

**TOWN PLANNING SCHEME**  
**FOR**  
**RANSOO TOWN 2017-2025**

Development Board Constituted Under Section 02 OF T.P. Act, 1963 Vide SRO No. 32 dated 20-02-2009

| S.NO | MEMBERS                                  |          |
|------|--|----------|
| 1    | DISTRICT DEVELOPMENT COMMISSIONER, REASI | CHAIRMAN |
| 2    | DIRECTOR TOURISM                         | MEMBER   |
| 3    | SENIOR TOWN PLANNER, TPO, JAMMU          | MEMBER   |
| 4    | S.E. PHE, REASI                          | MEMBER   |
| 5    | S.E. R and B, REASI                      | MEMBER   |
| 6    | DIVISIONAL FOREST OFFICER                | MEMBER   |
| 7    | CEO, SHRI SHIV KHORI SHRINE BOARD        | MEMBER   |

Preface

The holy cave of Shiv Khori is emerging of pilgrims from all over the State and the country visit the shrine every year. During Year 2017 more than 12.33 lac devotees visited the shrine and as per Tourism Department more than 6.88 lac pilgrims have visited the shrine till May 2018. The State Govt. vide order no 4220-LD(Leg) of 2003 dated 19-12-2003 constituted Shri Shiv Khori Shrine Board. The Department of Tourism has prepared a project on infrastructure development for Shiv Khori in consultation with Town Planning Organization Jammu. The same stands approved by GOI for amount of Rs. 8.0 Crores, as financial assistance to the State Government. The settlements of Kotla, Ransoo and Pora have become a base camp for pilgrims visiting the holy cave. Planned development of Ransoo was emphasized in various deliberations and Town Planning Organization was asked to prepare a Town Planning Scheme for the orderly growth of the town.

In this context, Town Planning scheme has been prepared by the Town Planning Organization Jammu for the approval of the development Board which was constituted vide SRO no. 32 dated 20.02.09 under the provision of Jammu and Kashmir Town Planning Act 1963. After a detailed analysis of site, survey and studies, proposals for various land uses for controlled development have been envisaged to meet the future requirements of the area. Planned physical growth of Ransoo is conceived on the basis of coordinated landuse planning by applying necessary development control tools such as Zoning Regulations, bye-laws, costing and phasing spelt out in report.

Town Planning Scheme 2017-25 is envisaged for the horizon year-2025. Main proposals of the scheme like approach road/bypass road, construction of bus stand, Parking lots and basic facilities for pilgrim shall be taken up on priority. For monitoring and coordinating physical development of town, a development Board stands constituted vide SRO No 32 dated 20-02-2009.

  
(Iftikhar A. Hakim)  
Chief Town Planner, Jammu



## Contents

|   |    |
|---|----|
| Preface.....  | 3  |
| Chapter-I: Background, Location and Potential.....          | 6  |
| 1.1 Location/Potential of <b>Ransoo</b> .....               | 6  |
| Chapter-II: Existing Scenario/Features.....                 | 8  |
| 2.1 Existing Scenario-Features of <b>Ransoo</b> .....       | 8  |
| 2.2 Pilgrim Flow to Ransoo.....                             | 9  |
| 2.3 Existing Landuse .....                                  | 12 |
| Landuse.....  | 12 |
| Chapter-III: Objectives of T.P. Scheme and Proposals .....  | 13 |
| 3.1 Aims and Objectives of Town Planning Scheme .....       | 13 |
| 3.2 Objectives and Concept.....                             | 13 |
| 3.3 Proposals.....  | 14 |
| a. Bus Stand.....   | 15 |
| b. Main Avenue.....   | 15 |
| c. Bathing Ghats .....                                      | 16 |
| d. Pony Shed.....   | 16 |
| e. Yatra Registration Counter .....                         | 17 |
| f. Parking Lots .....                                       | 17 |
| g. Pilgrims Accommodation .....                             | 17 |
| Chapter-IV: STRATEGY FOR PLANNED DEVELOPMENT AT RANSOO..... | 19 |
| 4.1 Strategy for the Planned Development of Ransoo .....    | 19 |
| 4.2 Implementation of Scheme .....                          | 19 |
| 4.3 Financial Implications of the Scheme.....               | 20 |

|  |    |
|--|----|
| CHAPTER-V: Phasing .....                                     | 21 |
| 5.2 Phase-I.....   | 21 |
| 5.3 Phase-II.....  | 21 |
| CHAPTER-VI: Abstract of Cost of Phase – I .....              | 23 |
| CHAPTER-VII: Building Regulation and Planning Standards..... | 25 |
| Annexure A.....  | 43 |
| Annexure B.....  | 44 |
| Annexure C.....  | 45 |
| Annexure D.....  | 46 |
| Annexure E.....  | 47 |
| Annexure F.....  | 48 |
| Annexure G.....  | 49 |
| Annexure H .....   | 50 |
| Annexure I-I.....  | 51 |
| Annexure I-II .....  | 52 |
| Annexure I-III.....  | 53 |
| Annexure I-IV.....   | 54 |

---

**Chapter-I: Background, Location and Potential****1.1 Location/Potential of Ransoo**

Shiv Khori has become an important pilgrim destination resulting in Ransoo—the base camp settlement—getting impetus in its potential for the development. Its physical setting including the terraced agricultural land with mild slopes, availability of water offers great opportunities of promoting tourism with economic benefits to the area. There are many spots in the sub-region which are connected with tourism and religious pilgrimage. Out of these Mata Vaishno Devi Shrine at Katra, Dehra Baba Banda Singh Bahadur, Baba Jitoo, Siyar Baba Talwara, Salal hydro project are the most important destinations. The number of visitors in these areas has started growing rapidly with the connectivity of Rail head at Udhampur. Phase-II of railway track is being laid to connect Katra and Reasi towns shortly which will further contribute to the popularity as well as the emergence of Ransoo providing employment and investment opportunities in the area. A Number of private developers have already been attracted.

Shiv Khori cave is situated at an altitude of 1220 meters above MSL with Ransoo base camp having motorable access connecting Pouni and Reasi. It is situated at a distance of 120 Kms from Jammu city via Bhamla and about 140 Kms via Katra-Reasi Road with Katra town being only 90 Kms from Ransoo. With the widening and improvement of the roads, visitors from Jammu and Kashmir and outside the State are expected to grow very fast necessitating the provision of basic facilities and physical infrastructure.

The holy cave is exactly located towards the northeast in the Sangar Danda forest at a distance of 3Kms uphill from Ransoo. One has to move on foot or take a pony to ascend a height of 375Mts from base camp Ransoo to reach the cave. Significant percentage of the pilgrims visiting in private cars, taxis and chartered buses may like to halt for a day or two during holidays halt at Ransoo. In the aftermath of any new development such as the construction of Ransoo-Triath road link more areas in Rajouri-Poonch belt are likely to be explored and connected with the pilgrimage/tourist circuit.



Taking into consideration all these advantages and constraints, planning strategy for pilgrim facilities by the state government has to be worked out and till such time basic infrastructure may be provided very cautiously and on priority basis. Development of Ransoo town has been viewed in the context of above strengths and Town Planning Scheme has been framed to achieve the planned growth with the following strategy:

1. Ransoo as a future town for pilgrims /tourists coming from the State and outside areas and for local inhabitants.
2. Area to be developed as pilgrims' halting place where visitors could experience comfort and avail of the required daily needs and services.

---

**Chapter-II: Existing Scenario/Features****2.1 Existing Scenario-Features of Ransoo**

Ransoo located at a height of 845 mts above MSL is approachable by Pouni-Triath road is 90kms from Katra town. It is surrounded by Shivalik hills and Ransoo Sangar-Danda forest area and has mild slopes and large agriculture terraces around it making the destination an ideal place for pilgrims stay. Present village settlement stretches over a distance of 2 to 3 kms with temperature varying between 20° C to 40°C remaining pleasant for the most months of the year, hence providing calm and serene atmosphere for spiritual experiences.

Pilgrim flow from the local area and outside the state has picked up very fast. As per the information made available by Tourism Department Jammu about 12.33 lacs pilgrims visited Shiv Khori during the year 2017 whereas the number of visitors had reached to more than 6.88 lacs by May 2018. Opening of new tunnel at cave site has facilitated more clearance of the pilgrims paying their homage. Tourism department and SSKSB have already created some facilities like, tiled walkway, Vatikas, rain shelter, Tourist Reception Centre and Yatri Sarai to cater to the needs of growing number of pilgrims. Forest and P.H.E Departments have their own guest houses with two hotels having come up in private sector operating which at 100 bed capacity. Other pilgrim accommodation has also started coming up.

It has been observed that the occupancy of available accommodation remains usually at 80% from May to ending August. Local tourist officer has reported a shortfall in peak days of yatra and festivals. The quality of the above accommodation is also not very satisfactory forcing the people to go back or seek accommodation at other places. As the number of pilgrims is multiplying there is more likelihood of mismatch between demand and supply. Tourism department now feels that more rooms with standard facilities should be created at Ransoo to promote the tourism and local economic development of the sub-region.



## 2.2 PilgrimFlowtoRansoo

As per the data supplied by the Revenue Department/local administration, three villages-- Ransoo, Pora Jagir, and Kotla—were notified under Ransoo Town Planning Scheme with the existing population of 2062. The number of pilgrims visiting this holy shrine has increased manifolds after the creation of Shri Shiv Khori Shrine Board in the year 2003. As the earlier population data of these villages is not known it is very difficult to access the past trend and project the future population.

