
11	M/S Vijay Candles	Functional	Green
12	M/S Shakti Engg. Works	Functional	Green
13	M/S Luxmi Enterprise	Functional	Green
14	M/S Bhagwati Industries	Functional	Green
15	M/S Thakur Dass Canteen	Functional	Green
16	M/S Darshan Reday made garments	Functional	Green
17	M/S Heera Envelops	Not Functional	Green
18	M/S Jk Varnish	Not Functional	Red
19	M/S Kashmir Agricultural Implemnts	Not Functional	Green

S.No.	Name of the Unit	Status	Category
20	M/S New Ashoka Enterprises	Not Functional	Green
21	M/S Quality Weaving	Not Functional	Green
22	M/S Udampur Dal Mill	Not Functional	Green
23	M/S Unique Carbon	Functional	Red

Annexure IV

List of Industries Registered with in the Municipal Limit Udhampur

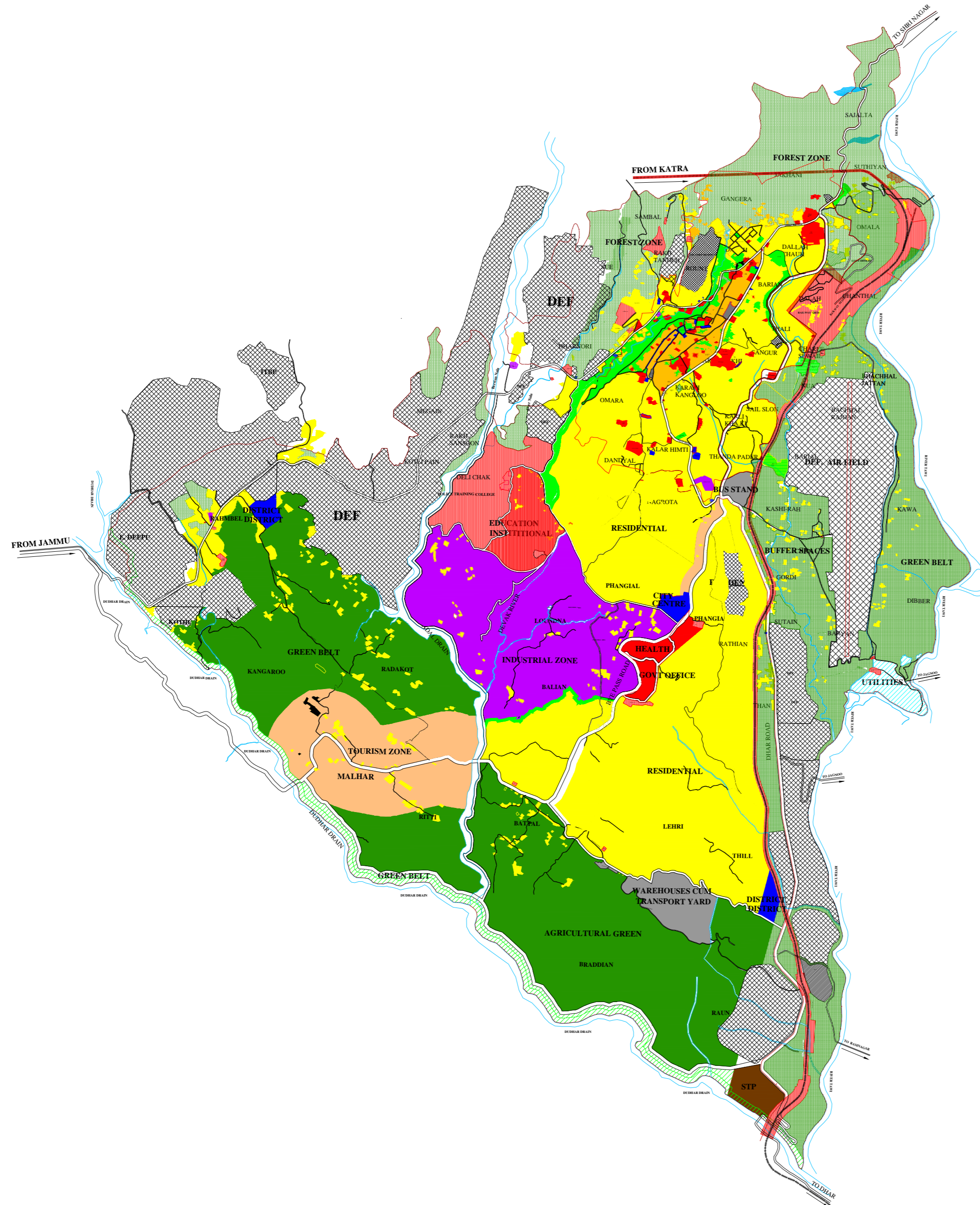
S.No.	Name and Address Of Industry	Category
1	M/S Cyber Planets Udhampur	Green
2	M/S Highway Motors National Highway Udhampur	Green
3	M/S Fancy Ornaments Arya Samaj Gali Udhampur	Green
4	M/S Vivek Motors Capari Shiv Nagar Udhampur	Green
5	M/S Vad Optical Industries Court Road Udhampur	Green
6	M/S Sharma Electronics Udhampur	Green
7	M/S J&K electricals Main bazar Udhampur	Green
8	M/S Designer Arcade new hospital road Udhampur	Green
9	M/S J&K Vehicleleads Pvt. Ltd. Udhampur	Green
10	M/S Jai Dev Cold Retrading Omara Udhampur	Green
11	M/S Luxmi Electric Auto Work Udhampur	Green
12	M/S Young India Auto Garage Domail Udhampur	Green
13	M/S Delhi Motor Workshop Domail Udhampur	Green
14	M/S Shakti Engineering Work Udhampur	Green
15	M/S C.D. Automobiles National Highway Udhampur	Green
16	M/S Ravi Denting Domail Udhampur	Green
17	M/S Luxmi Scooter Garage Omara Udhampur	Green
18	M/S devika Sumrani Powder Udhampur	Green
19	M/S Chinar Ice Cream Barrian Udhampur	Green

