

CHAPTER -I

THE CONTEXT

1.1 The “Spatial Environmental Planning and Competence Building Project” with Norwegian Agency for Development (NORAD) assistance, comprised of preparation of pilot Development Plans of two urban areas of Manali and Palampur, as a vital component. In order to prepare the pilot Development Plan of Palampur, technical expertise from Department of Landuse Planning of Agriculture University of Norway and School of Planning and Architecture, Guru Nanak Dev University(GNDU), Amritsar has been acquired. Two “On the Job Specialised Training Courses” held in the years, 2000 and 2001 in Palampur town focused upon preparation of the Plan. Two specialised training courses, organised in Agriculture University of Norway equipped the key functionaries with latest knowledge in Spatial Planning mechanism.

1.2 In order to prepare a technically viable document, acceptable to the masses, 40 deliberations with the public, grass-root functionaries of town, stakeholders, public representatives and Non Governmental Organisations (NGOs) have been organised. The deliberations were addressed by experts from Agriculture University of Norway (AUN) , GNDU, Punjab and Haryana as well as state administrative authorities. The recommendations, as emanated from the deliberations, form the basis for working out proposals of the Development Plan.

1.3 To examine the quantitative and qualitative aspects of various landuses, development activities, problems and prospects of Palampur Planning Area, research design was prepared by the consultant institution of School of Planning and Architecture (SPA), GNDU and detailed surveys and studies were conducted during the year 2001. Subsequently, an analytical report was submitted by SPA, which form the basis for working out projections, proposals and regulations.

1.4 The exposure visits of technical personnels to planned cities of Norway and different parts of India, made the functionaries aware regarding dimensions of planning and development mechanism persisting within and outside the country and the efforts that have gone in for the process. The experience of exposure visits has been shared during the deliberations and the solutions of various problems that emanated have been incorporated in the Plan.

1.5 Whereas, the earlier Development Plans prepared by the Himachal Pradesh Town and Country Planning Department were based upon land acquisition mechanism and development by the Development Authority. This pilot Development Plan has been contemplated on the basis of restricted land acquisition and land pooling/reconstitution mechanism through massive public participation by involvement of the Local Body, Panchayats, Revenue Department and Development Authority.

CHAPTER-2

TOWN OVERTIME

2.1 Nomenclature :- Palampur is combination of three words 'Pani', 'Alam' and 'Pur'. 'Pur', means settlement, Pani is water/rain, 'Alam' is environment dominated or adobe of. Hence, Palampur is a settlement where there is plenty of rainfall. It is a settlement, the socio-cultural and environmental factors of which are determined by rainfall. Similarly, Bandla nearby appeared to have derived its name as a village consisting of two words 'Boond' and 'Ala' again meaning thereby a village of persistent rainfall. Again a village Banoori if analysed in terms of etymological means 'Ban' 'Ruri', a place where the dam had been washed away. So all the three settlements one way or the other try to highlight that there is heavy downpour in and around Palampur.

2.2 Setting :- Palampur is located at 32°7' North Latitude and 76°32' East Longitude, at a height of 1219 metres above mean sea level. Located at bulk of point, it is a fast growing valley town. Dharamshal district headquarters and an important regional town established by British is located at a distance of about 35 kilometres from the town. At the midway of Pathankot-Mandi National Highway-20 on one hand and picturesque Pathankot-Jogindernagar Railway line on the other, it has a very good accessibility and nodality. It acts as a base station to Tourist attractions in its surroundings.

2.3 Evolution Pre-Independence:- During the second half of 18th Century, with success of tea estates in Palampur area, the original settlement started developing. In 1888, it was made tehsil headquarter, by shifting the same from Bhawarna. The tea estate owners impressed upon the administration to bring infrastructure like schools, colleges and hospital. It also became a centre of labourers engaged in plucking of tea leaves and packing, transportation and marketing thereof. The earthquake of 1905 left a trail of destruction. Therefore, building style, projections and building material had to be modified. The tehsil complex, school and church towards T-Bud Hotel were built during British Period.

Consequent upon laying of railway line for hydro-electric project at Joginder Nagar in 1927 and thereby installation of railway station and staff quarters, construction activity grew fast. Increase in the employment, led to investment in the area, whereby multifarious development including roads took place.

From historical point of view, the area around status of Subhash Chandra Bose and Jawahar Lal Nehru appears to be one of the oldest area. Starting from Courts coming towards Police Station, the houses and shops are the oldest. From Banuri moving towards Baijnath there lies a settlement known as 'Al-Hillal' meaning full moon. The land of this area was purchased by Nawab of Bahawalpur who got constructed a Palace Complex

in 1931. This Palace Complex was purchased by Maharaja Hari Singh Father of Raja Karan Singh of Jammu who converted it into a motel and named it as Tara Palace Motel.

Post Independence:- In 1947, Sobha Singh moved from Punjab to Andreta and developed his art gallery. He painted world famous art pieces related to Punjabi culture and shot into prominence as an artist. After 1946, the regional linkages of town started improving. A Military station got established at a strategic location of the town. Agriculture University got established, besides the establishment of Indian Council for Scientific & Industrial Research (I.C.S.I.R.) Complex (IHBT). Many offices at the level of sub division pertaining to Electricity, Housing Board, Public health and PWD (B&R) were located. tourist accommodation like T-Bud Hotel by Himachal Tourism Development Corporation and other hotels were constructed. Recently tourist activities on Dharamshala road as well as in the revenue area of Holta and Bandla villages are in progress.

2.4 Nagar Parishad :-The Nagar Parishad Palampur was established in the year 1904 as Notified Area Committee. It was declared as small Town Committee in the year 1932 and as Municipal Committee in the year 1953. Since 1953 no new areas have been included in the Nagar Parishad, however, a proposal has been sent to the Government by the Sub-Divisional Magistrate, Palampur. The notification is awaited. The Nagar Parishad has 7 wards, consisting of 260 revenue Hadbast Number. The Nagar Parishad has 67 hectares of land and it has population of 3630 persons as per 1991 census. The institutional, tourist, residential, cantonment and railway areas have, however, been developed outside the Nagar Parishad area in the rural Panchayats. Due to fear of taxation and intervention by Municipality, people of rural area don't want to be included in the Nagar Parishad.

2.5 Status :- Located amidst lush green tea gardens alongwith variable vegetal cover all-around, Palampur is a fascinating Town. The overlooking snowclad Dhauladhar in the North, the ridges emanating thereof and the rivers and rivulets running through, allure people of various walks of life to settle, to visit as tourists and to carry various pursuits. The Himachal Agriculture University, the ICSIR Complex and up-coming regional hospitals make it destination of students, researchers, academicians and experts. Being on the Pathankot-Mandi National Highway-20 alongwith scenic railway line passing through, it has a nodal location in the Palam Valley and is directly linked with major cities of the plains on one hand and tourist destinations in the mountains on the other. The town is vibrating with multifarious activities including trade, commerce, tourism, education, offices, institutions and transport.

CHAPTER-3

PLANNING AREA

3.1 Keeping in view planning requirements and considering growth trends, Government of Himachal Pradesh, vide Notification No. PBW (B&R)(B)26 (2) 86 dated 1-5-1986, under Himachal Pradesh Town

and Country Planning Act, 1977 (Act No. 12 of 1977), notified 26 revenue settlements as Planning Area. The existing landuse of this Planning Area under Section-15A of the Act was frozen vide Notification No. TCP-F(6)-2-29/96 dated 23-11-1996. Later on the H.P. Government decided to reduce the limits of Planning Area and accordingly revised Planning Area was constituted vide Notification No. TCP-F(6)-2-29/96 dated 3-7-1998 which included only 14 revenue settlements. However, in view of fast haphazard growth endangering environment of surrounding area 14 additional revenue settlements have been included vide Govt. Notification No. HIM/TP/PJT/DP-Palampur/2001-Volume-II dated 4-7-2001 in the Planning Area, raising number of revenue settlements to 27.

3.2 Alongwith 27 revenue hadbasts, the Planning Area had 2570 hectares and 22701 population, as per 1991 census. The detail of revenue settlements, as notified in the Revised Planning Area, under the said Act is as under:-

Table-3.1 : Revenue Settlements in Palampur Planning Area

Sr.No.	Name of Revenue Settlement	Hadbast No.	Area (in hectare)	Population 1991
1.	2.	3.	4.	5.
1.	M.C. Palampur	260	66	3630
2.	Har	214	61	324
3.	Bandla Tea Estate	213	20	131
4.	Sughar	86	63	922
5.	Aima	212	58	1926
6.	Differpat	87	65	318
7.	Bindrawan	208	66	278
8.	Khilru	210	47	720
9.	Ghuggar	211	127	2258
10.	Tanda	261	52	1323
11.	Nihang	259	24	11
12.	Lohna	224	83	1385
13.	Kohli	223	13	21
14.	Bandla	215	42	573
15.	Chimbalhar	91	94	321
16.	Chowki	262	162	897
17.	Khalet	263	149	1002
18.	Roudi	205	134	897
19.	Vanghiar	264	89	1295
20.	Kasauti	265	18	66
21.	Bag Uprla	266	44	111
22.	Maranda	258	43	427
23.	Tanda Parla	257	170	1156
24.	Banuri	229	392	495
25.	Holta	226	365	1647
26.	Chornali	225	19	-
27.	Bharmat Upper	228	104	964
-	Total	-	2570	22701

Table 3.2 List of Gram Panchayats and Mohals included in the Palampur Planning Area.

Sr. No.	Gram Panchayat	Mohal/Revenue Villages
1.	M.C. Palampur	(i) Palampur-I (ii) Palampur-II
2.	Bandla	(i) Bandla
3.	Aima	(i) Aima (ii) Sughar (iii) Bandla-Tea-Estate (iv) Har
4.	Bindrawan	(i) Bindrawan (ii) Chimbhar (iii) Differpat (iv) Khilru
5.	Ghuggar	(i) Ghuggar (ii) Tanda
6.	Lohna	(i) Kohli (ii) Lohna (iii) Nihang (iv) Chornali(Partly)
7.	Khalet	(i) Chowki (ii) Khalet (iii) Roudi
8.	Vanghiar	(i) Vanghiar
9.	Dehan	(i) Kasauti
10.	Rajpur	(i) Bag Uppla (ii) Maranda
11.	Tanda Parla	(i) Tanda Parla (ii) Holta
12.	Banuri	(i) Banuri
13.	Bharmat	(i) Bharmat Upper
14.	Chandpur	(i) Chornali(Partly)

3.3 Similarly, population ranges from Nil persons for Chornali to maximum of 3630 of Nagar Parishad area average being 840 persons. Area of of hadbasts ranges from 13 hectares of Kohli to 392 hectares of Banuri, average being 95 hectares. Population of Planning Area in 2001 is 31893, which is likely to increase to 46224 in 2011 and 70,000 in 2021.