The flow of pilgrims from 2004 onwards is shown in the table as under:

| S. No. | Year | No. of Pilgrims ( in lacs ) | Growth Rate |
|--------|------|-----------------------------|-------------|
| 1      | 2004 | 2.39                        |             |
| 2      | 2005 | 3.07                        | 28.45%      |
| 3      | 2006 | 3.48                        | 13.00 %     |
| 4      | 2007 | 4.54                        | 30.00 %     |
| 5      | 2008 | 5.21                        | 14.75 %     |
| 6      | 2009 | 8.65                        | 66.00 %     |
| 7      | 2010 | 10.82                       | 25.00%      |
| 8      | 2011 | 14.32                       | 32.35%      |
| 9      | 2012 | 19.42                       | 35.60%      |
| 10     | 2013 | 14.53                       | -25.18%     |
| 11     | 2014 | 5.22                        | -64.07%     |
| 12     | 2015 | 12.07                       | 131.22%     |
| 13     | 2016 | 13.72                       | 13.67%      |
| 14     | 2017 | 12.33                       | -10.13%     |
| 15     | 2018 | 6.88 upto May 2018          |             |

Source: J and K Tourism Department

On the basis of the past trend of the growth rate of population ranging from 13% to 66% the pilgrim projection for the next 8 years i.e. year 2025 can be calculated with the average growth rate which amounts to nearly 30% annually. It has been observed that there is enough seasonal variation in the pilgrim flow at Shiv Khori Shrine. Monthly influx of pilgrims for the year 2004 to

year 2013 is given in the table below:

Table: Month/Year wise Yatra detail of Shri Shiv Khori Shrine Board

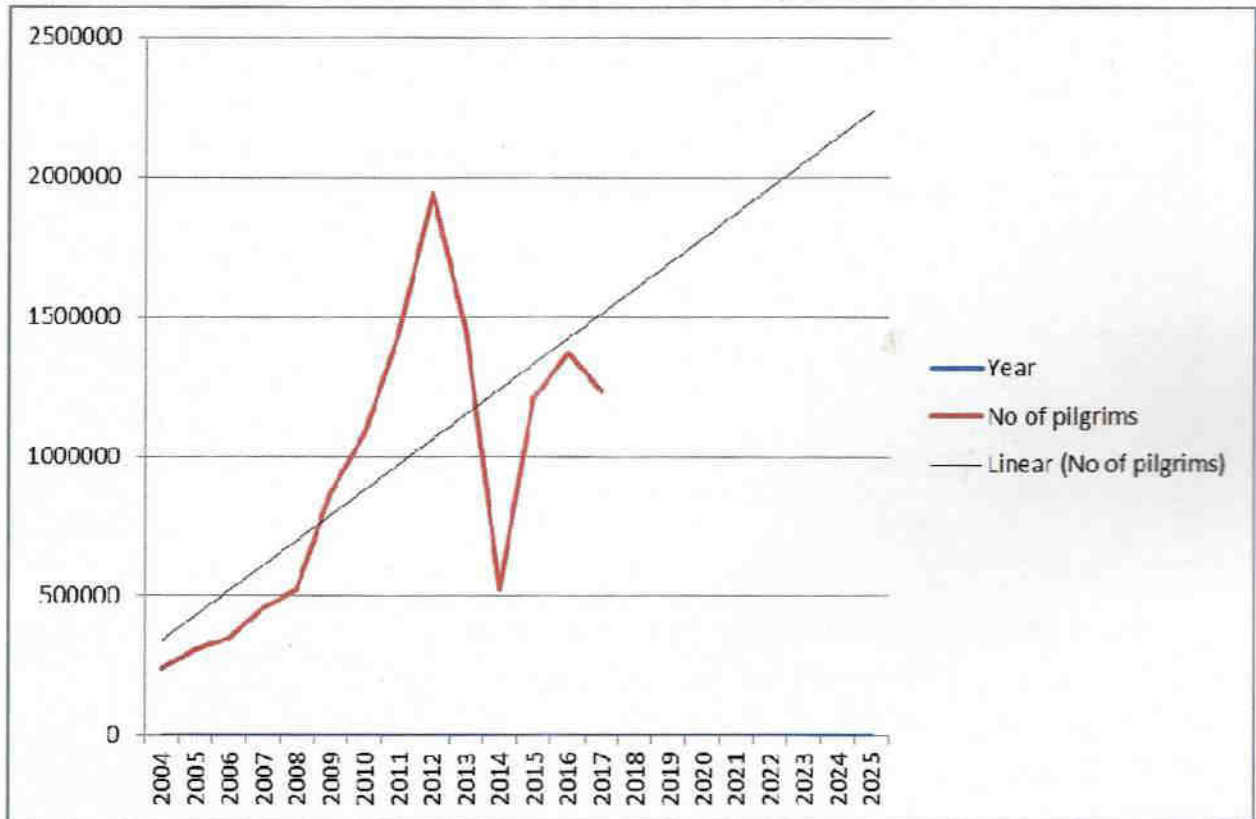
| Month     | 2004   | 2005   | 2006   | 2007   | 2008   | 2009   | 2010    | 2011    | 2012    | 2013   | Remarks |
|-----------|--------|--------|--------|--------|--------|--------|---------|---------|---------|--------|---------|
| January   | 10858  | 29235  | 19685  | 24290  | 28879  | 55194  | 73574   | 85294   | 96035   | 141751 |         |
| February  | 30128  | 14134  | 53838  | 77140  | 19555  | 122668 | 173896  | 51873   | 273049  | 51574  |         |
| March     | 10809  | 45580  | 19855  | 18896  | 83634  | 56428  | 48503   | 192990  | 91324   | 395682 |         |
| April     | 10768  | 18572  | 17837  | 23143  | 28468  | 40756  | 56990   | 87414   | 105055  | -      |         |
| May       | 15945  | 22844  | 21583  | 40086  | 49846  | 57237  | 75414   | 65717   | 171727  | -      |         |
| June      | 20098  | 30386  | 55366  | 60212  | 93031  | 99318  | 72809   | 157771  | 254681  | -      |         |
| July      | 31740  | 35266  | 45515  | 48075  | 46418  | 100234 | 152099  | 235149  | 338243  | -      |         |
| August    | 31257  | 24510  | 28090  | 34894  | 11663  | 80740  | 94396   | 181294  | 157743  | -      |         |
| September | 18709  | 21449  | 18563  | 38295  | 32270  | 60699  | 91618   | 112846  | 173189  | -      |         |
| October   | 14239  | 16425  | 25329  | 30402  | 36830  | 77589  | 78238   | 72738   | 122357  | -      |         |
| November  | 21702  | 23131  | 19853  | 30067  | 41266  | 49929  | 92914   | 91309   | 90159   | -      |         |
| December  | 22959  | 25187  | 22064  | 28965  | 49446  | 63988  | 71820   | 97825   | 68779   | -      |         |
| Total     | 239212 | 306719 | 347578 | 454465 | 521306 | 864780 | 1082271 | 1432220 | 1942341 | 589009 |         |

Time-series data reveals that the peak season occurs during February, March, July and August. The heavy rush of pilgrims to holy shrine is also seen on the festivals like Shivratri, Navratras and Raksha Bhandan. There have been a sudden spurt number of devotees to Shiv Khori shrine in the last 3 years. As revealed by Tourist Centre Ransoo roughly 3,000 to 5000 pilgrims visit the place on an average during holidays. But on special occasions like Shivratri the number of visitors swells manifold. Most of the people from outside state come in parties or small groups, these pilgrims are allowed to move after clearance of other batches. Sometimes it leads to long waiting hours during peak time. Recently video coach bus service and Taxi/Sumos operators from Katra/Jammu - Ransoo has enhanced in number to cater to the needs of devotees.



Pilgrim population for the design period of 8 years (i.e. 2017-2025) has been projected from the past pilgrimage trend with the help of least square method. Detailed pilgrim population projections are given below:

### Pilgrim Projections



As per the pilgrim population projections, it is estimated that roughly 18.00 lacs pilgrims are going to visit the shrine in the year-2025. In peak season, roughly 180000 pilgrims are going to visit daily in year 2025, thus putting lot of pressure on the pilgrim accommodation and infrastructure.

Due to huge flip in the present pilgrim population and projected population in year 2025, the local population is also going to increase manifold. The development of the Ransoo Town will attract large floating population and migration from the surrounding area due to economic opportunities. The local population has been projected at 10,000 by the year 2025.



### 2.3 Existing Landuse

The area proposed to be taken up for preparation of Town Planning Scheme under section 5 of Jammu and Kashmir Town Planning act 1963 covering all major landuses, details whereof is given as under:

| S.NO | Landuse   | Area in Kanals |
|------|---|----------------|
| 1    | Agriculture land approx. 200 Kacha/Pacca houses | 2388.70        |
| 2    | Commercial                                      | 17.00          |
| 3    | Government                                      | 1.00           |
| 4    | Education                                       | 1.00           |
| 5    | Circulation                                     | 10.00          |
| 6    | Nallahs   | 157.00         |
| 7    | Slopes  | 475.00         |
| 8    | Religious                                       | 0.30           |



The existing road runs at lower contours and is the only approach used by vehicles passing through Ransoo. People usually stop their vehicles on road adjoining to zero bridge where lot of shops have come up resulting in traffic bottlenecks. There is a great need to create a bye pass road to give alternative access path to the major activity areas and to regulate vehicular traffic, pony and pedestrian movement. There is no parking area along the road for buses/taxis or ponies.

Landuse analysis indicates that the major chunk of land is under agriculture and a very limited area is under built up category which includes residential, commercial, and public and semi public uses. The development in the area is haphazard which needs to be regulated immediately by proper zoning regulations and other development controls. During rush and peak time approach road gets choked. For eating purposes, number of Dhabas and shops are coming up along the existing road in unorganic manner. At present there is no proper disposal of liquid waste/ solid waste from existing built up area. Consequently most of the solid and liquid waste is thrown at road side or in nallahas/ riverlet, which needs to be checked to maintain healthy environment.

### **Chapter-III: Objectives of T.P.Scheme andProposals**

#### **3.1 AimsandObjectives ofTown Planning Scheme**

Shiv Khori has become a famous pilgrim destination in Jammu region resulting in the emergence of Ransoo as an important pilgrim base camp for one or more nights stay. There is a need to strengthen the infrastructure like active and passive parking areas, proper circulation, accommodation, commercial area, religious activities and space for bathing and to create livable healthy environment by checking unplanned growth.

#### **3.2 Objectives andConcept**



Town planning scheme focuses on orderly and planned development of Ransoo. The plan envisages rectifying and controlling haphazard growth and providing for basic infrastructure for pilgrims visiting the area. Every effort has been made in the landuse plan to maintain balance by considering the limitations and constraints of developable agricultural land into planned development, the new construction and economic activities will provide job opportunities to local population to improve their quality of life. Expansion of urban facilities to local and floating population has been considered to make area a pleasant and unique experience to pilgrims.