S.No.	Name and Address Of Industry	Category
20	M/S Vijay Arts Sallian Talab Udhampur	Green
21	M/S Mahaluxmi Steel Industries Udhampur	Green
22	M/S New Durga Colour Lab Ramnagar Chowk Udhampur	Green
23	M/S Vikram Enterprises Udhampur	Green
24	M/S Prem Nath Work Shop Near SBI Udhampur	Green
25	M/S Chirag Videoa Vision Adarash Colony <u>Udhampur</u>	Green
26	M/S B.D. Motors National Highway Shiv Nagar Udhampur	Green
27	M/S Eye View Media Network Udhampur	Green
28	M/S M.R. Boots and Chapples Omara more Udhampur	Green
29	M/S Modern Hollow Blocks & Tiles Hari Nagar Udhampur	Green
30	M/S Pasific Computers Udhampur	Green
31	M/S ICCI Institute of computer and traning Udhampur	Green
32	M/S Shree Engineers Udhampur	Green
33	M/S Mahamaya Colour Lab New Hospital Road Udhampur	Green
34	M/S Ambika Food Industries Sallin Talab Udhampur	Green
35	M/S R.K. Industries Shiv Nagar Udhampur	Green
36	M/S R.K. Plastic Industry PTC Udhampur	Green
37	M/S Shiv Photo Flash Dogra Market Udhampur	Green
38	M/S Kalsotra Ice Candy Dhar Road Udhampur	Green
39	M/S Ranjit Tyre Work Opposite UCO Bank Udhampur	Green
40	M/S Raju Mills Chabutra Bazar Udhampur	Green