3.4 Palampur Planning Area can be sub-divided into two parts. The Southern part towards the National Highway with cultivation, is irrigated by streams coming from perennial snows. There are interspersed homesteads of Ghuggar, Chowki, Khalet, Roudi, Banghyar, Maranda, Bag Upper and Banouri. The upper part is enclosed by mountains, water bodies and forests, interspersed by various kinds of rocks. The height of these ridges and intersecting valleys increases in a progressive ratio as one moves to North from the low lying areas along the National Highway. Palampur Planning Area has series of valleys and ridges running almost parallel to National Highway. Whereas, lowest point in the Planning Area is 1000 metres above mean sea level at Bag Uppla and the highest one is 1395

metres at Bandla. Thus local relief variation is 395 metres and average attitude is 1197.50 metres.

3.5 As one moves from South to North, altitude starts increasing proportionally towards the North and North-East, except few local variations in slope. This character of slope overlapped with four streams/Khads cutting the entire site from North-East and North towards South and South-West determines the main physiography of the area. In fact, between two sets of streams there is a ridge like feature and along the stream a valley is moving. Interestingly, where valley is deep and narrow, ridge by spreading itself has invited the urban structures and activities related with town functions, facilities and infrastructure. And where valley is wide with gentle slopes such areas have been mostly either under tea gardens or are under dense forests. Through a cumulative knowledge of centuries, the local residents have evolved folk spatial planning principles, i.e. the ridge tops have been used to organise urban functions. There appears to be deliberate attempt at many places not to obstruct views to the lush green valley and to the snow-clad mountains.

CHAPTER-4 REGIONAL SCENARIO

4.1 Palampur is the second important town of district Kangra after Dharamshala. Located amidst Palampur valley, it is vibrating with multifarious activities including trade, commerce, tourism, education health, Govt. Offices, communication, traffic and transportation. It serves the entire Valley and interiors of the Dhauladhar in general and radius of about 30 kilometres, in particular.

4.2 The Development Blocks dependent to varying percentage of Palampur Planning Area are Panchrukhi, Baijnath and Bhawarna. It has been observed that about 50% population of Panchrukhi Block, 20% of Baijnath Block and 40% of Bhawarna Block is dependent for higher level facilities on Palampur Planning Area.

Table –4.1 Dependent Population

Area/Block	Population (1991)	Population (2001)	Population (2011)	Population (2021)
Palampur Planning Area	22781	31893	46224	70000
Panchrukhi Block	48030	54754	62420	71158
Baijnath Block	17485	19933	22724	25905
Bhawarna Block	26779	23528	34802	39674
Total	115075	137108	166170	206737

4.3 Palampur is an important town of Kangra Valley. Population of Kangra District increased from 1174072 in 1991 to 1338536 in 2001, registering decadal increase of 14.01%. The decadal growth of the State is 17.53% in comparison to 21.34% of National average during 1991-2001. By comparing the percentage decadal growth rate of 1981-1991 decade with 1991-2001 decade, it can be observed that the growth rate has decreased from 18.50% to 14.01% in Kangra District. If one compares the growth rate of 1971-81 decade which was 23.71%, it can be concluded that from 1971 onwards the growth rate of population, in terms of percentage has decreased from 28.71% to 14.01%. It can, therefore, be attributed that the district is experiencing out migration due to less economic opportunities. Moreover, the family planning measures being adopted, have also attributed to decline in the growth rate.

4.4 The tourist coming from Amritsar, Pathankot and Jammu and Kashmir, intending to visit Kullu-Manali, pass through the town. The pilgrims also visit Baijnath Shiva Temple. The Tibetan Lamas moving about in the area during their Mcleodganj and Dharamshala stay also visit the town. A few tourists do visit the Sobha Singh Art Gallery, Andretta and Nora Richard's House, one of the pioneer centres of Punjabi Drama taken over by the Punjab University. Other places of tourist attraction in the region are such as Chamunda, Bir-hang gliding, Jogindernagar and Sujanpur Tihra.

4.5 Sandstone of various degrees of hardness is found in whole of Kangra district. In the metamorphic strata of upper Kangra range, Limestone is found in good quantity. In the siliceous strata of Kangra ranges the well known slates of Dharamshala and Narwana are found. These slates have more siliceous content and are quite hard. Therefore, from the point of view of durability, these slates are quite superior and are also traditionally used for roofing. They are exported to plains. In the neighbourhood of Jwalamukhi, there are six mineral springs, spread in a stretch of 48 kilometres and contain chloride of sodium and iodine. The mineral quality and temperature of water of these springs around Jwalamukhi is turning them as the attraction spots.

CHAPTER-5

PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

5.1 CLIMATE :- The climate of Palampur is very comfortable and pleasing, especially for those tourists coming from plains and pass through the town in Summer months. It is believed that Palampur is one of the nearest station from plains of Punjab where one can visualise snow-clad mountains in Summer. One can not only visualise but can touch and feel the snow by just moving 4-5 Kilometres from Palampur. With about 92 rainy days in a year, Palampur has 60.4 rainy days in Rainy season and 17.4 in winter season. Palampur has been categorized in wet-temperature zone, having average temperature of 20°C to 24°C and about 3000 mm rainfall. Whereas highest temperature during hot summer months of May-June goes

upto over 35⁰ C, the lowest temperature during cold months of December-January goes even below 0⁰ C.

Dharamshala is the second rainiest place in the country, next to Chirapunji. With so much rainfall and moderate to gentle slopes, the land is ideal for plantation of tea gardens. The Tea gardens require more rainfall and slope thereof should be such that water should not stagnate and rot the roots of tea plants. The pleasing climate coupled with extensive tea gardens, had evolved the physical setting of the town, as one of the most calm, quiet, green and clean town in North-West of India.

5.2 VEGETATION :- It is estimated that forest cover is 1/4th of the cultivated area and the vegetation is planted on the Northern slopes of hill ranges. These northern slopes contain more useful trees. Particularly the Bamboo is scattered over the forest mixed with other trees. The Dhauladhar produces many varieties of oak, the commonest type of 'Bahang' which is found in lower hills from 3000 ft to 8000ft. Besides, there are isolated trees of 'Tuni' and 'Tahli'. There is one forest of Sal at Andretta in the Palam Valley. It is mixed with oak and common fur. Other two esteemed species are 'Ciris' and 'Khair'. Among wild fruits are Cherry, Resberry, Black berry, Bar berry, straw berry, Almost every house in the valley is encircled with fruit trees of various kinds. The common cultivated fruit trees are varieties of mulberry, Mango, Peach and Orange. In the lower areas and in upper areas wall not and apricot are available. In the gardens developed by rich farmers, one can find Grapes, Apples, Small Plum (Alucha), and Gava. The Boher and Pipal are also common trees but they are mostly found below the elevation of 4000 ft. Besides the snow ranges produce the varieties of Phododendron, the Harse chestnut, species of Popular and Bur.

Many vegetation species are facing extinction due to increasing commercial attitude with reduction of forest cover by cutting of trees. In dense forest, wild life of the area is also witnessing changes in their habitat. As a result, birds, animals and frohes are either getting reduced or getting extinct or they are shifting from this place towards more safer higher altitudes or dense forests. On Dharamshala road, a Van-Vihar is being developed in which good number of wild animal species are being kept.

5.3 GEOLOGY AND SOILS :-The soil around Palampur area has been classified as mountainous soil. The soil slightly acidic in reaction, is light to dark brown in colour. It is loamy to sandy loam in texture and are rich in iron and carbon. However, the soil lack salt and mineral constituents. Because of these characteristics, the soil around Palampur is unique for the cultivation of tea gardens. Due to youthful stage of rivers and 'Khads' on one hand and high rainfall on the other, soil erosion is a common problem. The soil erosion gets intensified in case of heavy rainfall in catchments area of Neugal and its surrounding 'Khads'. The soil strata in Planning Area is predominantly clay consisting of boulders and at many sites, the water table is of shallow to moderate depth i.e. about 5 meters to 30 metres. Such type of strata during an earthquake might behave like a slushy material due to the rising of water table occurring because of

vibrations. Moreover, during winter season the top soil particularly closer to the snow affected area possess frozen and thaw conditions. Therefore in such areas, the building height is not to exceed 10 metres i.e. 3 storeys. Even if the building height is to go to more than 2 storeys or otherwise, all buildings within the Planning Area are to be planned and designed keeping in view earthquake design considerations as per the latest Indian Standard Codes of Practice.

5.4 ENVIRONMENT :- The physical environment of Palampur Planning Area is undergoing rapid changes. During last 10 years or so urban development has started spreading on the steep slopes along 'Khads' and in the surroundings of tea gardens. Because of the population pressure, areas in the surroundings are getting under cultivation and other commercial pursuits. Initially the area had various varieties of vegetation and wild life which have now become extinct.

In the context of physical environment, locals feel with concern that climate is warming up in the Kangra Valley and thereby there is less snowfall and less volume of water in the 'Khads' passing in and around Palampur Area. Moreover, it is also being felt that lot of flash floods, cloud bursts and landslides are frequently striking the valley. In the Monsoon season of the year 2001 A.D., lot of destruction was witnessed near Baijnath. people interested in wildlife and species of fisheries can observe rare species only found in and around Palampur, which are facing extinction. Three main components of physical environment namely mountains, rivers, vegetation and wildlife are under threat. Exploitation of natural resources is fast taking place. There is an indifferent attitude of development agencies towards physical environment.

Linear Bazaar started developing towards the south of Municipal office to the site where at present new Bus stand is under construction. Another sizable development has taken place near the Maranda-railway station, almost 3 kms south west of Palampur. Recently for the last 4-5 years, development has started moving towards Dharamshala Road and Neugal Khads as well as across the Mol Khad where University, Cantonment and ICSIR complexes got established.

Looking at the structure of built-up area, one can derive that one congested node of mostly 3-4 storey buildings, with narrow zig-zag lanes, poor sanitary conditions, unhygienic drains, polluted streets, haphazardly cramped houses and structures got huddled together in a radius of about 500m, with its centre near Subhash Chowk. This is the most sensitive and congested area of town. This fact is obvious from building use and commercial intensity maps. This built up area has a lot of old buildings like church, school and most of the shops are near local Gurudwara. These old buildings have a typical style of architectural design which appears to be synthesis of hill and British architecture. The area warrants deconcentration.

5.5 SPATIAL DISTRIBUTION OF BUILTUP AREAS :- Other important concentration is emerging toward the Bandla where intention of Private developers/real estate developers appear to develop various resorts along Bandla Tea estate, keeping in mind back-drop of the

Dhauladhar range. The way development is taking place, it appears that so on the area would get cramped, since proportionate infrastructure in terms of parks, gardens, wide roads and other facilities required for tourists is not being planned and developed. It appears to be funny how a road varying in width from 4m to 5m shall be able to meet the future traffic requirements.

Other development worth to note is the site on Dharamshala road where colony of Housing Board has been developed recently. This area has to be planned and developed considering the closeness of mountains across Neugal Khad and the 'Khad' itself. The third area is along National Highway and railway line. This area has been developing quite recently where Roudi, Maranda, Bagupper and Banghyar villages are developing fast.

Across Mol Khad, University, ICSIR complex and cantonment have emerged besides another Housing Board colony. Over there though in terms of visual and physical structure, this development across Mol Khad appears to be separate entity, but practically for all kinds of physical infrastructure and the requirements, it depends upon Palampur Municipal Area. Keeping in view this aspect, there is need to develop the area on integrated basis by providing more infrastructure therein, in order to balance it with proportionate development of residential areas.