### 3.3 Proposals

In view of the problems in terms of shortage of accommodation, traffic hazard, noise, congestion, security, safety and risk in pilgrim activity areas, provision for bus stand, guest houses, hotels, banks, cafeterias etc. has been made. As such areas earmarked for various activities in the T.P. Scheme are as under:

#### Areas of Town Planning Scheme (Landuse Plan enclosed)

| S. No. | Landuse  | Area in Kanals (Standard ) |
|--------|--|----------------------------|
| 1      | Residential  | 250.00                     |
| 2      | Mixed Land Use   | 277.00                     |
| 3      | Commercial <ul style="list-style-type: none"> <li>• Guest houses, Hotels, Saries and other accommodation</li> <li>• Religious/ Cultural</li> <li>• Bhojanalayas, Bhaint Shops, cafeterias, Gift shops etc.</li> </ul>      | 213.00                     |
| 4      | Public and Semi-Public / Govt. Offices   | 135.00                     |
|        | Govt. Office Complex    41.00 k<br>Govt. High School        12.50 k<br>Registration Centre       8.50 k<br>Hospital                    5.50 k<br>Vet. Hospital              2.00 k<br>SSKSB                        65.50 k |                            |
| 5      | Recreational   | 819.50                     |
|        | Camping / Langer        66.00 k<br>Green Belt                634.00 k<br>Recreation                67.50 k<br>Bathing Ghats            26.00 k<br>Open Air Theatre        26.00 k  |                            |
| 6      | Transportation and Communication   | 591.50                     |
|        | Bus Stand / Parking      168.50 k<br>Main Avenue              46.50 k<br>Pony Shed                 25.00 k<br>Road Widening            39.50 k<br>Proposed Roads          215.00 k<br>Existing Roads            97.00 k    |                            |
| 7      | Agriculture and Water Bodies   | 824.00                     |



|  |                        |          |                |
|--|------------------------|----------|----------------|
|  | Agriculture            | 360.00 k |                |
|  | Nallah                 | 160.00 k |                |
|  | Reserved(Further Dev.) | 304.00 k |                |
|  | Total Area             |          | 3110.00 Kanals |

### **Major components and the Salient Features of Development Plan for Ransoo Town**

#### **a. Bus Stand**

An area of 40 Kanals (standard) has been earmarked for bus stand on the southern side of the Ransoo town. Presently due to single approach, all vehicular movement including busses pass through the main town as same road is going to village Triath. In the scheme an alternative bye-pass has been proposed which will by-pass the vehicular movement to Triath and other surrounding areas. The bus stand is proposed on the by-pass road restricting the heavy vehicular movement to Ransoo Town. A terminal building has been proposed along with the alighting and boarding bays. Toilets and Night shelters also have been proposed in the bus stand. Sufficient space has been earmarked for the idle parking to accommodate 40 busses (app.).

#### **b. Main Avenue**

A broad avenue 30m/100' wide has been proposed which will take pilgrims from Bus Stand to the takeoff point of the yatra. There will be a central green space with a width of 10m/30' with avenue plantation and foot path on both sides. Services/ utility lines like of PHE and PDD are proposed to be laid in the utility ducts under the proposed foot paths. The carriageway is proposed to be two-lane one way traffic on both sides of the 30' wide green/ landscaped area. It has been proposed that a minimum building line of 21m/ 68' should be maintained from the centre of the road. The main avenue shall be illuminated properly for ensuring that walking or driving through the town is pleasant. The total land involved in construction of Main Avenue is 46.50 kanals. Detail Plan is at **Annexure F**.

**Note: The R.O.W of main road stretch from Darshni Deodi upto hotel Tridev has been kept 45 feet wide as decided by the Administration. The R.O.W of rest of the road may be referred from the proposed landuse plan.**

### c. Bathing Ghats



As a ritual at the start of the pilgrimage, pilgrims take a holy dip in the rivulet which is flowing from the foot hill of the Shrine. To keep the rivulet free from pollution, it has been proposed that green buffers shall be ensured on the both the banks serving as recreational areas. It has been proposed to develop

the bathing Ghats in this area over an area of 26 kanals along with other community facilities. It has been proposed to develop 4 no. of shower units having 34 showers and 12 W.Cs in each unit. It has been also proposed to provide 4 rain shelters and to develop 4 Ghats. Camping sites and Langer areas have been identified on the other side of the rivulet. Detail Plan is at **Annexure G**.

### d. Pony Shed

After reaching the Ransoo town pilgrims have to walk 4 kms to reach Shiv Khori cave to perform Darshan. Ponies, Palkies and Pithus are available at Ransoo for elderly persons, ailing persons and children to perform the yatra. Approximately 250 ponies are registered with the Shrine Board operating from Ransoo Town to Cave and back. Ponies are seen standing on the starting point of yatra i.e., Darshani Darwaza. Pony dung directly or indirectly finds its way into polluting the rivulet and causing environmental degradation and danger to the aquatic life of the rivulet. Secondly, Yatries usually like to take dip in the rivulet before starting the yatra. It is therefore necessary to keep the rivulet free from any kind of pollution. An area of 25 kanals has been earmarked for pony shed on the south-western side of Ransoo Town. In the first phase, pony boxes for 170 ponies have been proposed along with the hay and feed store and manure dump. Veterinary and other facilities like nail clipping, saddle store and night shelters/ dormitories has been proposed. Space has been reserved for the future expansion of the pony shed. A treatment plant has been proposed in the area for pony dung and a green belt all around the pony shed area has also been proposed so that environmental degradation is checked and water body is protected. Detail Plan is at **Annexure H**.



**e. Yatra Registration Counter**

After alighting at the bus stand Yatrics/pilgrims have to get registered and Yatra registration counter building is proposed in a plot measuring 8.50 Kanals just adjacent to proposed bus stand. A hall for registration of pilgrims has been proposed along with the waiting area and office. A cloak-room is proposed within this complex where pilgrims can dump their excess luggage while performing the Yatra with adequate public conveniences.

**f. Parking Lots**

Usually pilgrims visit this shrine in private cars and chartered LMVs / busses which are often seen parked on the road side reducing the effective width of the road and creating frequent jams. About 52 kanals (standard) have been earmarked parking lot for the cars/LMVs. The site has been identified on the southern side of the town near the proposed bus stand. A site about 16.5 kanals has been already acquired by the concerned authority for Taxi parking near proposed hospital. Detail Plans are at Annexure I-I, I-II, I-III, I-IV.

**g. Pilgrims Accommodation**

Hotels and huts are costly affair and affordable to higher income groups therefore the provision of all types of income groups like Sarai and Dharam Shalas with separate blocks or flat type accommodation for pilgrims at affordable price is important. SSKSB and Tourism Department shall facilitate the construction of these types of accommodation through private developers. Besides, local population in residential areas can also be encouraged to launch home stay programme for pilgrims.

**ACCOMMODATION FOR PILGRIMS**

Sites for hotels are envisaged within pilgrim activity areas with specific site locations not given in the plan. However it is suggested that Tourism Department/SSKSB should acquire large chunk of land and get a comprehensive layout plan prepared from Town Planning Organization, Jammu for the said purpose with minimum plot size for Hotel/Guest house governed by building bye-laws/ norms. The scenario of the total accommodation existing at present and proposed is as given in the following table:



| S. No. | Type of Accommodation                        | Existing | Proposed | No. of Beds |
|--------|--|----------|----------|-------------|
| 1      | Tourism department                           | 2 sites  | 3        | 40          |
| 2      | Huts with forest/P.H.E.                      | 2        | -        | 10          |
| 3      | Flatted type( SSKSB )                        | -        | 3 blocks | 140         |
| 4      | Dormitory                                    | -        | 2        | 50          |
| 6      | Hotels in private sector within scheme area. | 2        | 10       | 500         |
| 7      | Open temporary/tented                        | -        | 2 sites  | 300         |
|        |  |          | Total    | 1040        |

Note: The projection for creation of pilgrim accommodation in terms of beds is based on the assumption that minimum pilgrim accommodation shall be provided in first phase as maximum pilgrim shall be staying at Katra as per the trend. However based on the projected demand for future enough of land has been proposed for pilgrim accommodation and facilities. 57 kanals of land has been already acquired by SSKSB for Pilgrim facilities which include Pilgrim accommodation also.

### CAMPING SITES

On special occasions like Shivratri, temporary accommodation can also be set up to spill over pilgrims who do not get accommodation during peak time. Provision for urinal/lavatory blocks, first aid center and a camping site for pitching tents can also be provided in green belt/open area earmarked on plan. As such, the scheme envisages provision of 64 kanals of land for the said purpose at Kotla. The tented accommodation can be raised with a maximum density of 40 units/acre. Site has also been identified for the Langer areas adjacent to camping sites.

In addition to above components, facilities and amenities like Yoga centre, religious use, post office, telephone exchange, dispensary/ PHC, police station, fire station, govt. offices, Hospital, vet. Hospital and helipad has been proposed to cater to the needs of local population and pilgrims. It has been proposed to upgrade the existing school to higher secondary school over an area of 12.50 kanals. Around the main Central Avenue lot area has been reserved for hotels, guest houses, religious use, socio cultural activity, public and semi public facilities and commercial use.

## **Chapter-IV: STRATEGYFOR PLANNED DEVELOPMENTATRANSOO**

### **4.1 Strategy forthethePlanned Development ofRansoo**

Recently some commercial buildings under private sector have come up along main approach road starting from check post and terminating at Zero bridge on Dood Ganga. In fact this kind of ribbon growth restricts the planned and orderly development. The built up area falls within the area recommended for notification for the preparation of town planning scheme. In order to control this haphazard development, government has to constitute a Building Permission Authority, so that building permission cases of both public and private sector are scrutinized and regulated by the authority. As in the years to come pressure is likely grow for development of private hotels, guest houses, Dharmshalas in this area. It is as such recommended that building regulation and proper permission should be sought before initiating any type of construction activity for which building bye laws and zoning regulations are to be prescribed/spelt out in the T.P. Scheme.

### **4.2 Implementation ofScheme**

To implement the Town Planning Scheme, the zoning regulations have been proposed for building promotion activity in the notified area. These regulations are given in annexure A.