S.No.	Name and Address Of Industry	Category
41	M/S Mahajan & Co W.No. 9 Udhampur	Green
42	M/S Friends Colour Lab Udhampur	Green
43	M/S Vimla copy House Sallian Talab Udhampur	Green
44	M/S Bakshi Furniture House Adarsh Colony Udhampur	Green
45	M/S Devika Computers Main Bazar Udhampur	Green
46	M/S Durga Digital Colour Lab Mukarji Bazar Udhampur	Green
47	M/S Alpha Computers National Highway Udhampur	Green
48	M/S Racku Cassette Industry Hari Nagar Udhampur	Green
49	M/S Trikuta Furnishing Work Udhampur	Green
50	M/S D.C Furniture House Sallian Talab Udhampur	Green
51	M/S Vishal Studio Arya Samaj gali Udhampur	Green
52	M/S Jai Mahaluxmi Furniture Work Dhar Road Udhampur	Green
53	M/S Bishan Electronics Behind SBI Udhampur	Green
54	M/S Nihar Fabrication Battal Ballian Road Udhampur	Green
55	M/S Sharma Confectionery W.No. 5 Udhampur	Green
56	M/S Om Sai Tiles W.No. 1 Udhampur	Green
57	M/S Computer Print Technologies Iind Floor Hospital road Udhampur	Green
58	M/S Chandrika Institute Of Tech. Adarsh Colony Udhampur	Green
59	M/S New Power Point Link Road Omara Udhampur	Green
60	M/S Dhanvantri Vocational Institution of Education Udhampur	Green
61	M/S Shivae Sweets Adersh Colony Udhampur	Green

S.No.	Name and Address Of Industry	Category
62	M/S Sharma tyre Retreeding Works Subhash magari Udhampur	Green

MASTER PLAN 2031 UDHAMPUR



LEGEND

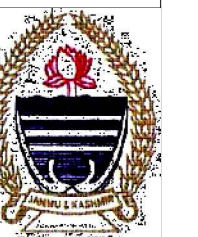
- URBANISABLE LIMIT
- TOWN AREA BOUNDARY
- NATIONAL HIGHWAYS
- RESIDENTIAL (HIGH DENSITY)
- RESIDENTIAL (LOW DENSITY)
- COMMERCIAL**
- C-1 RETAIL SHOPPING ZONE
- C-2 GENERAL BUSINESS & COMMERCIAL DISTRICT/CENTRES
- C-3 WHOLESALE, GODOWNS, WAREHOUSING
- MANUFACTURING**
- M-1 SERVICE AND LIGHT INDUSTRIES
- M-2 EXTENSIVE AND HEAVY INDUSTRY
- M-3 SPECIAL INDUSTRIAL ZONE (POLLUTING)
- PS PUBLIC & SEMIPUBLIC**
- PS-1 GOVT/SEMI GOVT/PUBLIC
- PS-2 GOVT LAND (USE UNDETERMINED)
- PS-3 EDUCATIONAL AND RESEARCH
- PS-4 MEDICAL AND HEALTH
- PS-5 SOCIAL, CULTURAL AND RELIGIOUS
- PS-6 UTILITIES AND SERVICES
- PS-7 CREMATION AND BURIAL GROUNDS
- R RECREATION**
- P-1 PLAYGROUNDS, STADIUM, SPORTS COMPLEX
- P-2 PARKS AND GARDENS
- P-3 SPECIAL RECREATIONAL ZONE (RESTRICTED OPEN SPACES)
- P-4 MULTIPURPOSE OPEN SPACES (MAIDAN)
- P-5 UNDEVELOPED GREEN (SLOPES)
- T TRANSPORT AND COMMUNICATION**
- T-1 NATIONAL HIGHWAY
- T-2 OTHER ROAD
- T-3 RAILWAYS
- T-4 BUS STAND
- T-5 TRANSMISSION AND COMMUNICATION
- A-1 AGRICULTURE
- A-2 FOREST
- A-3 WATER BODIES
- S-1 DEFENCE
- S-2 AIRFORCE
- S-3 BSF

MAP No. 8

PROPOSED LANDUSE
PLAN

PREPARED FOR:

GOVT. OF JAMMU AND KASHMIR
TOWN PLANNING ORGANISATION JAMMU,
JAMMU



PREPARED BY:

**TECH MEC INTERNATIONAL
PVT. LTD.**