Depleting Green Cover including forests and development in prime location like old Bazar around Dharamshala State Highway-National Highway junction, Maranda and ribbon development along the highways on the other, are vital environmental concerns. Whether trade or commerce, residential or community uses, all are over burdening the already existing narrow roads and the carrying capacity of town has already exhausted. The revival of circulation network is, therefore, a vital task. Its integration with other uses and surrounding area call for well thought of strategy and vital planning input.

CHAPTER- 6

DEMOGRAPHIC CHARACTER

6.1 As per 2001 census population of Palampur Planning Area is calculated as 31893 persons. The Socio-economic analysis has been made on the basis of primary sample survey conducted on 1170 questionnaires, by the School of Planning and Architecture, Guru Nanak Dev University(GNDU), Amritsar, for entire Planning Area, except Cantonment, University and ICSIR complex. Whereas, 100 percent survey has been conducted for Existing land use, industry, education, health, veterinary, recreational, institutional, Govt. Offices etc., 20% sample taken for demographic, socio- economic, housing, commercial and tourist accommodation aspects.

6.2 POPULATION GROWTH :-The population of Palampur Planning Area increased from 22781 persons in 1991 to 31893 in 2001, recording a decadal growth rate of 40 %. It is anticipated that population of Planning Area at the rate of 45% and 50% during the decades of 2001-11, 2011-21 is likely to increase to 46245 and 69368 or say 70000 respectively.

Table 6.1 Growth of Population in Planning Area.

Year	Population	%age Growth rate
1991	22781	-
2001	31893	40
2011	46245	45
2021	70000	50

6.3 SEX RATIO AND AGE STRUCTURE :-In Planning Area for every 1000 males, there are 925 females. However the district has 1027 females per 1000 males. Out of total population, 51.89 percent are males and 48.11 percent females. It shows male selective migration to Palampur as well as other urban areas in the district.

Whereas 5.47% population is less than 5 years old, requiring mother care nurseries and tot lots, the 21.36% population is in the age group of 6-18 years requiring schools, playgrounds, theme parks etc. The 63.17% population is in the age group of 19-58 years, which requires facilities for higher learning like higher secondary schools, colleges, industrial training institution, professional courses like information technology, computer applications, management, engineering and medical technology, education besides, fine arts, commerce and social sciences. This is the age group which requires employment after approximately 25 years of age. It being in population reproductive age group has to be provided with family planning and welfare schemes to control the population. The 10% population is in 58

years and above age, implying that most of these people may be leading a retired life or may be old age farmers/workers. For this age group, old age facilities and some hobby centres, reading rooms etc. have to be provided.

TABLE 6.2- AGEWISE CLASSIFICATION

Age(in years)	No	%age
0 to 5	297	5.47
6 to 18	1160	21.36
19 to 58	3430	61.17
58 & above	542	10.00
Total:-	5429	100.00

6.4 MARITAL STATUS AND LEVEL OF EDUCATION :-

Whereas, married people are 54.33%, bachelors are 42.56%.The 52.32% population has received education upto higher secondary college level or in Technical institutions. The 32.91% population has re education up to middle school level. Only around 14.77% population has not received any education. The higher education by majority of population is on account of location of oldest school in the region and establishment of Agriculture University, Colleges and ICSIR Complex in the Planning Area.

TABLE-6.3 EDUCATION STATUS

Education Status	No.	%age
Primary	923	17.00
Middle	864	15.91
Higher	1293	23.81
College	1428	26.31
Technical	119	2.20
Nil	802	14.77
Total	5429	100.00

6.5 DISTANCE AND TRAVEL MODE FOR EDUCATION

:-Whereas, 59.54% educational centres are at a distance of less than 2 kms, 40.46% centres of learning more than 2 kms. Major portion of 61.61% students walk to their schools and colleges and 38.39% are using cycles, two wheelers, four wheelers and buses.

TABLE-6.4 MODE USED FOR WORK

Mode	No.	%age
Walking	552	61.61
Cycle	10	1.12
Two Wheeler	24	2.68
Four Wheeler	33	3.68
Bus	277	30.91
Total	896	100.00

6.6 DISTANCE AND TRAVEL MODE FOR WORK:-

Around 43.13% work areas are located at a distance of less than 2 kms and 56.87% work areas more than 2 km distance. The 61.61% people are going to the work areas on foot. Out of 38.39% people using different modes of transportation to reach different work areas, bus mode account for 30.91%.

6.7 OCCUPATIONAL STRUCTURE :-Percentage and

proportion of workers in primary, Secondary and Tertiary sectors account for 32.61%, 7.63% and 59.76% respectively. There is dominance of business and service. A good number of State Government Employees have settled at Palampur after retirement. They comprise of defence and other paramilitary personnels as well.

TABLE-6.5 OCCUPATION

Occupation	No	%
Agriculture	615	32.61
Industry	144	7.63
Business/Service	1127	59.76
Total	1886	100.00

6.8 ANTICIPATION OF WORK FORCE:-It is anticipated that

there will be a work force of 25200 by year 2021. Whereas percentage of primary workers is likely to reduce, the percentage of secondary workers in industry is likely to increase in view of potential of Palampur for Agro and Horticulture based units on one and technology based environment friendly units on the other.

TABLE –6.6 ANTICIPATED WORK FORCE IN ECONOMIC ACTIVITIES

Description	2001	2011	2021
Primary sector workers, Percentage to the total workers and number	3075 (32.61%)	4853 (30%)	7056 (28%)
Secondary sector workers, percentage to the total workers and number	720 (7.63%)	1618 (10%)	3780 (15%)
Tertiary sector workers, percentage to the total workers and number	5636 (59.76%)	9707 (60%)	14364 (57%)
Total workers	9431	16178	25200
Total population of Planning Area	31893	46245 (45%)	70000 (51.37%)
Percentage of workers to total population	9430 (29.57%)	16178 (34.98%)	25200 (36.00%)

6.9 FAMILY SIZE

The family size in Palampur has been classified into three groups, families having less than 3 members, 3-5members and above 5 members. The 9.40% families have members, less than 3 and 63.68% families have members between 3-5. However 26.92% families have family members more than 5. Around 73.08% families have upto 5 members in each family.

Table-6.7 Family Size

Family	No.	%age
Less Than 3	110	9.40
3 – 5	745	63.68
Above 5	315	26.92
Total	1170	100.00

6.10 MIGRATION AND ITS CAUSES :- The 93.93% people are local and 6.07% are migrants. Whereas 70.43% have migrated for employment, 23.94% have moved to avail facilities in the town. The 5.63% have migrated because of other miscellaneous reasons, may be because of poverty prevailing in the rural areas. About 40.85% of migrants have moved into the town just within last 5 years and rest migrated before 5 years. The ratio of migration is very less. Service and business sector employment is the main cause of migration. In migration is picking up because of establishment of more institutions like Agriculture University, ICSIR complex etc.

TABLE-6.8 LOCAL / MIGRANT

TYPE	No	%
LOCAL	1099	93.93
MIGRANT	71	6.07
TOTAL	1170	100.00

6.11 HOUSE OWNERSHIP STATUS :-Out of sample of 1170 houses for establishing ownership status of the families, 194have not responded. Out of the rest 976 who responded, 881 were owning the house reflecting 90.27% and 9.73% are the tenants.

6.12 STATUS OF FAMILIES :-In Palampur, 92.31% families have T.V., 58.03% have fridges, 35.38% have washing machines, 56.50% have telephones and 12.99% have heat convectors. Most of the families surveyed are enjoying good economic status in the community. The 53.59% families don't have vehicle and 45.13% families have scooter or car indicating that in the present day social set up automobiles specially 2

wheelers are emerging as basic requirement of a family. There is a very limited role of animals in pursuits of families. Only a few families have goats and sheep. A majority of 96.15% families don't own animals.

TABLE-6.9 VEHICLE OWNED

TYPE	No	%age
NIL	627	53.59
CYCLE	13	1.11
SCOOTER	331	28.29
CAR	197	16.84
ANY OTHER	2	0.17
TOTAL	1170	100.00

CHAPTER-7

HOUSING

7.1 HOUSING STATUS:-The 24.14% families have less than 100 sqm as plot area. Families having plot area of 101-250 sqm are 28.06%. Approximately, 47.80% families are living in plot size bigger than 250 sqm.

Table-7.1 Plot Area

Area (Insqm)	No	%
0-100	252	24.14
101-250	293	28.06
251-500	259	24.81
500 & above	240	22.99
Total	1044	100.00

Table-7.2 Covered Area

Percentage of plot area	No.	%
Less than 50	151	14.46
51-75	111	10.63
75 Above	782	74.91
Total	1044	100.00

The 65.04% houses have been constructed during the last 30 years. The 34.96% houses are however, more than 30 years old. As the area in vicinity of old Bus Stand has old houses alongwith narrow lanes and the same is witnessing problems of congestion etc., there is need for undertaking redevelopment scheme.

The 81.99% houses have approved plans. A few people are not conscious about planning and are violating the construction norms to get their houses approved by competent authority one way or the other.

Table-7.3 Year of Construction

Year	No.	%
0-5	116	11.11
5-10	146	13.99
10-30	417	39.94
30 & above	365	34.96
Total	1044	100.00

Whereas, majority of **98.45 percent houses have upto 3 storeys**, only 1.55% have more than 3 storeys. The 77.04% houses have 2 or more rooms and only 22.96% houses have single room each. The 28.06% houses are without bathrooms. About 54.79% houses have one bathroom and 17.15% have more than one bathroom.

Table 7.4 No. of Storeys

Storey	No.	%age
Basement	25	2.40
G	240	22.98
G+1	479	45.86
G+2	284	27.21
G+3	11	1.05
G+4	5	0.50
Total	1044	100.00

**Table 7.5 No. of Rooms
Bathrooms**

No. of Rooms	No.	%age
1.	240	22.96
2.	157	15.03
3.	198	19.00
4.	234	22.41
5.	096	11.40
More than 5	119	11.40
Total	1044	100.00

Table 7.6 No. of

No. of Bathrooms	No.	%age
Nil	293	28.06
1	572	54.79
2	124	11.88
More than 2	55	5.27
Total	1044	100.00

The 29.60 % houses do not have latrine at all. They are defecating in surrounding fields. The 26.44% houses have dry latrines. Latrine water of houses at higher altitude is over spilling or draining or lower reaches and people at lower level are using even contaminated water.

Table-7.7 Type of Latrine

Type of Latrine	No	%
Nil	309	29.60
Dry	276	26.44
Flush	459	43.96
Total	1044	100.00

7.2 Solid Waste: The 43.20% houses have dustbins for solid waste disposal. The remaining households are throwing their rubbish either on streets or in nearby areas. Whereas 42.82 % houses generate garbage 0.50 Kg. To 1.00 Kg. each, 53.83% houses have generation of garbage above 1.00 Kg. each.