- No construction shall be allowed to come up in the notified area unless the permission is sought from the authority constituted for the area.
- No solid/ liquid waste should be allowed to come out from commercial establishment unless it is properly treated within complex. Efforts should be made to use treated effluent for gardening and related activity.
- The roads, parks, beautification, street lighting, street furniture, provision of drinking water, plantation along the roads and Nallahs, development of green belt shall be taken up by the respective departments as per the provisions of the development plan

The development board of the area notified under Jammu and Kashmir State Town planning Act is vested with power to prepare a T.P. Scheme. After the approval of Town Planning scheme



by the Government its implementation becomes the responsibility of various departments working in the area. In this regard an area development committee has to be constituted by the government to look after, monitor and co-ordinate the implementation of the scheme. It is as such recommended that for Ransoo pilgrim resort, a separate agency could be created by defining the role of Tourism, Local Authority, SSKSB and line departments implementing the scheme. The agency could generate its own resources for development by auctioning of commercial spaces within bus stand, hotel sites or by application of innovative tools such as land pooling ensuring the implementation of the scheme. Provision water and drainage facilities are the responsibility of the local authority while SSKSB will look after pilgrim infrastructure and facilities. For the effective planning and execution of water supply, drainage schemes and solid waste management, it is important to bring them under control of a single agency for purpose of investigation, preparation and execution.

#### 4.3 Financial Implications of the Scheme

The estimates for the development of basic infrastructure at Ransoo shall be prepared by respective departments/agencies dealing with particular component/ sector. Cost estimate on account of provision of approach road, Bus stand, path ways, water supply, electrification of important spots has been projected in the infrastructure development scheme already approved by G.O.I to Jammu and Kashmir Tourism Department. Cost estimates shall have to be based on schedule of rates, wholesale price index and the market trend.



## Chapter-V:            Phasing

### 5.1 Phasing

The land area development is a costly affair and development is normally phased out in stages related to rate of growth and priority sectors. In the interest of planned development of Ransoo with all necessary utilities and services Phase I should focus on priority areas like Bus Stand, approach road etc. streamlining the vehicular and pedestrian traffic and this phase should not exceed 3 to 5 years. The period of successive phases need to be determined in advance but with experience and overall planned growth in logical steps, building work separated from area development works such as embankments, green belt, bathing Ghats, to prevent pollution from drainage. Other works such as water mains or drains may be carried out simultaneously at full scale. At the beginning, road laying and pipe laying, existing roads may also be widened in accordance with traffic demands and to meet requirements.

### 5.2 Phase-I

1. Completion of Bye-pass/approach road, lay-byes, access foot paths.
2. Implementation/augmentation of water supply scheme to the area.
3. Development of sites for Bus Stand/Taxi Stand, construction of dormitory type accommodation.
4. Construction of Parking places 5 No.
5. Development of children play area and landscaping of historic stones, recreational areas, shifting of cremation shed, Mini market shops/site development.
6. Construction of Pony Shed at Ransoo
7. Construction of Double Storied Building for Veterinary Hospital at Ransoo
8. Construction of Anti erosion works, Water Bodies, Check Dam/ Recharge Structure and Ransoo Khul at Shiv Ganga Nallah
9. Construction of Amphitheatre at Ransoo.

### 5.3 Phase-II

1. Soil conservation measures including the taming of side slopes of Dood Ganga, the

pathways.

2. Electrification of approach roads, foot paths and with under-ground wiring system and sub-dued lights and construction of electric sub-stations.
3. Construction of a TRC building, Labour Sarai.
4. Development of sites earmarked for Hotels/or allied use for pilgrims promotion by tourism department or SSKSB.
5. Recreational area aforestation, children play areas and viewing mounds etc.
6. Open shiver/camping site development.
7. Construction of pilgrims bathing Ghats.



## Chapter-VI: ESTIMATES FOR THE COMPONENTS IDENTIFIED FOR DEVELOPMENT OF RANSOO PHASE - I

The Town Planning Scheme for Ransoo is proposed to be implemented in two phases. The financial requirements of each component based on detailed estimate prepared by concerned deptt. for phase I as decided in the meeting in Town Planning Board of Ransoo is as under:

### 1. Abstract of Cost for the works under taken by PWD Deptt.

| S. NO. | Description of Items  | Land Cost<br>A      |                  | Project Cost<br>(In Lacs) | Total Cost (in lakhs)<br>A + B |
|--------|---|---------------------|------------------|---------------------------|--------------------------------|
|        |   | Land in std. kanals | Amount (In Lacs) |                           |                                |
| 1      | Proposed Main Spine from Bus Stand to Darshani Doedi                      | 46.5                | 41               | 1753.84                   | 2061.84                        |
| 2      | Proposed Road from Bus stand meeting at Triyath road (Circular Road)      | 93.6                | 94               |                           |                                |
| 3      | Construction of Parking places 5 No.                                      | 128.5               | 131              |                           |                                |
| 4      | Construction of Pony Shed at Ransoo                                       | 25                  | 40               |                           |                                |
| 5      | Construction of Double Storied Building for Veterinary Hospital at Ransoo | 2                   | 2                |                           |                                |

### 2. Abstract of Cost for the works under taken by PHE Deptt.

|   |   |     |      |         |         |
|---|---|-----|------|---------|---------|
| 1 | Providing Water Supply to Ransoo and Pilgrims visiting Shiv Khori Shrine under WSS Ransoo | --- | ---- | 1024.03 | 1024.03 |
|---|---|-----|------|---------|---------|

**3. Abstract of Cost for the work under taken by Irrigation Deptt.**

|   |  |       |       |        |        |
|---|--|-------|-------|--------|--------|
| 1 | Construction of Anti erosion works, Water Bodies, Check Dam/ Recharge Structure and Ransoo Khul at Shiv Ganga Nallah | ----- | ----- | 607.91 | 607.91 |
|---|--|-------|-------|--------|--------|

**4. Abstract of Cost for the work under taken by Tourism Deptt.**

|   |  |    |    |       |       |
|---|--|----|----|-------|-------|
| 1 | Construction of Amphitheatre at Ransoo | 26 | 26 | 35.61 | 61.61 |
|---|--|----|----|-------|-------|

The total estimated cost of the scheme of Ransoo Town for phase- I works out to Rs.3755.39 lacs.



## **CHAPTER-VII: Building Regulation and Planning Standards**

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

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

The enforcement of zoning regulations is like the enforcement of building bye laws. It will therefore be simpler to follow and can also be enforced by the Municipal or 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. 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.

#### **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.

However convenient shop can be allowed in residential unit with maximum coverage of 5% of allowed coverage to cater the daily need inhabitants where ever necessary.

### **Commercial**

#### **Uses permitted**

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

### **Recreational :**

#### **Uses permitted:**

Camping/ Langer, Recreation, Bathing Ghats, Open air theatre, Sports stadium, swimming pools, gardens, parks, playgrounds, golf courses and other recreational uses requiring extensive open space with its accessory uses

### **Agricultural (Green Belt) and Periphery Area**

#### **Permitted uses:**

Residential Buildings only for the people who are Bonafide (resident since last 10 years) of that particular area to be certified by local authorities, 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.

**Mixed Land Use:**

**Permitted Uses:**

Retail shops, Residential houses, Professional offices, Nursing Homes, Guest Houses, Banks and Non-polluting household industries.

**Building Byelaws / Norms:**

**I. RESIDENTIAL USE ZONE:**

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

**Residential use in designated core area of old city:**

The designated area of old city shall compromise of the congested part of the city. In essence it shall comprise of the densely populated wards of the old city.

|                                  |   |     |
|----------------------------------|---|-----|
| Max. Ground Coverage permissible | - | 70% |
|----------------------------------|---|-----|

|                |   |            |
|----------------|---|------------|
| No. of storeys | - | Ground + 2 |
|----------------|---|------------|

**Note:**

*Building line for proposed building shall be governed by Ribbon Development Act and National Highway building line respectively.*

**Minimum size plots:**

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

**Plotted Housing:**

| S.N<br>o | Area<br>(In Sqmt)     | Max.<br>Ground<br>Coverage | No. of<br>Storeys | Type of<br>Const | Set Back Limits (Minimum) |             |             |             |
|----------|-----------------------|----------------------------|-------------------|------------------|---------------------------|-------------|-------------|-------------|
|          |                       |                            |                   |                  | Front<br>(M)              | Rear<br>(M) | Side<br>(M) | Side<br>(M) |
| 1.       | 25-100                | 75%                        | G+2               | Row              | 1.5                       | 1.0         | 0           | 0           |
| 2.       | 101-250               | 65%                        | G+2               | Row              | 3.5                       | 1.5         | 0           | 0           |
| 3.       | 251-350               | 55%                        | G+2               | Semi-detached    | 4.0                       | 2           | 2           | 0           |
| 4.       | 351-450               | 50%                        | G+2               | Semi-detached    | 6.0                       | 2           | 2           | 0           |
| 5.       | 451-500               | 45%                        | G+2               | Detached         | 7.5                       | 2           | 3           | 2           |
| 6.       | 501-1000              | 40%                        | G+2               | Detached         | 8.5                       | 3           | 3           | 2           |
| 7.       | Above<br>1000<br>Sqmt | 35%                        | G+2               | Detached         | 12                        | 3           | 3           | 2           |

**Note:**

- i) No side setbacks shall be required in plots of irregular proportions/ dimensions upto the width of 30 feet. Minimum front set back of 5' and rear set back of 3' shall be permitted in cases where depth of such irregular plots is upto 40 feet. However, there shall be no change in permissible ground coverage, No. of storeys and height of the building as given in the table above.
- ii) Height of each storey in a residential house should not be less than 3.0 mts. Staircase, mounty height upto 2.5 mts shall be in addition to G+2 storeys permissible.
- iii) Garage/ Porch to the extent of 16.00 Sqmts each shall be allowed in semi-detached and detached houses. Room over porch only on one storey shall be allowed.
- iv) Mezzanine floor shall not be allowed in residential area.



- v) Basement shall not be permitted in residential plots of Govt. approved colony.
- vi) The height of basement shall not exceed 2.6 mts from finished floor to slab soft.

### **I. Regulations for Private/ Public Developers**

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

|                      |   |
|----------------------|---|
| Minimum plot size    | 0.40 ha (4000 Sqm)  |
| Max. Ground Coverage | 25%   |
| Max. FAR             | 150%  |
| Maximum Height       | 25 mts.   |
| Min. Setbacks        | to be determined @ one- third of the height of each building or 6 Mts. whichever is more. |

#### **Note:**

- a) Basement, if constructed and used for parking, services and for essential storage shall not be counted in FAR.
- b) The quantum of basement varies between 33. 1/3% to 75% of the plot area and shall not be included in FAR if used for Parking/ Services.
- c) In-house back-up facilities to be provided for buildings beyond four storeys.
- d) Stilts, Balconies, lift stairs, lift ducts shall not be counted in FAR.

#### **ii) Housing Colonies:**

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

#### **2. Min. Width of road**

##### **i) Housing colony upto 50 Kanals**

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

##### **ii) Housing colony beyond 50 Kanals.**

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

3. Roads, Drains, water mains and electric lines required for the colony shall be constructed by the developer at his own cost and no plot shall be eligible for any services and utilities from the Govt. and/or Municipality unless the colony is developed properly and approved by the competent authority. No building plan shall be considered by the Municipality or prescribed authority in any plot of such a colony which has not received the prior approval of the competent Authority.
4. No housing colony can be allowed in the area not specified as the residential in the proposed Master Plan (if approved by Govt.) unless considered in any special circumstances by the competent authority with the approval of govt. In such housing colonies, the following standards shall apply:-
  - a) Area under roads: Min. 15% to 20% of the total area of land under the proposed colony.
  - b) Land to be allotted for open spaces, schools and public building for a housing colony of 20 plots and above shall not be less than 15% of the total area of the colony. However, if the competent authority feels that an open space or a school site is absolutely necessary within the layout plan of less than 20 plots; necessary provision shall have to be made by the developer in the layout plan.
5. No housing colony will have shop plots of more than one for every ten plots. After the developed land is sold by the developer the roads and drains etc. constructed by the developer shall be transferred to the Municipality for their maintenance. Area under commercial use shall be 4% to 5%.
6. Land use of the layout plan approved by the competent authority shall not be changed without the prior consent of the competent authority.

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

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

## **II. COMMERCIAL USE:**

### **A. Single Shops:**

Plot Area less than 100 Sqmts

Max. Ground Coverage

70%



|                |        |
|----------------|--------|
| No. of Storeys | G+2    |
| Max. Height    | 11 mts |
| Max. FAR       | 210%   |

Front set back shall be governed by the building line of the road or 1.5 Mts. From the plot line whichever is more.

**B. Shopping Cluster:**

|                      |                     |
|----------------------|---------------------|
| Plot Area            | 100 Sqmt- 750 Sqmts |
| Max. Ground Coverage | 50%                 |
| Max. FAR             | 150%                |
| Maximum Height       | 15 mts.             |

**Set Backs:**

Front setbacks to be governed by the approved building line of the abutting road or 5Mts. from plot line whichever is more. Rear set back should be 3 Mts and side set back should be 3 Mts on one side only upto plot of 500 Sqm & 3 Mts on both sides for area more than 500 Sqm.

**C. Commercial Complex:**

|                      |                         |
|----------------------|-------------------------|
| a.) Plot Area        | 751 Sqmts to 4000 sqmts |
| Max. Ground Coverage | 40%                     |
| Max. FAR             | 180%                    |
| Max. Height          | 20 mts.                 |

**Set Backs:**

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

|                      |                    |
|----------------------|--------------------|
| b.) Plot Area        | More than 4000 Sqm |
| Max. Ground Coverage | 30%                |
| Max. FAR             | 200%               |
| Max. Height          | 25 mts.            |

**Set Backs:**

Front setback to be governed by the building line or 12Mts. from the plot line whichever is more.

|              |   |
|--------------|---|
| Side Setback | $\frac{1}{3}$ <sup>rd</sup> of the height |
| Rear Setback | $\frac{1}{3}$ <sup>rd</sup> of the height |

**Note:**

- 1) Shopping permissible on ground and 1<sup>st</sup> floor only
- 2) The use, coverage., FAR, setbacks, open spaces shall be as per provisions of T.P. Scheme approved by the Govt. or as per the simplified development promotions, regulations of the urban development plan formulation and implementation guidelines and where these are silent on such issues or which requires interpretations, the norms decided by the authority shall apply. The permission of uses/ use activities in premises shall be permitted in accordance with the provisions of T.P. Scheme.
- 3) Height of mummy/ liftwall above the terrace shall be in addition to the prescribed height.

**D. Cinemas/ Cineplex:**

|                      |                      |
|----------------------|----------------------|
| Plot Area            | 0.40 hec or 4000 Sqm |
| Max. Ground Coverage | 50%                  |
| Max. FAR             | 150%                 |

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

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

Rear and side setbacks shall be 1/3<sup>rd</sup> of the height of the building

**E. Hotels:**

|                      |               |
|----------------------|---------------|
| a.) Plot Area        | 1000-2000 Sqm |
| Max. Ground Coverage | 40%           |
| Front setback        | 6 Mts.        |
| Max. FAR             | 160%          |
| Max. Height          | 18 mts.       |

|                      |                    |
|----------------------|--------------------|
| b.) Plot Area        | 2000 Sqm and above |
| Max. Ground Coverage | 30%                |



|               |         |
|---------------|---------|
| Front setback | 10 Mts. |
| Max. FAR      | 180%    |
| Max. Height   | 25 mts. |

**Set Backs:**

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

Side and rear setbacks should be minimum  $\frac{1}{3}$ <sup>rd</sup> of the height of the building or 3 mts whichever is more.

**Parking:**

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

**F. Multiplexes:**

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

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

**Land Use:**

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

**Bye Laws:**

|                            |                             |
|----------------------------|-----------------------------|
| Minimum Plot Area          | 4000 Sqmts or 0.40 hectares |
| Maximum Ground Coverage    | 40%                         |
| Maximum FAR                | 200%                        |
| Maximum height of Building | 20 mts.                     |

**Side set backs:**

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

**Parking:**

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

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

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

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

**Note:**

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

**G. Janighar/ Community Center/ Banquet Hall:**

|                      |                       |
|----------------------|-----------------------|
| Minimum Plot Area    | 1.5 acres (12 Kanals) |
| Max. Ground Coverage | 30%                   |
| No. of Storeys       | G + 1                 |
| Max. FAR             | 60%                   |
| Max. Height          | 10 mts                |

**Set Backs:**

Front setback to be governed by the building line or 30 ft from the plot line



whichever is more.

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

#### **H. Ware Housing, Storage Vegetables & Fruit Mandis:**

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

#### **I. Petrol Pumps:**

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

- i. Minimum distance from the road intersections.
  - a. 50 mts. on roads having R/W upto 30 mts
  - b. 100 mts. on roads having R/W more than 30 mts
- ii. The minimum distance to the property line of Pump from the center line of the road should not be less than 15 meters on roads having less than 30 mts R/W. In case of road having 30 mts. or more R/W building line of the road should be protected.
- iii. Plot Size (Minimum);
  - a. Only filling station 30 mts. X 17 mts.
  - b. Filling cum service Station minimum size 36 mts x 30 mts.
  - c. Frontage of the plot should not be less than 30 mts.
  - d. Longer side of the plot should be the frontage.
  - e. New petrol pump shall not be located on any road having R/W less than 15 mts.

#### **b) Other Controls:**

##### **i. Filling Cum Service Station (Size 30 mt. x 36 mts. And above.)**

- i. Ground Coverage 20 %
- ii. FAR 20%
- iii. Max. Height 6 mts
- iv. Canopy Equivalent to permissible ground coverage within setback line.
- v. Front Setback 6 mts (min) or B/L whichever is more

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

- |      |                 |   |
|------|-----------------|---|
| i.   | Ground Coverage | 10 %  |
| ii.  | FAR             | 10%   |
| iii. | Max. Height     | 6 mts   |
| iv.  | Canopy          | Equivalent to permissible ground coverage within setback line |
| v.   | Front Setback   | 3 mts (min) or B/L whichever is more                          |

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

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

**d) Other Regulations:-**

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

**III- PUBLIC AND SEMI PUBLIC/ INSTITUTIONAL USE:**

**A- Government Offices:**

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

**Set Backs:**

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

**Note:**

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



2. Basement upto the building envelops to the maximum extent of 75% of the plot area shall be allowed and if used for parking and services, the same should not be counted towards FAR.

**B- Educational:**

**a) Nursery School:**

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

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

**b) Primary School:**

|                         |            |
|-------------------------|------------|
| Minimum Plot Area       | 2000 Sqmts |
| Maximum Ground Coverage | 25%        |
| Maximum FAR             | 75%        |
| Maximum height          | 15 mts     |

**Set Backs:**

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

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

**c) Middle School:**

|                         |            |
|-------------------------|------------|
| Minimum Plot Area       | 4000 Sqmts |
| Maximum Ground Coverage | 25%        |
| Maximum FAR             | 100%       |
| Maximum Height          | 15 mts     |

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

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

|                         |   |
|-------------------------|---|
| Minimum Plot Area       | 7500 Sqm.   |
| Maximum Ground Coverage | 25% including Hostel/ Residential Accommodation for staff |

|                |        |
|----------------|--------|
| Maximum FAR    | 100%   |
| Maximum Height | 18 mts |

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

**e) College:**

|                         |  |
|-------------------------|--|
| Minimum Plot Area       | 30000 Sqm  |
| Maximum Ground Coverage | 25% including Hostel/ Admin. Block /<br>Residential accommodation for staff. |
| Maximum FAR             | 100%   |
| Maximum Height          | 18 mts   |

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

**Note:**

- i) In case of specialized professional institutions like B. Ed Colleges, Law Colleges, Coaching Centers, Tutorials etc. plot area limitation shall be regulated by the Building Permission Authority on the merits of the case in accordance with the requirements/ guide lines of the regulating authority like Medical Council of India, AICTE, UGC etc.
- ii) Minimum road width in front should not be less than 12 mts.
- iii) Basement upto the building envelope to the maximum extent of 50% plot area shall be allowed and if used for parking and services should not be counted for FAR.

**C- Health:**

**a) Hospital:**

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

**Note:**

- i) Area to be used for housing of essential staff is indicated in the norms for health facilities. In such an area the regulations of group housing shall apply.
- ii) Basement below the ground floor and to the extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.
- iii) Front set back shall be governed by the building line of the road or 30' from the plot line whichever is more.
- iv) Minimum rear and side setbacks should be 1/3<sup>rd</sup> of the height of the building.



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

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

**Note:**

- i) Front set back shall be governed by the building line of the road or 20' from the plot line whichever is more.
- ii) Minimum rear and side setbacks should be 1/3<sup>rd</sup> of the height of the building or 10'-0".