Table-7.9 Solid Waste Disposal Garbage

Source	No	%
Dustbin	451	43.20
Street	259	24.81
Any other	334	31.99
Total	1044	100.00

Table –7.10 Quantity

Quantity(In Kg)	No	%
0-0.50	35	3.35
0.50-1.00	447	42.82
1.00 and Above	562	53.83
Total	1044	100.00

7.3 Condition of Houses : About 70% houses have poor condition and about 30% houses have good condition. Houses with good building condition are primarily in two colonies developed by Housing Board recently. Some scattered individual houses of local businessmen and owners of Tea Estates here and there have also good condition. Most of the houses are scattered in an unplanned and haphazard manner with more concentration in North-West of Town. More concentration of hotels in North-West may affect the view of the mountains, pollute the drainage systems, ‘Kuhls’ and other water bodies which might be an onslaught of commercialisation, compelling local tea estate owners to sell their tea gardens for hotels, resorts and other more profit making pursuits.

7.4 Built-up area Intensity:The six girds around bazaar in Palampur have built up intensity ranging between 32%-59% . In Sughar, Aima, Bandla and Kohli villages, built-up intensity is ranging from 8% to 59%.

Table-7.11 Built-up Area Intensity

Percentage of Intensity	Area (in sqm)	Percentage
0	15.83	60.21
0-8%	7.07	26.89
8%-16%	2.20	08.37
16%-32%	1.04	03.96
32%-59%	0.15	00.57
Total	26.29	100

Built-up intensity more than 32% is likely to have two implications:-(i) In such scattered and low intensity development, it is very difficult to provide better transport network.

(ii) Because of low intensity of development, making provision of infrastructure such as water supply, sewerage, electricity, telephone, parks and open spaces shall be a very expensive proposition.

7.5 Residential Intensity: Assuming housing as a major component, residential area intensity is used as synonymous to housing intensity. The concentration of area with 5% to 50% residential intensity, correspond well with commercial area intensity, as areas of high commercial intensity are along the main bazaars, streets and highways. Passing through Planning Area and Palampur Nagar Parishad area, housing intensity in three grids is ranging in between 20% to 50% built up area.

Table 7.12 Residential Intensity

%of grid area total	Are (in sqm)	%age
0	16.44	62.53
0-5%	6.17	23.47
5%-10%	2.17	8.25
10%20%	1.39	5.29
20%-48.3%	0.12	0.46
Total	26.29	100.00

7.6 Anticipation :At the rate of average family size of five, there are 6379 families residing in the Planning Area, as per survey of 2001. It is anticipated that @ 5 persons/family by 2021, there will be 14000 families. Thus, there will be 7621 additional families, say 7600 families to be accommodated in residential areas. As the Planning Area has 295.09 hectares residential area, there is a residential density of 108 persons per hectare. Taking average density of 100 persons per hectare, 700 hectares residential area is likely to be required.

CHAPTER- 8

TRADE AND COMMERCE

8.1 Status of Shops :-Palampur town is vibrating with trade and commerce activity. Besides catering for the surrounding areas, it also caters for the tribal area in the interiors of Dhauladhar range. Most of the shops are retail. However, 14.84% shops are of wholesale dealing in cloth, cement, medicine, fertilizers and pesticides.

Table-8.1 Types of Shops

RETAIL	285	74.23
WHOLE SALE	57	14.84
SEASONAL	14	3.64
SERVICE	2	0.52
ANYOTHER	26	6.77
TOTAL	384	100.00

Table-8.2 Special Shops

TYPE OF SHOP	NO	%
HALWAI	8	30.77
TEA STALL	10	38.46
DHABA	4	15.39
RESTAURANT	2	7.69
OFFICE	2	7.69
TOTAL	26	100.00

Food, fruit and vegetable shops account for 16.14%, general 56.68% and cloth 18.43%.

Table 8.3 Items Sold

ITEM SOLD	NO	%
GENERAL	123	56.68
FOOD	20	9.22
FRUIT	8	3.69
VEGETABLES	7	3.23
CLOTHING	40	18.43
CHEMIST	5	2.30
FURNITURE	8	3.69
JEWELLERY	6	2.76
TOTAL	217	100.00

Whereas, 47.44% shops are owned 52.56% shops are rented. The commercial activity is picking up in town and more house-holds are converting their rooms into shops for rent purpose. The town, however, lacks in well planned commercial activity.

Table-8.4 Year of Establishment

YEAR	NO	%
LESS THAN 5	84	23.66
6-10	121	34.08
11-20	36	10.14
21 AND ABOVE	114	32.12
TOTAL	355	100.00

Whereas, 84.82% shops get customers less than 25 per day in tourist season, just 15.18% shops have more than 25 customers per day. In the off season 9% shops have less than 25 customers per day.

The 69.90% shops have area less than 25 sqm. And 23.30 % shops are in the range of 26-50 sqm. Only about 6.80% shops are in the range of above 51 sqm.

**Table-8.5 Customer Visited
(Tourist Season)**

CUSTOMER VISITED	NO	%
LESS THAN 25	324	84.82
26-50	35	9.16
51-100	14	3.66
101-500	9	2.36
TOTAL	382	100.00

8.2 Physical Aspects of Shops:- The 69.90% shops have area less than 25sqm. and 23.30% shops are in the range of 26-50 sqm. Only about 6.80% shops are in the range of above 51sqm.

Table-8.6 Shop Size

SHOP SIZE (INSQM)	NO	%
LESS THAN 25	267	69.90
26-50	89	23.30
51-100	8	2.09
101-500	7	1.83
500 AND ABOVE	11	2.88
TOTAL	382	100.00

Whereas 66.23% shops have only ground floor, 27.75% have two storeys each. Only 6.02% shops have more than 2 storeys.

Table-8.7 Shop Height

NO. OF STORIES	NO	%
BASEMENT	NIL	0.00
GROUND	253	66.23
G+1	106	27.75
G+2	16	4.19
G+3	7	1.83
TOTAL	382	100.00

The 51.83% shops have no extension to their original plan, where s 48.17% have projections upto 10 feet.

Table-8.8 Shop Extension

LENGTH (IN FEET)	NO	%
NIL	198	51.83
1	55	14.39
2	86	22.51
3	34	8.90
5	4	1.04
10	5	1.63
TOTAL	382	100.00

8.3. Attached facilities and Utilities :- The 58.63% shopkeepers don't have vehicles. Most of the shopkeepers owning vehicles have two-wheelers like scooters or motorcycles.

Table-8.9 Vehicle Owned

VEHICLE OWNED	NO	%
NIL	224	58.63
TWO WHEELER	117	30.63
FOUR WHEELER	37	9.68
HEAVY VEHICLE	2	0.53
LIGHT VEHICLE	2	0.53
Total	382	100.00

About 94.94% vehicles are parked on the footpaths and streets, affecting the movement of traffic on the roads. Most of the shops are not planned. The 40.31% shops have telephone facility. Only 6.02% shops have sewer connections.

PARKING	NO	%
ON FOOTPATH	72	45.57
ON STREET	78	49.37
OFF STREET	8	5.06
TOTAL	158	100.00

The 54.42% shopkeepers dispose solid waste near disposal point and 23.60% in outside drains. This solid waste disposal differing rain chokes the drains. Proper management of solid waste is essential. This data coupled with solid waste disposal of housing sector indicates that town needs a solid waste collection, transportation, disposal/treatment system.

Table-8.11 Waste Disposal

WASET DISPOSAL	NO	%
NEAR DISPOSAL POINT	208	54.42
OUTSIDE DRAIN	90	23.60
OWN COLLECTED	63	16.39
ANY OTHER	21	05.59
TOTAL	382	100.00

Just 6.02% shopkeepers feel that there is problem of parking of vehicles. In fact most of shopkeepers feel that there is no problem. They prefer to stay at the original site for commercial transactions.

Table-8.12 Problem Faced

PROBLEM	No	%
NIL	337	88.22
PARKING	23	6.02
SIZE	4	1.05
STORAGE	1	0.26
PUB. LAV	6	1.57
ANY OTHER	11	2.88
TOTAL	382	100.00

8.4 Commercial Intensity:- The Commercial area is concentrated in the main bazaar of Palampur, which is in a linear fashion. Commercial area intensity in this area is as high as 21%. This concentration of commercial activity is spreading outwardly more along road leading to Dharamshala. The area of high commercial intensity is along the National Highway-20 in the pockets of Maranda, Vanghiar and Tanda Parla. Low intensity commercial activity is scattered in villages of Chimbahar, Sughar, Aima, Tanda, Chowki, Khalet, besides Lohna and Holta villages.

Table-8.13 Commercial Intensity

%AGE OF INTENSITY	Area (sqkm)	Percentage
0	22.68	86.27
0.3%	2.66	10.12
3%-6%	0.46	01.75
6%-12%	0.30	01.14
12%-21.3%	0.19	00.72
TOTAL	26.29	100.00

8.5 Anticipation: By assessing the data of commercial activity, it has been observed that the town is efficiently serving its local population but its service function to surrounding areas such as collection and distribution centre for villages falling in Baijnath, Bhawarna, Panchrukhi and other community blocks hints that the town is not serving its influence area so efficiently. As a result, commercial activity is getting scattered and developing along all major roads, originating from Palampur. Therefore, there is need to develop Palampur as an efficient service centre for villages falling in radius of 30kms. This implies that it has to develop various specialized markets like grains, vegetables, fruits, flowers, fertilizers, cement, steel, poultry products, pesticides, insecticides etc. The town is required to cater for informal commercial activity being carried on footpaths and encroachments.

CHAPTER- 9

TOURISM AND INDUSTRY

Palampur town is blessed with the beauty of nature that provides warmth to tourists. Due to Kashmir problem, the importance of tourist towns of Himachal Pradesh including Palampur has increased. During the peak season about 5000 tourists visit the town in a day.

9.1 Tourism

9.1.1. Tourist Attractions :-Palampur has meerged as one of the favourite tourist destinations during the last decade or so. A tourist is attracted to Palampur because of pleasing climate, lush green, tall and majestic trees, tea plantations, snow-clad mountain range of Dhauladhar where silence of mountain speaks volumes of development in philosophical, historical and cultural thoughts. Here snow-clad white peaks, blue sky and changing red and yellow shades of rising and setting sun create striking

panorama of colourful natural paintings. In such a setting, existence of certain old temples in the surroundings of Palampur display the rich and wonderful built-in heritage of Indian society for which Indians are proud of. Besides the specific tourist attractions in and around Palampur, the simplicity, hospitality, colourful dresses and musical rhythm of the people of Himachal attract both Indian and foreign tourists. The tourist attractions available in and around Palampur can be classified into the three categories namely natural attractions, built-in heritage attractions and institutional attractions.

(i) Natural Attractions :-Palampur provides scenic beauty of the Dhauladhar mountain, alongwith its peaks covered with white snow. During the day, white snow mixes the blue colour of the sky with different shades of sun rays/light and thereby creating amazing and pleasant (to both eyes and mind) pictures, scenery, particularly in the morning and evening, at the time of sun-rise and sunset.

Besides this, the greenery of forests and that of tea gardens on the pleasing undulations (rise and fall) of the ground create lot of enjoyment and rhythm while moving in and around Palampur. The beauty of tea gardens gets further enchanced when one finds Himachal women in their colourful dresses, singing folk songs while plucking the tea leaves.

Bandla segment and Neugal park also fascinate the tourists with their natural richness in terms of contours, water and vegetation. Billing, 20 Kms from Baijnath and about 35 Kms from Palampur is an ideal place for hand/para gliding, where these events are held. This place is regarded as one of the best aerosports place in the world.