**D- Facilities And Amenities:****i. Religious Premises:**

|  |         |
|--|---------|
| Plot Area                              | 500 Sqm |
| Maximum Ground Coverage                | 30%     |
| Maximum FAR                            | 60%     |
| Maximum height                         | 11 mts  |
| (Excluding minars, shikahrs and Domes) |         |

**ii. Police Post:**

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

**iii. Police Station/ Fire Station**

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

**iv. Post & Telegraph Office**

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

**v. General (Public & Semi Public Premises)**

|           |         |
|-----------|---------|
| Plot Area | 500 Sqm |
|-----------|---------|

|                         |        |
|-------------------------|--------|
| Maximum Ground Coverage | 25%    |
| Maximum FAR             | 100%   |
| Maximum height          | 15 mts |

#### IV Non- Residential Premises:

##### i) Hostel

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

#### Note:

- Front set back shall be governed by the building line of the road or 25 ft from the plot line. The rear and side set back shall be  $\frac{1}{3}$ rd of the height of the building or 10'-0".
- Min. road width should not be less than 12 mts.
- Basement upto the building envelope to the max. extent of 50% of plot area shall be allowed & if used for parking & services should not be counted in FAR

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

|   |          |
|---|----------|
| Minimum Plot Size   | 500 Sqm. |
| Maximum ground Coverage   | 33.33%   |
| Maximum FAR   | 100%     |
| Maximum Height  | 18 m     |
| Parking @ 1.0 ECS for every 100 Sqm. shall be provided within own premises. |          |

#### Note:

- Front set back shall be governed by the building line of the road or 20 ft from the plot line. The rear and side set back shall be  $\frac{1}{3}$ rd of the height of the building or 10'-0".
- Max. no. of rooms shall be 12 (double bed room).

#### V PARKING STANDARD:

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



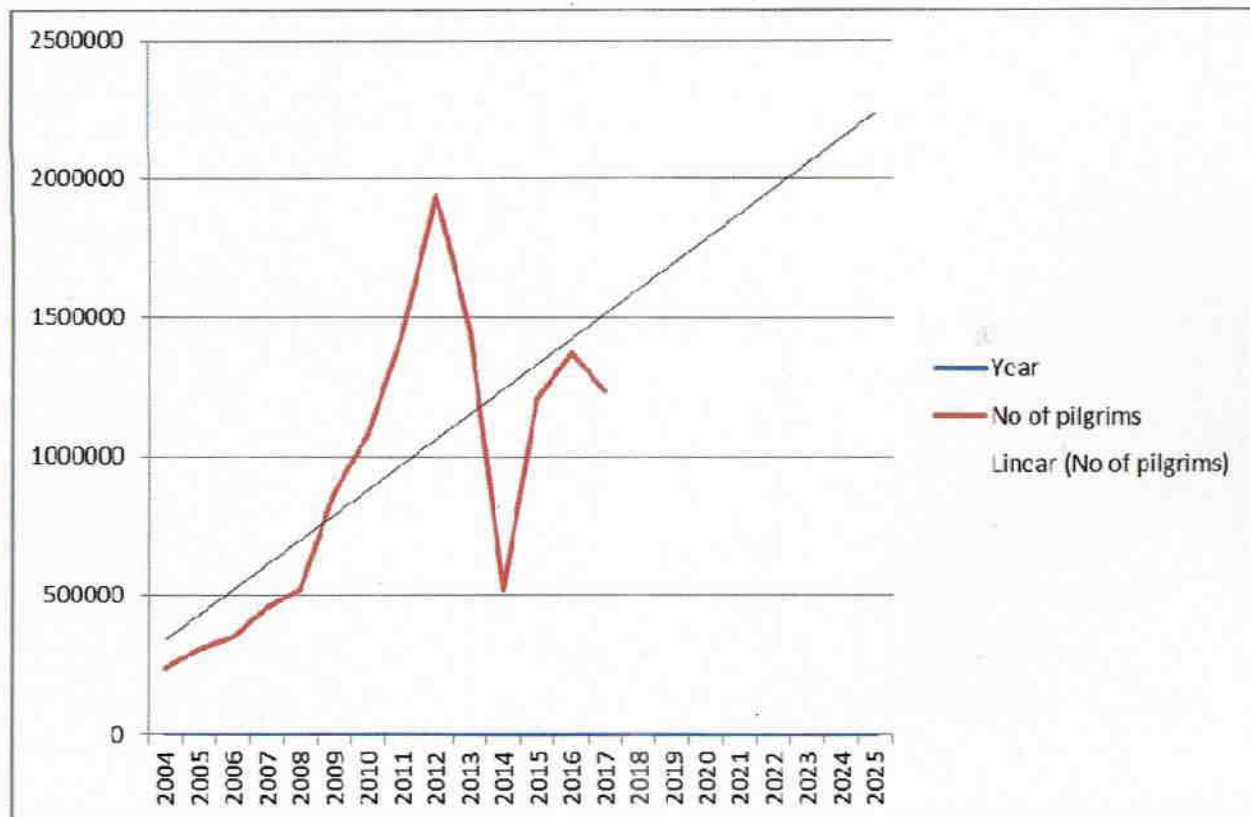
| S.No | Use/ Use Permitted   | Equivalent Car Spaces (ECS) per 100 Sqm of floor area   |
|------|--|---|
|      | <b>Residential</b><br>Group Housing  | 1 ECS for each dwelling unit for MIG & HIG having covered area above 800 Sft , 1 ECS for LIG having area between 500 to 799 and 0.5 ECS for EWS..   |
| 1.   | <b>Commercial :</b><br><br>i) Wholesale, retail, shopping, office & Hotels<br><br>ii) Cinemas<br><br>iii) Community/ Banquet Hall/ Janjghar<br><br>iv) Restaurant /Fast food Bar;                              | 2.0 per 100 Sqm of total built up area on all floors. Area under lifts/ stairs, ducts, balconies shall not be counted while calculating parking.<br><br>1 ECS for 10 seats<br><br>Minimum 100 ECS upto an area of 12 Kanals in case the area is more 6 car spaces shall be added after every additional 1 kanal of area.<br><br>1 ECS for 4 seats.<br><br><b>Note:</b><br><br>If banquet hall is to be provided in Hotel the prevailing norm given for banquet halls shall apply over & above |
| 2.   | <b>Public /Semi Public:</b><br><br>Nursing Home , hospitals (private) social cultural and other institutions government and semi government offices<br><br>i. School, college, university and Govt. hospitals. | 2.0 ECS   |
| 3.   | <b>Industrial.</b><br><br>Light and service industry flatted group industry extensive industry.  | 0.75 ECS  |

**Note:**

- a) Areas under lift, open Stairs, ducts, balconies shall not be counted while calculating parking.
- b) If basement and stilts are used for parking it shall not be counted in FAR.



Annexure A



**AnnexureB**

Statement showing the details of population, Area, No. of shops and No. of households in village

Ransoo, Pora Jagir, Kotla Patwar, Halqa Pora Kotla Tehsil Reasi

| S.No | Name of Village | Total population including floating population |                     | Total | No. of shops and other commercial buildings | Total area with details of Khasra numbers |               | Total population depends upon agriculture | No of households | Remarks |
|------|-----------------|--|---------------------|-------|---|---|---------------|---|------------------|---------|
|      |                 | Population                                     | Floating population |       |   | Area                                      | Kh.No.        |   |                  |         |
| 1.   | <u>Ransoo</u>   | 426  | 950                 | 1376  | 73  | 2700 K<br>-0 M                            | 1 to 243      | 426                                       | 91               |         |
| 2    | Pora Jagir      | 410  | -                   | 410   | 6   | 2131 K<br>-18 M                           | 1 to 127      | 410                                       | 79               |         |
| 3    | Kotla           | 276  | 3                   | 276   | 32  | 849 K<br>-19 M                            | 278 to<br>425 | 276                                       | 57               |         |
|      | TOTAL           | 1112   | 950                 | 2062  | 111   | 5682 K<br>-04 M                           | 517           | 1112                                      | 227              |         |

Source: Revenue Department Reasi



**Annexure-C****Land Ownership in Village Kotla As Per Revenue Record, 6185 Kanals-9 Marlas (773 Acres)**

Table: Ownership Details

| Private   |            | Shamlat   |            | Government |            | Forest    |            | P.W.D. |        | Religious  |        |
|-----------|------------|-----------|------------|------------|------------|-----------|------------|--------|--------|------------|--------|
| KANA<br>L | MARL<br>AS | KAN<br>AL | MARLA<br>S | KANAL      | MARLA<br>S | KANA<br>L | MARLA<br>S | KANAL  | MARLAS | KANAL<br>S | MARLAS |
| 2773      | 6          | 374       | 31         | 525        | 8          | 2499      | 48         | 01     | 08     | 08         | 18     |

**Land Ownership In Village Ransoo As Per Revenue Record, 2697 Kanals-6 Marlas(337 Acres)**

Table: Ownership Details

| PRIVATE |        | SHAMLAT |        | GOVERNMENT |        | FOREST    |            | P.W.D. |            |
|---------|--------|---------|--------|------------|--------|-----------|------------|--------|------------|
| KANAL   | MARLAS | KANAL   | MARLAS | KANA<br>L  | MARLAS | KANA<br>L | MARLA<br>S | KANAL  | MARLA<br>S |
| 2600    | 15     | 93      | 14     | -          | -      | -         | -          | 2      | 17         |

**Land Ownership in Village Pora Jagir As Per Revenue Record, 1190 Kanals-04 Marlas(149 Acres)**

Table: Ownership Details

| PRIVATE |        | SHAMLAT |        | GOVERNMENT |        | FOREST |        | P.W.D. |        |
|---------|--------|---------|--------|------------|--------|--------|--------|--------|--------|
| KANAL   | MARLAS | KANAL   | MARLAS | KANAL      | MARLAS | KANAL  | MARLAS | KANAL  | MARLAS |
| 1154    | 18     | -       | -      | 33         | 06     | -      | -      | 02     | -      |

GRAND TOTAL:-1257 ACRES.