Neugal Glacier-considered to be paradise for trekkers, at a height of about 1700 metres is another natural attraction in the Dhauladhar range. Some tourists cross this glacier to reach Holi Valley of Chamba district, situated on banks of the Ravi.

(ii) Built-in Heritage Attractions:-In this category, the area has the following attractions.

1. Vindhya Vasu Temples at a distance of 4 Kms.
2. Baijnath (16 kms from Palampur) having : (i) Temple of "Vaidya Nath"-Lord Shiva which is called as one of the 12 Jyotirlingas
(ii) Mahakal and Mukuteshwar Mahadev Temples near Baijnath.
(iii) Around Baijnath-Bir and Tashijong-two famous Tibetan refugee settlements.
3. Andhretta-house of famous artist Sobha Singh, B.C. Sanyal and Nora Richards. House of Sobha Singh is now a gallery that displays many of his paintings.
4. Near Andhretta-a small attractive village having a pottery and craft centre.
5. Chamunda Devi-On the banks of Baner Khad, about 20 Kms from Palampur, a temple of Chamundaji is visited by thousands of tourists every year from Himachal, Punjab and other northern states of India.

6. Nandi- Keshwar Temple at the back of Chamunda Temple.

7. Mcleodganj, Dharamsala, the abode of His Holiness Dalai Lama and Buddhist pilgrimage centre.

8. The historic fort and Bajreshwari temple, Kangra.

9. Jawalaji Temple, 60 Kms from Palampur is regarded as one of the Hindu's Shakti Peeths. First temple was built in 7th century and later on a gilded dome was added and white gold parasol was installed by Mughal Emperor Akbar.

(iii) Institutional Attractions:- These include the H.P. Agriculture University, ICSIR, Environment Convention centre and Ayurvedic Hospital, Paprola. Vivekanand Regional Hospital under way will be another centre for attraction of its own kind.

9.1.2 TOURIST NODES :-The Tourist nodes around Palampur are as under:-

1. **Dharamshala :** At a distance of 34 Kilometres towards North-West in the lap of Dauladhar, Dharamshala has dominating site alongwith War Memorial, Rock temple at Kunal Pathari, Kangra Art Museum, St. John's Church, Mecleodganj the abode of His Holiness Dalai Lama, Bhagsunag temple, Dharamkot, Dal Lake, Naddi, Kareri, Guna Devi, Triund, Aghonjar Mahadev, Chin Maya Tapovan Ashram etc. Dharamshala and its surrounding area afford a lot to see, enjoy and cherish.

2. **Chamunda Devi:** At an altitude of 800 meters, Chamunda Devi is in midway of Palampur and Dharamshala and has recently acquired wide fame. The Goddess is said to grant boons requested to her. At the back of temple is a cave like scoop where a stone "Lingam" under a boulder represents Nandi Keshwar(God Shiva). It is an enchanting spot with glorious view of the mountains, the Baner Khad, Dadh and Lahla forests.

3. **Gopalpur:-**At a distance of 8 Km. after Chamunda Devi is Gopalpur where the Forest Department has set up a zoo called Dhauladhar Nature Park.

4. **Bajjnath:-**Located at a distance of 16 Km. from Palampur, Bajjnath is in realit, the appellation of the chief temple Shiva Vaidyanatha(Lord of physicians). Legend has it that this is where King Ravana (From the epic Ramayana) supplicated Shiva for a boon of immortality. The linga enshrined in its sanctum is one of the 12 Jyotirlingas in the country.

5. **Masroor :-**Masroor is 26 Km. from Gaggal on Nagrota Surian Link road and is famous for remarkable group of rock-cut temples. They form a group of 15 monolithic rock cut temples in the Indo-Aryan style and are richly carved.

6. **Bir/Billing :-**Located at a distance of 35 Km from Palampur, it is predominantly Buddhist town of Bir known for monasteries and a handicrafts centre. Bir has most salubrious climate and offers good view of colourful fields and tea gardens below the valley. Bir serves as a landing ground for hang/para gliders. Billing is 12 Km. from Bir which is one of the best aerosport sites in the world. The mountain ranges set like an amphitheatre, offer opportunities for high altitude cross country flying for a range of more than 200 Km.

7. **Kangra :-**Kangra town is 18 Km. from Dharamshala. This was the first seat of Raja Sansar Chand II(1775-1823). One of the ancient

capital of powerful hill State- fort of Nagarkot stands as a mute witness to the ravages of conquerors from Mahmood of Ghazni of the Emperor Jahangir and the disastrous earthquake of 1905.

8. **Nurpur :-** Located at a distance of 65 Km. from Dharamshala on Pathankot road, Nurpur is the famous town , named after Nurjahan, the consort to the Mughal emperor Jahangir. It has an ancient fort and a carved God Krishna temple. Nurpur is famous today for its fine pashmina shawls and textiles.

9. **Jawalamukhi :** At a distance of 56 Km. from Dharamshala, here is the famous temple of Goddess Jawalamukhi also called the 'Flaming Goddess' or 'Sher of the flaming mouth'. It lies in the valley of Beas and is built over some natural jets of combustible gas believed to be a manifestation of the Goddess Devi Bhagwati Jawalamukhi. Many people, especially women take a vow that if anything they ardently wish for, is obtained, they will go on pilgrimage to the temple here.

9.1.3 Tourist Accommodation and Facilities:- In Palampur, there are about 20 Government owned tourist accommodations in the form of tourist Bungalows, guest houses and Rest houses. About 20 hotels and five other types of tourist accommodations are also existing. Based on 20% sample, the surveyed accommodations are four, and one respectively. Majority of 66.66% tourists stay only for one day.

The various tourist accommodations normally do not have other facilities i.e. indoor games, cultural facilities, shopping , laundry and banking. These places provide for accommodation only. About 56% accommodations do have attached restaurants and 45% postal facilities. About 80% accommodation have heating arrangement and 99% have public water supply with storage capacity of 10000-20000 litres. Only 22% accommodations have the sewerage connections and 78% have their own tanks. The 33% establishments have their arrangement of garbage disposal through Palampur Nagar Parishad. Only two hotels have arrangement for conducting tours. Majority of places of tourists accommodation have telephone, cable TV connections.

About 45% places of tourist accommodation do not have parking arrangement for vehicles of the tourists staying there.

Haphazard construction of hotels in North- West is likely to affect Neugal Khad in years to come. Such hotels are obstructing the view of mountains and polluting the drainage system . 'Kuhls' and water bodies might be an on- slaught of commercialization compelling local tea estate owners to sell their tea gardens for hotels, resorts and other more profit-making pursuits.

All the surveys related to tourist accommodation reveal that the facilities are neither adequate nor of good quality. Special attention needs to be paid for providing tourist accommodation and facilities-adequate in quantity and good in quality in order to satisfy the tourists.

9.1.4 Anticipation :- It is anticipated that 17500 tourists are likely to pass through Palampur Town. The 6000 tourists are anticipated to

visit various attractions around Palampur. The 4500 tourists are likely to stay in the town.

9.2 Industrial **9.2.1 Industrial Activity :-**At present, there is a tea factory in Palampur Town H.P. Agro sale and Service Centre and a few other service industries to meet the day-to-day needs of people of the town and that of surrounding villages are also existing . These service industries are related to Mustard oil extraction, Flour milling , furniture making , tailoring and stitching. There are only six such units . The total employment in industries including Tea Factory and Agro- based industries is 720. However, daily paid employees are also engaged in this activity.

The industrial activity in the town is of very low order. However, town and the surrounding areas have otherwise high potential for agro based industrial development because of good primary activities in the region like Agriculture, Horticulture, Tea plantation , forestry etc. Being a sub- divisional headquarter and having a nodal location, it has a large influence/ service area. Accordingly, from the market point of view, there is a good potential for service and consumer based industries.

9.2.2. Anticipation :- It is anticipated that percentage of workers in industry is likely to increase from present 7.63% to 15% of the total work force by year 2021. Thus, number of workers is to increase from 720 to 3780 by 2021.

CHAPTER-10

FACILITIES AND SERVICES

10.1 EDUCATIONAL FACILITIES :-Palampur Planning Area has one Govt. Degree College, three Govt. and seven private High/ Senior secondary schools, with majority of them located in Palampur town. Besides meeting the requirements of local population of the town and of villages outside in the planning Area, these educational facilities also serve population of villages beyond planning Area limits. Three such major schools are Saint Paul Senior Secondary School(Est. in 1923), DAV Public School (1983) and Chand Public School (1987) which have students intake of about 1000, 800 and 1100 respectively. About 25% students of these schools are from distance beyond five kms. Majority of these schools do not have proper buildings, space for play ground and other attached facilities.

There is also a college for girls at BA level with student intake of about 300. Also there is an Industrial Training Institute(I.T.I.) for women, established in 1992. At present its intake is about 100 students.

10.2 Medical Facilities :- The medical facilities available in Palampur Planning Area are three small hospitals having beds ranging from 12 to 50, one Health Centre (multipurpose) , one Ayurvedic Health Centre and about ten private clinics, mainly located in the town. Patients come from distance beyond 5 Kms. Some of the private clinics have even special type of diagnostic facilities i.e. X-ray, Ultrasound, etc. Two regional level major hospitals are coming and will provide all sorts of medical services and

facilities in general as well as specialized services to the population of Palampur Planning Area and areas beyond.

There is also one civil veterinary hospital at Palampur having an area of about 5 kanals. It serves surrounding area of 5 kms radius. The building of this veterinary hospital is quite old and is in poor condition.

10.3 Public Services :- There are 6 banks in the town located in main bazar, near old bus stand and near civil hospital. A few branches are in private buildings. Though they have good building condition, they lack parking facilities. There are two telephone exchanges namely the main one located in town and the other at Maranda. Whereas, the main exchange is in the Government building, Maranda Exchange is in the private building. They have capacity of 6024 and 1400 connections respectively. The police station building is in poor condition and require space for parking. Fire station building, located near Mela ground has good condition. Post office is located in heart of the town and has good building condition. However, there is no provision of parking.

CHAPTER-11

BASIC SERVICES INFRASTRUCTURE

11.1 WATER SUPPLY SYSTEM :- The sources of municipal water supply are under-ground water at Bohal and river at Bundla with capacity of 25,000 gallons and 40,000 gallons respectively. The treatment of water is as per the source of water supply i.e. in case of underground, it is limited to chemical, whereas, in case of river, it is both sedimentation and chemical. The respective treatment plant capacities are of the order of 10,000 gallons at Bohal and 30,000 gallons at Bundla.

Table-11.1
Water Supply- Sources, Storage Capacity And Treatment

Location	Type	Capacity of source (Gallons)		Storage (Gallons)	Type of treatment	Capacity of treatment plant (Gallons)
		Min.	Max.			
Bohal	Under-ground	50,000	65,000	25,000	Chemical	10,000
Bundla	River			40,000	Sedimentation chemical	30,000

Source: Executive Engineer, Irrigation and Public Health Department, 2001.

The water supply/ distribution system is through three storage reservoirs located at Lohna, near T- Bud and near Rotary Bhawan. The respective capacities are 30,000 gallons, 25,000 gallons and 10,000 gallons. On an average, supply is for 15 hours daily. The three reservoirs together serve population of more than 5000 of the town.

Table-11.2: Storage Of Water Supply for Distribution

Location	Capacity (Gals)	Storage through	Duration of supply Av Hrs./day	Population served	Year of Const.	Year of last major repair
Lohna	30,000	Pumping and gravity	15	More than 5000 population of the town	1952	1990
Near T-Bud	25,000	-do-	15	-	1952	1986
Near Rotary Bhawan	10,000	Gravity	15	-	1980	2001

Source: Executive Engineer, Irrigation and Public Health Division, Palampur.

For public in general and for those residents who do not have water connections, there are only seven hand pumps installed in the town at different locations but presently only three are in working order. Similarly, four fire hydrants located at different locations are not in working order.

With increase in activities and population, the demand of safe drinking water supply has been increasing. To augment the water supply to meet increasing demand, Govt. has approved the water supply scheme during the IX plan and the work is in progress by IPH department. People are also being motivated to store rain water for general use, an integral part of Government Policy.

11.2 Sewerage and Drainage :-Majority of the houses have septic tanks and only 8% houses have the sewerage connections.

The sewerage scheme of Palampur town is under implementation. This sewerage scheme was proposed in the 9th Plan (1997-2002) of the state, along with eleven other towns of the state. Financial provision has been made every year starting from the year 1997-98 (Rs. 15 Lac) for the purpose.

Besides laying the sewerage network in the town, Govt. has provided subsidies for converting the dry latrines into water borne latrines under the 'low cost sanitation' scheme. The subsidy amount is Rs. 1200/- per unit to general category and Rs. 1500/- per unit for the people of reserve category. Under the 'Rural Sanitation'; there is also a policy to extend financial help of Rs. 1700/- to general category and of Rs. 2000/- to the people of reserve category to construct latrines in their houses/premises.

The drainage of the town is through open drains. Though there is a good slope of drains, they are being choked by rubbish. At places, there are encroachments. Stringent measures against encroachments and overall consciousness of the common masses towards proper sanitation are the areas of vital concern today.

11.3 Electricity Network :The area of Palampur Division of the State Electricity Board has been divided into three Electricity Supply Divisions (ESD) namely:

ESD No.-I and ESD No.-II for Palampur and ESD Maranda.

There are three Power Substations in the area.. Their capacities are as follows:

1. 132/33 KV Dehan = 2 x 16 MVA =32 MVA
2. 33/11 KV Dehan = 2 x 4 MVA =8 MVA
3. 33/11 KV Dehan = (i) 2x 4 MVA = 10.5 MVA
(ii) 1x 2.5 MVA

The total number of electric connections is 5405, 715 and 1760 connections in the ESD-1 Palampur and ESD-H Palampur and ESD (Maranda) respectively with total supply of 5738.219 KW, 1010.741 KW and 2389.148 KW respectively. The pending applications for electricity connections in the respective divisions are only 117,48 and 54.

Table 11.3 : Division Wise Electricity Connections And Demand

Type	Total	
	Connections	Pending
Residential	6854	112
Commercial	927	65
Hotels	7	-
Institutional	25	-
Industrial	60	2
Public	7	-
Total Connections	7880	219
Total Supply (kw)	9136.111	-

Source: Executive Engineer, H.P. State Electricity Board, Division, Palampur.

11.4 Telephone Network :-Palampur Planning area is well served by telephone network. There are two telephone exchanges namely Palampur Main Exchange and Telephone Exchange at Maranda.

The total capacity of these exchanges is 6024 and 1400 respectively. The capacity utilization at present is 5800 (Urban-2400 and Rural-2400) and 1100 (Urban-600 and Rural-500) respectively.

As per Telephone Department, within 3-5 years, Bhartiya Sanchar Nigam Limited (BSNL) will introduce Mobile services.

11.5 Solid Waste Disposal :-Average per capita solid waste generated is about 0.5 Kg/day. Accordingly, the total solid waste generated is about 2000 kg/day for the town's population of 4006 (as per 2001). Adding to this the solid waste generated by the tourists through hotels by industries and commercial establishments say 50% of town garbage, the total waste generated in the town is of the order of 6000 Kg/ day.

For the collection of solid waste, Palampur Nagar Parishad has identified garbage collection points with capacity of 0.50 cum each at different locations near public places, tourist attractions, hotels, markets etc. and placed garbage containers of capacity of 450 cum in Nagar Parishad area. Garbage from these points is cleared daily and carried to the disposal point i.e. near Kale Di Hatti through wheel barrows, tractor-trolley and dumper placer by Nagar Parishad itself.

The garbage is directly disposed on Land/Khad without any sorting/treatment. The Nagar Parishad has adequate arrangements for the purpose of garbage collection, carriage and disposal, the Parishad has employed 20 persons . It has 4 vehicles for the purpose, one each truck (Dipper Type), Tractor Trolley, Jeep (SUMO) and Dumper Placer.

The Palampur Nagar Parishad has been experiencing severe environmental degradation over the past few years, damaging the ecology of the area and threatening human health. The Nagar Parishad is motivating and educating the people regarding problem of garbage in the town .

Nagar Parishad has identified a private land measuring 10-12 kanals between Palampur and Baijnath in village Padhiarkher near Sungal which is 10 Km away from both Palampur and Baijnath. The scheme has been approved by Nagar Parishad as well as by Nagar Panchyat of Baijnath -Paprola. The composting unit is proposed to be setup by the Nagar Parishad under the Solid Waste Management scheme in near future in order to solve this problem.

A comprehensive Solid Waste Management Project has been submitted (under NORAD Project) to the Government which is likely to be approved and after approval of this scheme the problem of garbage will be solved in near future.

CHAPTER-12

GOVERNMENT OFFICES AND INSTITUTIONS

12.1 Government Offices :-There are about 40 different Govt. offices in Palampur Planning Area concentrated mainly in Palampur town. About 70% of the offices belong to different departments of the State Govt. Total employment in these offices is about 1200 persons.. The 33% offices have upto 10 employees and another about 33% have employees in the range of 21-50. About 20% offices have employment above 50 persons. The offices have scattered locations in the town mixing with residential or commercial buildings. Because of scattered locations, there is poor and inadequate interaction among themselves. Majority of the offices are in

Govt. owned buildings but their area/space is limited to 100-500 sqms.. With coverage of more than 75%, they are going high up to three storeys. Many of these offices do not have adequate attached facilities and utilities, particularly the parking facility. It is anticipated that number of employees is likely to double within next 20 years, as Palampur is acquiring an effective role to be played in the regional context. The number of employees is likely to increase to 2500 by year 2021.

12.2 Institutions :- There are two important institutions in Palampur-H.P.. Agriculture University and Institute of Himalayan Bioresource Technology (IHBT-ICSIR).

(i) Himachal Pradesh Agriculture University
:Himachal Pradesh Agricultural University was established on Nov. 1, 1978 by upgrading the undergraduate college (hill campus) of the Punjab Agricultural University, Ludhiana that was set up in 1968.. After reorganization in 1985 this University was assigned specific areas of responsibility, which included agriculture, animal husbandry and home science.. In early 2001, the University was renamed after Ch..Sarwan Kumar, a social worker and politician of Kangra Valley. Presently the University has the following four constituent colleges.

1. College of Agriculture
2. College of Veterinary and Animal Sciences.
3. College of Home Science.
4. College of Basic Sciences

Besides these colleges, there is a separate Directorate of Research which manages its research infrastructure at the campus as well as of the regional research stations and eleven sub-research stations spread all over the state. The University also has a Directorate of extension education that manages extension programme through eleven Krishi Vigyan Kendras located in various districts of Himachal Pradesh.

Infrastructure of Campus : At the main campus at Palampur, the major buildings are Veterinary College, College of Home Science, College of Agriculture Agricultural Engg. Workshop Implement store, Seed Technology Lab., Artificial Insemination Unit, Indoor facility for sick animals, Metabolic Stall, Shed for large animals, Lab-cum-office building for Tea Research, Office-cum-store for Mushroom Project, Farm Women Hostel, Girls Hostel, eighteen Teachers quarters and nine staff quarters, Press Building, Laghu Bachat Bhawan, Canteen for Veterinary College, student centre, shops at the main gate and scooter shed. Six buildings namely are Veterinary College (2nd Block) Agriculture Tech.. Information Centre, Home Science College (1st Floor), Mushroom Project, Scooter Sheds for college hostels and Shed for Post Harvest Tech.. Equipments are at the final stage of completion.

The present strength of students and teachers (2001-2002 session) in the University (College wise) is as follows:

Table 12.1: College-Wise Teachers And Students.

Sr.No.	College	Teachers	Students	Total
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			UG	PG	Phd	
1.	College of Agriculture (12 Departments)	47	114	94	30	238
2.	College of Veterinary and Animals Sciences (18 Departments)	59	158	28	3	189
3.	College of Home Science (5 Departments)	24	52	27	7	86
4.	College of Basic Science (6 Departments)	26	83	27	-	110
-	Total	156	407	176	40	623

Source:- Himachal Pradesh Agriculture University, Palampur.

(ii) Institute of Himalayan Bioresource Technology (IHBT)

This is one of the constituent establishments of Council of Scientific and Industrial Research, Govt. of India. IHBT is engaged in conducting research in the fields of Biotechnology, Biochemistry, Microbiology, Agriculture, Horticulture and Floriculture and in other related fields. Besides research programmes, institution organizes many National and International level conferences and workshops for scientists of India and other Countries.

IHBT of ICSIR has its own huge campus with good number of administrative, academic and residential buildings and large farms for experimentation.

Population of staff, researchers and students of these institutions along with population of cantonment have a bearing on the provisions of facilities and services in Palampur Planning Area, particularly on the town as this population is directly dependent on town for higher level facilities, such as High/Higher Sec. Schools, Colleges, Hospital, Shopping, Banking, Postal facilities etc. Similarly, the visitors to these institutions, particularly during conferences and workshops also visit town and undertake shopping and recreational activities.

Chapter-13

TRAFFIC AND TRANSPORTAION

13.1 Existing Road Network :- Following are the main roads which serve the Palampur Planning Area :-

1. Pathankot- Mandi National Highway No. 20, connecting Palampur with Pathankot and Amritsar on one side and to Mandi, Kullu & Manali through Baijnath on the other side. This is a major road passing through the town and many important commercial, administrative and cultural activities of Palampur are located on it.
2. Dharamshala Road, a State Highway passing through the town. It gets connected to Pathankot -Mandi Road at the centre of the town.
3. State Highway to Hamirpur diverting from NH- 20 at Maranda.

4. Roads to Kandi ,to Chandpur and to Panchrukhi.
5. By pass to NH-20 i.e. Pathankot - Mandi Highway passing through H.P. Agriculture University.