Source: Revenue Department

Annexure D

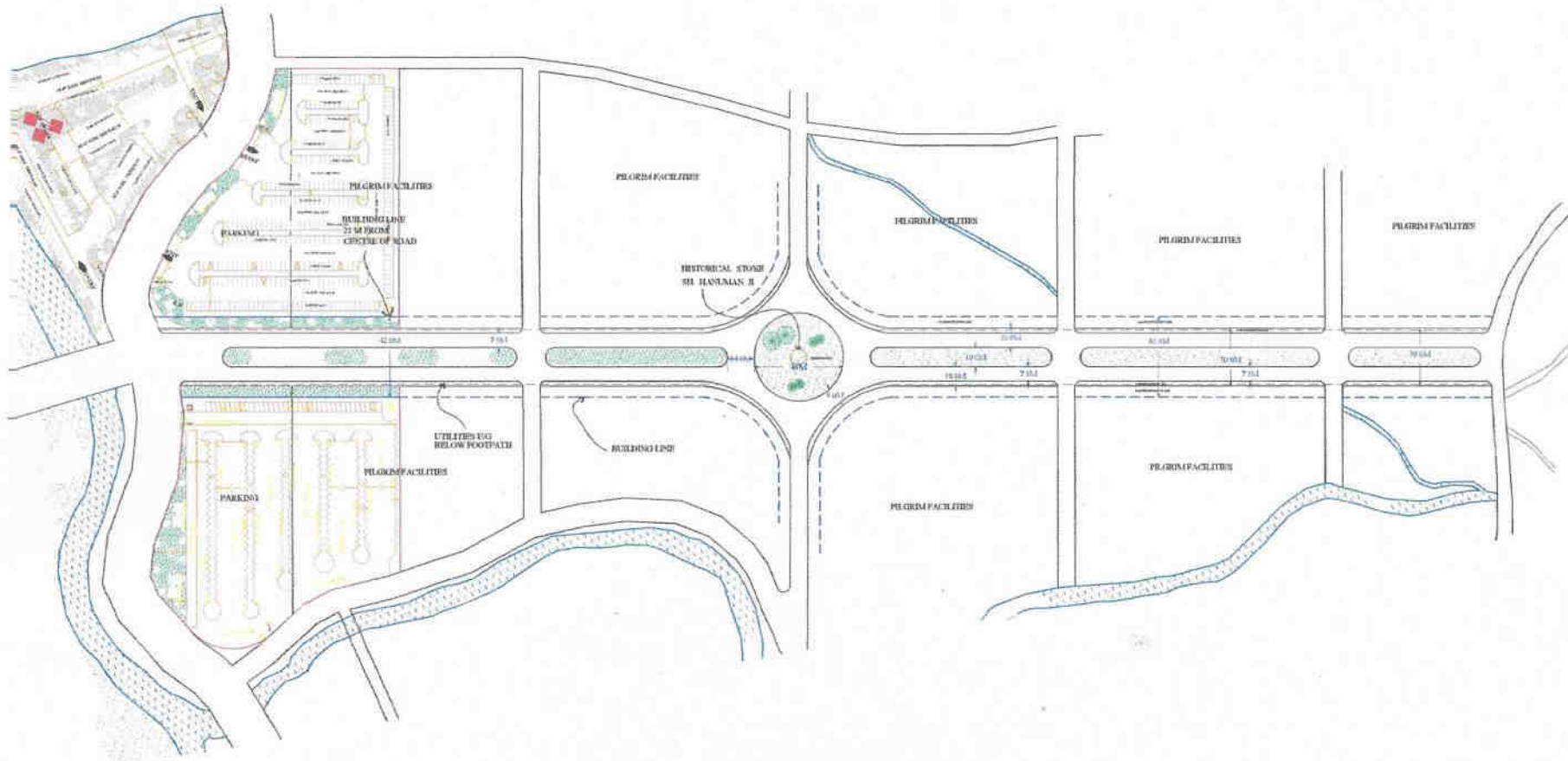
Landuse Plan of Ransoo Town



[illegible]

Annexure F





PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

LENGTH OF MAIN AVENUE 682M  
TOTAL LAND UNDER MAIN AVENUE 46.5 K  
LAND UNDER PAVEMENT 35 K  
LAND UNDER GREENS AREA 11.5 K

COMPONENT NO. 1

PLAN - MAIN AVENUE

DATE PLANNED BY T.P.O. 7/10/2000

ANNEXURE : F

TOWN PLANNING ORG. JAMMU

Annexure G

PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

TOTAL AREA :- 26.00 KANALS

ANNEXURE G

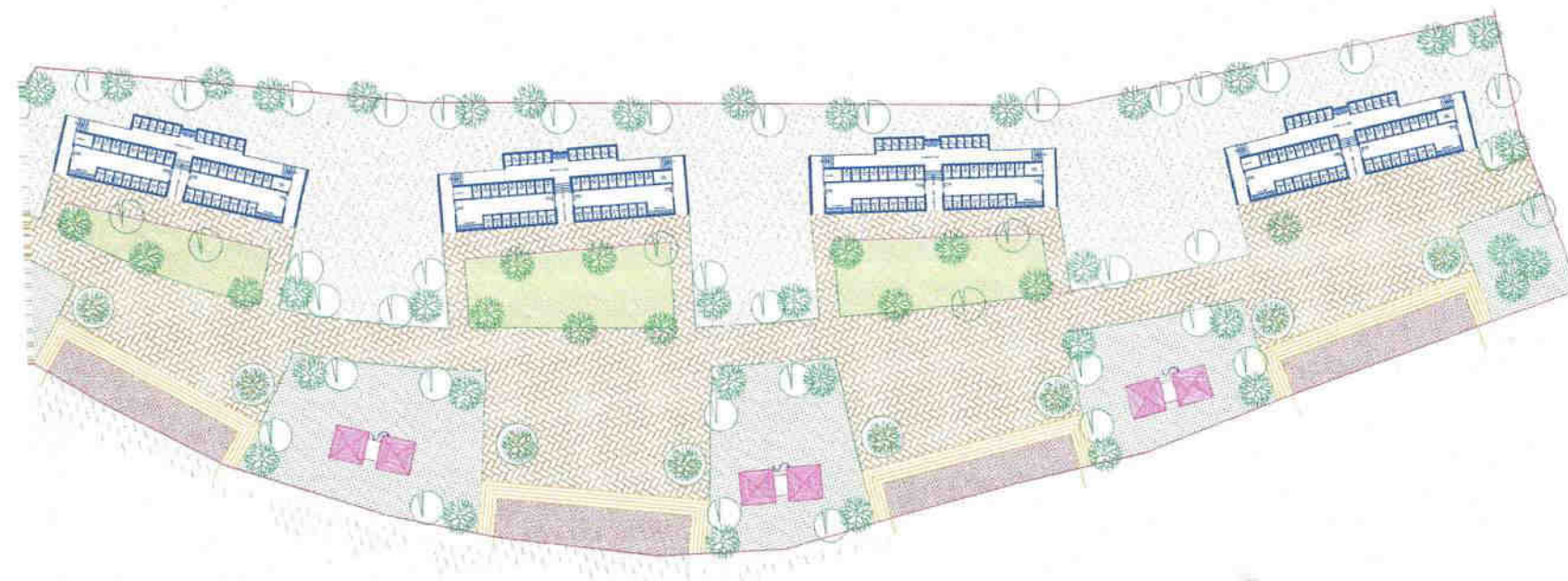
COMPONENT NO. 2

BASE PLAN SUPPLIED BY S1 DEV T.F.O. JAMMU

SCALE

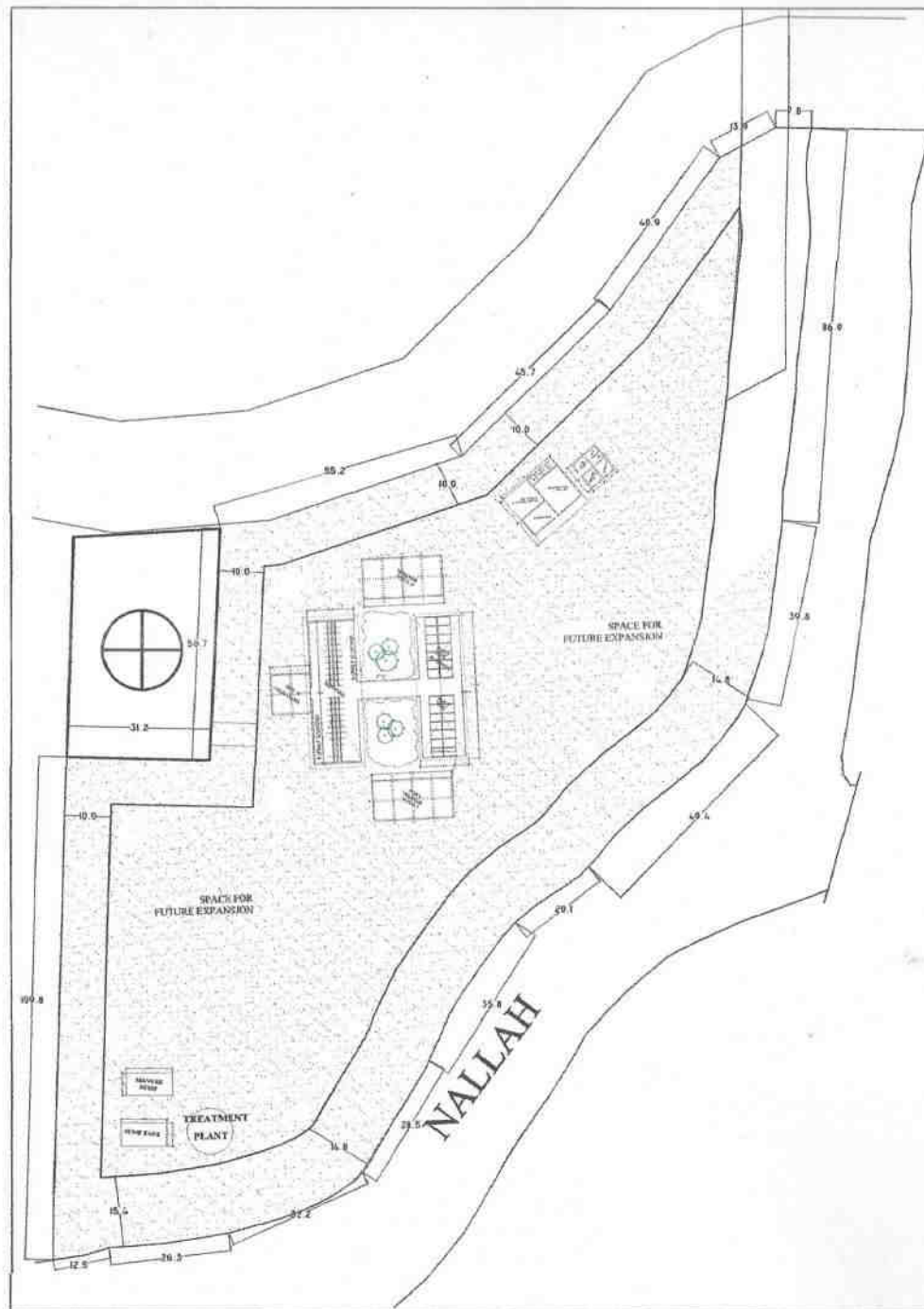
DATE

TOWN PLANNING ORG. JAMMU





Annexure H



PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

SALIENT FEATURES

AREA OF PLOT 25 K  
TOTAL FACILITY FOR 170 PONIES

THE FACILITY SHALL BE FOR PONIES & HORSES.  
THE FACILITY SHALL COMPRISE OF  
PONY BOXES, RAIN SHELTERS, NIGHT  
STAY FACILITY FOR PONIES &  
PONYWALAS  
MEDICAL & CLEANING FACILITY.  
THE SITE SHALL ALSO HAVE AN  
SEWAGE  
TREATMENT PLANT SUCH THAT THE  
NEARBY STREAM DOES NOT GET  
POLLUTED.