As the town has grown around junctions of these roads, there is lot of regional and local traffic on these narrow roads. The road width is ranging from 2.7 Mts to 10.9 Mts. The sudden variation of width on turnings due to contours, road encroachments by small commercial establishments and unauthorized parking create numerous traffic bottlenecks at different locations. The town is witnessing unprecedented traffic problems. On one hand the built up areas are congesting, on the other the streets are getting narrow. Whereas haphazard constructions are fast growing, narrow Zig-Zag streets are following at a snail's pace. Though the number of automobiles has increased manifold, road width has either remained the same or reduced in many pockets. Traffic bottlenecks are, therefore, common. Road condition is dismal. Parking facilities are far less than required. On-road parking is a common phenomenon. At numerous points on roads, garbage heaps can be seen. The drains, though inseparable part of roads are in deplorable condition. Haphazard landuses are pronouncing the traffic crisis. Ribbon development galloping along roads is choking the roads. In such dwindling scenario, traffic management is a stupendous task. Perspective landuse planning and traffic and transportation planning are therefore, to go hand in hand.

13.2 Traffic Volume :-Traffic volume surveys were undertaken at the following five locations/junctions during the hours 10.00 A.M. to 12.00 Noon and 3.00 PM to 5.00 P.M.

1. Near Bus Stand
2. Junction near Post & Telegraph.
3. Bye-Pass Junction entering Palampur.
4. Bye Pass junction near University Main Gate.
5. Junction at Maranda (Hamirpur junction)

Table – 13.1 Traffic Volume Characteristics

Junction	Two Wheeler		Three Wheeler		Four Wheeler (LV)		Four Wheeler (HV)		Total	
	M	E	M	E	M	E	M	E	M	R
JUNCTION1	699.75 42.13%	595.8 38.16%	79 4.76%	68 4.42%	521 31.37%	437 28.42%	361.2 21.74%	436.8 28.40%	1660.95 100%	1537.5 100%
JUNCTION2	657.75 43.69%	1185.25 54.26%	163 10.83%	156 7.14%	497 33.02%	608 27.83%	187.6 12.46%	235.2 (10.77%)	1505.35 (100%)	2184.45 (100%)
JUNCTION3	317.25 24.73%	196.25 22.44%	5 0.40%	1 0.12%	353 25.52%	232 26.53%	607.4 47.35%	445.2 50.91%	1282.85 100%	874.45 100%
JUNCTION4	347.25 23.98%	285.75 31.57%	9 0.62%	8 0.80%	370 34.15%	309 34.15%	722 49.85%	302.4 33.40%	1448.25 100%	905.15 100%
JUNCTION5	156 31.71%	278.75 28.97%	70 14.23%	52 5.40%	156 31.71%	258 26.82%	110 22.35%	373.35 38.81%	492.00 100%	962.10 100%

Source :- Surveys and Studies conducted under NORAD Project.

Maximum traffic volume at Junction No.1 i.e. near bus stand in the morning hours is 1661 Passenger Car Unit (PCUs) whereas, it is maximum i.e. 2184 PCUs at Junction No.2 i.e. near Post and Telegraph Office in the evening hours.

Because of inner part of the town, the volume of two wheeler traffic is maximum at bus stand and P&T junction, 699.75 PCU in the morning hours at junction 1 and 1185 PCU in the evening at Junction 2.

From the study of Road Geometrics and Traffic Volume it is clear that roads and intersections (Road Junctions) in the town area particularly require engineering improvements and better traffic management including removal of encroachments and unauthorised parking in order to have smooth flow of traffic. The traffic and transportation network being an integrating force to ensure smooth functioning of town however, requires fore-most attention. Ironically, the number of vehicles is increasing, the road width is decreasing. Traffic chaos in town is a present day bitter reality.

13.3 Parking Facilities :- Parking of vehicles, particularly of the private ones, trucks and taxis is a severe problem. The vehicles are parked anywhere on the sides of roads in the town in a haphazard manner, particularly in the central commercial area of the town and near the public places in the morning and evening peak hours. Such unauthorised and haphazard parking reduces the effective width of roads, thereby hindering the smooth flow traffic.

Parking survey was conducted at the following locations for two hours each in the morning and evening i.e. 10.00 AM to 12.00 Noon and 3.00 PM to 5.00 PM.

Table 13.2 : Parking Details in Palampur Planning Area

Sr. No.	Location	Area	Vehicles Parked	
			Three Wheeler	Four Wheeler
1	Near Old Bus Stand (P1) Left	483 M2	10	40
2	near Old Bus Stand (P2) Right	8000 M2	20	30

Generally, either the town has no parking spaces or they are quite inadequate. Incidentally, therefore, roads are used for parking of vehicles by individuals at the cost of enormous inconvenience to the masses. Haphazard parking of trucks in Maranda Area is playing havoc with the mass movement.

There is a need to provide planned parking lots at suitable locations near public places, to be developed, maintained and operated by the Municipal Council on payment basis charges of which can be fixed depending upon the type of vehicle and duration of parking.

Limited parking areas are located in central area of the town. Pressure on these parking lots in already congested areas lead to bottlenecks and traffic chaos. Organised parking space on major arteries in the vicinity of central area are, therefore, inevitable.

13.4 Terminal Facilities :-

- (i) **Railway Station :** Palampur railway station is located at Maranda at a distance of 4 Km. on the periphery of the Palampur Planning Area. The railway line from Pathankot leads to Joginder Nagar. The approximate area of railway station is 1756 M2 and it caters to the terminal requirements of 500 passengers/day on an average.
- (ii) **Truck Terminal :** There is no organised truck stand in Palampur. About 100 trucks are generally parked at Maranda near Railway Station in an unorganised way, primarily along the roads. Space is required to be earmarked for anticipated 200 trucks by year 2007.
- (iii) **Bus Stand :** The main Palampur Bus Stand is on the Pathankot-Mandi National Highway No. 20, just at the entrance of the town near I&PH Guest House. It has an area of about 24000 sq.m. with holding capacity of about 50 buses. On the average, total trips i.e. arrival and departures are about 700/day. The condition of Bus Stand is poor and shabby. It requires to be well planned, developed and maintained.

13.5 Major Concerns: Both horizontal as well as vertical constructions are taking place in the built up areas. Vertical constructions are projecting upon streets storey after storey. The town is growing in an organic manner. The zig-zag revenue “Khasras” are playing havoc with precious land resources. Non implementation of Section 16 C of Himachal Pradesh Town & Country Planning Act, 1977 is resulting unplanned fragments of land holdings which is the root cause of every environmental hazard. As a result, slowly and steadily, zig-zag narrow streets take the shape. These organically emerged streets are not in a position to cater for services infrastructure requirements.

The total number of vehicles has more than doubled over the past 10 years. Roads are full of obstacles like vehicles parked here and there in a haphazard manner, repair activities of workshops right on the roads, projections of commercial establishments, lack of basic amenities inside various establishments/uses for users etc.

The organic growth of towns has played havoc with the traffic and transportation network. Disregard to the community cause, self-centered approach of citizens degradation of human values, lack of civic sense, lack of fear of law-enforcing agencies and undermining of principles of Town Planning are the factors responsible for persisting scenario and plight of traffic and transportation. Roads are being treated as disposal sites by common masses. At places, septic tanks are spilling over and straightway polluting the roads. Even the portable rubbish Bins, provided here and there by the Local body are occupying the effective road width. The builders further add to agony of roads by either stacking construction material here and there. The situation continues to worsen. The community

is required to rise to the occasion. The Local body /Panchayats have to carry this message to every door step. The law enforcing agencies have to follow a stringent course. Perspective planning approach is need of the day for ensuring an efficient transportation network and hazard free town.

In the absence of proper planning and placement of various uses, there are unnecessary trips for petty matters, causing wastage of time, money and energy. Organised categories of landuses like residential activities, industrial, community parks, open spaces, bus and truck stands/terminals are required to ensure optimization of land resources on one hand and an efficient transportation network on the other.

The building activities along roads have increased manifold. Due to non-availability of serviced land in town, constructions are coming up along the transportation lines, emanating from the town. As these structures lack setbacks, various pursuits pertaining to the requisite uses are performed right on the roads.

Chapter-14

Existing Landuse

The Existing landuse of the area was frozen under section-15A of the H.P. Town and County Planning Act on 23-11-1996. The Planning Area was, however, reduced to 13 revenue settlements on 3-7-1998, the existing landuse of which was prepared, notified and adopted after considering public objections and suggestions. Additional 14 revenue settlements have recently been included in the Planning Area, raising the number of revenue settlements to 27. The existing landuse of these 14 revenue villages was prepared and notified for public objections and suggestions and adopted. The landuse wise description of various areas is given in the following paragraphs.

14.1 Residential Use:- It comprises of 295.09 hectares area which works out to 11.48 percent of the Planning Area. The residential areas are generally occupied by one or two storeyed houses. The housing areas are sprawling along the highways around the old town, village 'abadis' and occupying the agricultural fields and tea gardens. The old residential localities are along the National Highway near taxi stand, the new extensions are coming up towards Bandla, Dharamshala and Baijnath sides. Two Housing Board colonies have also come up at Barindavan and adjacent to Agriculture University in organized sector. Residential Use inter-mixed with commercial use is a common phenomenon. Shops on ground floor on the road side and remaining structure for residential purpose is a common sight.

14.2 Commercial Use: Most of the commercial establishments are located along Pathankot-Mandi-National Highway No. 20. The commercial use consists of 6.35 hectares which is 0.25 percent of the Planning Area. The construction of shops along roads emanating from town is a common phenomenon. The 'Khokas' are located here and there.

14.3 Tourism Use: Tourism forms an integral part of the industry. Tea factories are the main industrial units in Palampur Planning Area. An area of 3.18 hectares is under tourism which is 0.12 percent of the Planning Area. The tourist areas are located on northern side of the town at Bandla.

14.4 Industrial Use : Industrial use occupies 2.00 hectares of land which is 0.08% of the Planning Area. This is under the Tea factories and other industrial units. One of the main industry is a Tea Processing Factory which is 3 km. away from Palampur town.

14.5 Public and Semi Public Use : Under Public and Semi-Public Use, the utilities including water supply, sewerage, electricity, telephone establishments and garbage disposal sites comprise of 5.00 hectares area. The facilities comprising of education, health, postal etc. occupy an area of 15.59 hectares. The services including police, fire fighting, banking etc. have an area of 0.15 hectares. Thus, there is 20.74 hectares area under this use. The town does not have cinema hall, proper sports complex, museum, art gallery etc. Facilities to organize seminar, conferences, etc. are either available in some of the hotels like T-Bud or they are organized either in the campus of ICSIR or in the Agriculture University.

The Government and Semi-Government offices have an area of 5.71 hectares. Most of the offices are located on old bus stand-Hotel T-Bud road running in north-south direction. The 25 Government offices are housed in their own buildings whereas 15 offices are in the rented buildings. As the offices generally lack parking facilities, the vehicles are parked on the roads.

H.P. Agriculture University and VIII predominantly ICSIR Complex, which are extra-ordinary functions serving the State as well as Nation spread over an area of 501.15 hectares. The planning and development affairs thereof are being looked into by the respective institutions according to their own Master Plans. Thus total existing landuse under public and semi public use is 527.60 hectares which is 20.53% of the total Planning Area.