ANNEXURE H

COMPONENT NO. 3

PLAN - PONY SHED

SCALE PLAN NO. 100 BY 1:1000

SCALE

DATE

TOWN PLANNING ORG. JAMMU

Annexure I-I





PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

TOTAL AREA :- 26 KANALS  
NO OF PARKING LOTS :- 315  
PARKING SLOT :- 2.5M x 5.0M

ANNEXURE : I -i

PARKING PLAN NO :- 1

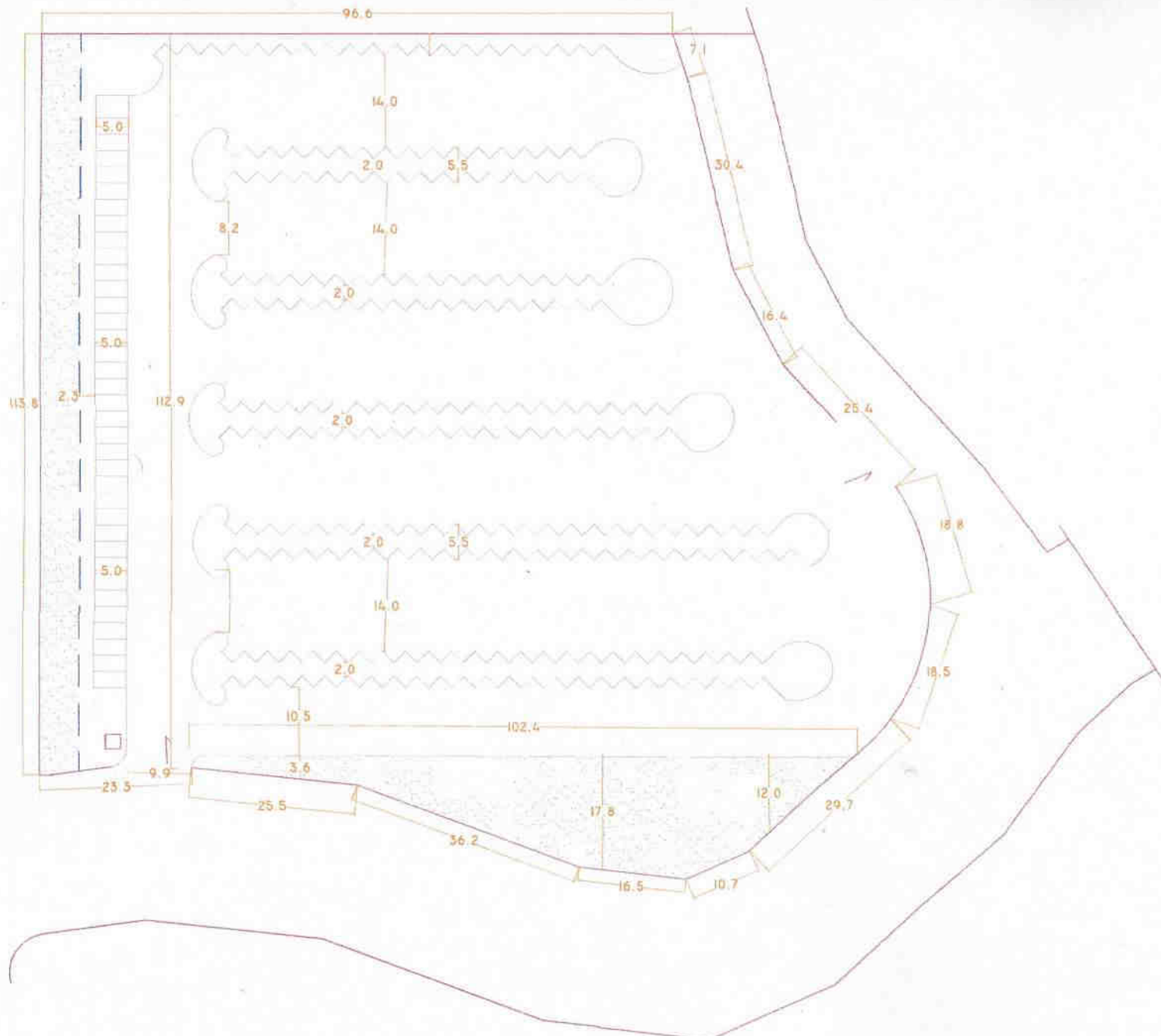
DRAWN PLAN PREPARED BY S1 ENR TFG HARBOT

SCALE:

DATE

TOWN PLANNING ORG. JAMMU

Annexure I-II



PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

TOTAL AREA :- 28 KANALS  
NO OF PARKING LOTS :- 259  
PARKING SLOT :- 2.5M x 5.0M

ANNEXURE : I - ii

PARKING PLAN NO:-2

BASE PLAN SUPPLIED BY S.I. DIV. T.P.O. JAMMU

SCALE

DATE

TOWN PLANNING ORG. JAMMU



**Annexure I-III**



PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

TOTAL AREA :- 22.00 KANALS  
NO OF PARKING LOTS :- 173  
PARKING SLOT :- 2.5M x 5.0M

ANNEXURE : I - iii

PARKING PLAN NO:-3

DATE PREPARED BY: E. D. T. P. (1) 2000

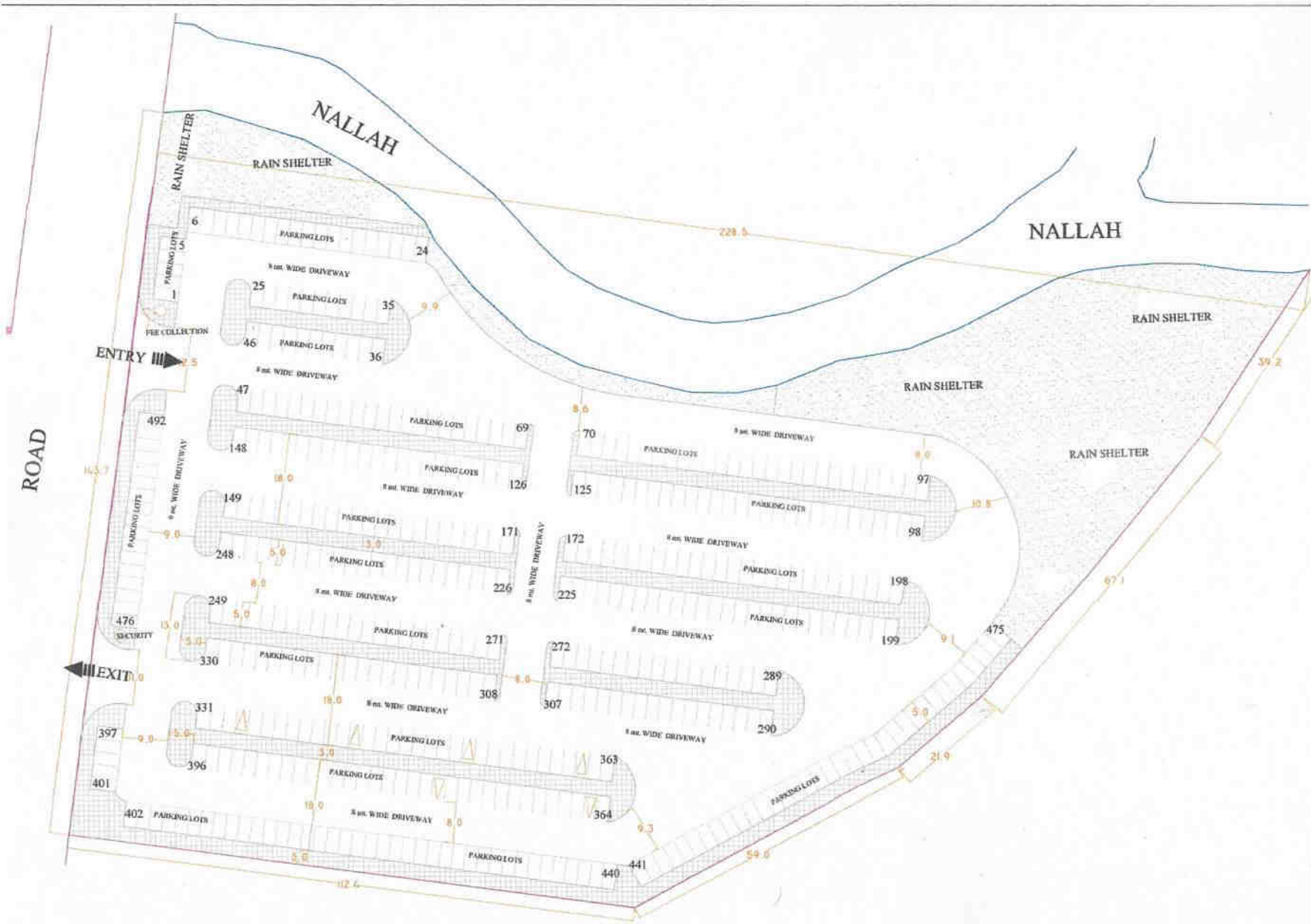
SCALE

DATE

TOWN PLANNING ORG. JAMMU

Annexure I-IV





PROPOSED DEVELOPMENT PLAN  
OF  
RANSOO SHIVKHORI

TOTAL AREA ~ 45.00 KANALS  
NO OF PARKING LOTS ~ 492  
PARKING SLOT ~ 2.5M x 5.0M

ANNEXURE : I - iv  
PARKING PLAN NO:-4

|   |
|---|
| BASE PLAN SUPPLIED BY: M. DIV. T.P.O. JAMMU |
| SCALE                                       |
| DATE  |
| TOWN PLANNING ORG. JAMMU                    |