14.6. Parks and Open Spaces : The organized Parks and Open Spaces are scarce and presently occupies an area of 0.50 hectares which is 0.02% of the Planning Area. The tea gardens and the town forests are in plenty, in and around the town and the same are serving as green lungs and areas for passive recreation. The town enjoys unique environmental setting. Moreover, there is a park around Neugal Café run by the Himachal Pradesh Tourism Development Corporation (HPTDC), a Holi fair ground in the heart of the town maintained by the Fair Committee (Mela Samitee) and another ground at Aima which is upkeped by the local residents.

14.7 Traffic and Transportation Use: The major roads including National Highway and those emanating from the town as well as those interlinking the different localities have an area 67.14 hectares. The area under-parking is 3.00 hectares, thus, total area under traffic and transportation use is 70.14 hectares, which is 2.73 % of the total Planning Area.

14.8 Agriculture Use : Agriculture land occupies 1473.13 hectares which is 57.32% of the Planning Area.

14.9 Forest Use : An area of 53.07 hectares is under the forest which is 2.06% of the Planning Area.

14.10 Tea Gardens Use : The area under existing tea gardens is 129.69 hectares which comes out to 5.05% of the Planning Area.

14.11 Water Bodies Use : The area under water bodies primarily rivers, nullahas and Kuhls is 9.25 hectares which is 0.36 percent of the Planning Area

TABLE-14.1:EXISTING LANDUSE OF PALAMPUR PLANNING AREA

Sr. No.	Landuse	Area in Hectare	Percentage to Planning Area.
1	Residential	295.09	11.48
2	Commercial	6.35	0.25
3	Tourism	3.18	0.12
4	Industry	2.00	0.08
5	Public and Semi Public	527.60	20.53
6	Parks and Open Spaces	0.50	0.02
7	Traffic & Transportation	70.14	2.73
8	Agriculture	1473.13	57.32
9	Forest	53.07	2.06
10	Tea Gardens	129.69	5.05
-	Total	2560.75	-
11.	Water Bodies	9.25	0.36
-	Grand Total	2570.00	100.00

CHAPTER-15

PROJECTIONS AND REQUIREMENTS

Projections for the Development Plan have been worked out in view of analysis of surveys and studies and the anticipations emanated thereof, on one hand and public aspirations, on the other. Population of Palampur Planning Area is anticipated to increase to 70,000 by the year 2021. As 36 percent of the total population is anticipated to be workforce, there are likely to be 25,200 workers, for whom provision of work areas is envisaged in the Development Plan. Landuse-wise projections and requirements are as under:-

15.1 Residential Use: In order to cater for the requirements of housing for the anticipated population of 70,000

persons in the Planning Area by the year 2021, at the rate of 5 persons per family norm, 14000 dwelling units shall be required. In view of present trend of low residential density, at the rate of 100 persons per hectare, 700.00 hectares residential area is required to cater for the Planning Area population. As 295.09 hectares area is existing, therefore, 404.91 hectares area is additionally required.

15.2 Commercial Use : here are 1910 shops in the Planning Area. In view of increase in number of tourists and projected population it is anticipated that 3450 shops shall be required by the year 2021. The land required for additional shops @ 40 M² area per shop which includes parking and circulation area also works out to 13.80 hectare. Beside this, an area of 3.00 hectares is required for Wholesale Ware Housing activity. Thus total requirement works out to 13.80 hectares + 3.00 hectares=16.80 hectares. As existing area under commercial use is 6.35 hectares, therefore, total additional requirement works out to 10.45 hectares.

15.3 Tourism Use : In order to cater for the anticipated 4,500 tourists in a day during the peak season by the year 2021, land required @ 40 m² area per tourist works out to 18.00 hectares. As 3.18 hectares is existing area under tourism use, therefore, 14.82 hectares land is the additional requirement.

15.4 Industry Use : In order to cater for the requirements of anticipated secondary work force of 3780 workers, @ 50m² area per worker, an area of 18.90 hectares is required for industry by the year 2021. As 2.00 hectares is existing area, therefore,16.90 hectares additional area is required to be provided.

15.5 Public and Semi Public Use : An area of 20.74 hectares is existing under utilities, facilities and services. It is anticipated that an area of 29.97 hectares shall be required more for providing various facilities of Regional to Cluster level in the Planning Area by the year 2021 as per requirements calculated below:-

Table-15.1 Requirement of area for utilities, facilities and services in 2021

Sr. No.	Facility	Standards of population /unit	Future requirement (No.)	Unit per hectare	Total Area in hectares
1	2	3	4	5	6
1.	Postgraduate degree college	Regional level	1	3.00	3.00
2.	B.Ed. College	Regional	1	1.00	1.00
3.	Polytechnic	Regional	1	2.0	2.00
4	J.B.T School	Regional	1	1.75	1.75
5	I.T.I.	Regional	1	1.00	1.00
6	Senior Secondary School	10000-15000	1	1.50	1.50

7	High School	5000-6000	1	1.00	1.00
8	Primary School	2000-2500	1	0.40	0.40
9	Nursery School	two in each sector	16	0.10	1.60
10	Allopathic Hospital	Regional	1	2.50	2.50
11	Ayurvedic Hospital	Regional level	1	1.50	1.50
12	Primary Health Centre	Sector level	1	0.40	0.40
13	Veterinary Hospital	Regional level	1	1.00	1.00
14	Sector Park	Sectoral level	8	0.40	3.20
15	Local Park	Cluster level	-	0.10	-
16	Cinema	8000-10000	1	0.20	0.20
17	Library	Regional	1	0.40	0.40
18	Reading room	Sector level	8	0.01	0.08
19	Community hall	Sector level	8	0.10	0.80
20	Auditorium	Town level	1	0.30	0.30
21	Stadium	Town level	1	1.50	1.50
22	Club	One for two sectors	4	0.04	0.16
23	Museum	Regional level	1	1.00	1.00
24	Swimming pool	Town level	1	0.40	0.40
25	Post & Telegraph office	Town level	1	0.10	0.10
26	Sub-post office	Sector level	8	0.01	0.08
27	Telephone exchange	Town level	1	0.10	0.10
28	Electric sub. Station	One for two sectors	4	0.10	0.40
29	Police station	Town level	1	0.40	0.40
30	Police Post	Sector level	1	0.20	0.20
31	Fire station	Town level	1	0.40	0.40
32	Petrol & Diesel filling station	One for two sectors	4	0.40	1.60
-	Grand Total	-	-	-	29.97

It is anticipated that number of workers in the Government and Semi-Government Offices is likely to increase to 2500. At the rate of 30 m² space requirement for each employee, 7.50 hectares area is required to cater

for requirement of employees. As 5.71 hectares is existing area, therefore, 1.79 hectares additional area is required for re-densification of Government land and complexes by way of re-development to ensure optimum utilization of scarce resources. The existing Government and Semi Government offices along Bandla road as well as at other locations in the town have adequate space. Presently there are single or double storeyed constructions in their premises. In order to cater for requirements of future, it is proposed to create additional floor space. Provision for parking is to form an integral part of planning and design of office complexes.

The existing area occupied by State as well as National level institutions like Himachal Pradesh Agriculture University, ICSIR Complex is 501.15 hectares which is sufficient and it is anticipated that no additional area shall be required by the plan period i.e. 2021.

In view of above total area under Public and Semi Public Use works out to 559.36 hectares, out of which existing area is 527.60 hectares i.e. (utilities 5.00 hectares+ Facilities and Services 15.74 hectares + Government and Semi Government 5.71 hectares + Institutions 501.15 hectare) and additional area required is 31.76 hectares i.e. (Utilities, Facilities and Services 29.97 hectares + Government and Semi Government Offices 1.79 hectares).

15.6 Parks and Open Spaces Use : The town lacks in organised parks and open spaces. Local Parks at Cluster level and open spaces are, therefore, required to be developed. At the rate of standard of 0.30 hectares per 1000 population, 21.00 hectares land is required to cater for population of the Planning Area by the year 2021. As 0.50 hectares area is existing ,therefore, 20.50 hectares area is more required.

15.7 Traffic and Transportation Use : An area of 70.14 hectares is under the existing transportation network. Town level, inter-sectoral, sectoral and cluster roads are required to be developed in the Planning Area. An area of 3.00 hectares is required to cater for requirement of parking for 200 trucks by the year 2021. The new bus stand has already been established and the same is sufficient to cater for the requirements by the year 2021. However, a regional bus stand in Palampur Valley is required to be established outside the Planning Area. Parking requirements of each Land Use Zone have to be met with locally. In order to cope up with the traffic pressure in existing congested town, sizable parking lots to cater for two times of traffic volume by the year 2021, are required to be provided, at outskirts of the existing town, along major Highways.

An additional area of 26.86 hectares is required for proposed new roads to be constructed with in the Palampur Planning Area. The length of new proposed roads is 16.00 km. Thus total additional land required under Traffic and Transportation Use works out to $3.00+26.86=29.86$ hectares.

15.8 Agriculture Use : An area of 529.20 hectares as shown in table 15.2 below is the additional requirement under different uses which shall be met out of 1473.13 hectares of existing Agriculture Use.

15.9 Forest Use : The land under Forest Use i.e. 53.07 hectares shall remain as such.

15.10 Tea Gardens Use: The land under Tea Gardens Use i.e. 129.69 hectares shall remain as such.

15.11 Water Bodies Use : The land under Water Bodies i.e. 9.25 hectares shall remain as such. The total additional area requirements are summed up as under :-

Table:- 15.2 Additional area requirement for Urban uses

Sr. No.	Description	Existing Area (in Hectares)	Additional Area (in Hectares)
1	Residential	295.09	404.91
2	Commercial	6.35	10.45
3	Tourism	3.18	14.82
4	Industry	2.00	16.90
5	Public and Semi Public	527.60	31.76
6	Parks and Open Spaces	0.50	20.50
7	Traffic and Transportation	70.14	29.86
8	Agriculture	1473.13	-
9.	Forest	53.07	-
10.	Tea Gardens	129.69	-
11.	Water Bodies	9.25	-
	Total	2570.00	529.20

CHAPTER-16

DEVELOPMENT PROPOSALS

16.1 The Development Plan caters for three levels namely the Municipal Area, Planning Area and Influence Zone with a radius of about 30 kilometres. It envisages for the requirements of population of Planning Area, dependent regional population and tourists during peak season. The proposals have been finalised in view of community aspirations, effective role of local bodies, and by inculcating the participatory approach of private and public sectors. The Development Plan is contemplated as a document of common man, a document of the public/community and that of the local bodies, authorities and the Governance.

16.2 Allocation of developable land for different uses to meet with the requirements for the next 20 years i.e. upto the year 2021 is made and proposed land-use structure devised accordingly. The various landuses have been proposed keeping in view the availability of developable land in each sector, holding capacity in terms of population and activities, existing landuse of the area, development potentials, conformity of landuse of its surrounding areas, threshold population for facilities, locational attributes of amenities, site characteristics, convenient distance of work areas from residential area, land values etc.

Out of 2570 hectares of land within Planning Area, 1434.06 hectares (55.80%) is proposed for urban uses whereas 1135.94 hectares of land (44.20%) has been retained under Agriculture, Forest, Tea Gardens and Water Bodies uses. The 700 (27.24%) hectares is proposed for low density residential use. As the Government land is scarce, entire infrastructural development including roads, facilities, services etc. has to take place on the land of individuals, in accordance with population of the area, topographical conditions and potentials and propensities of land. The land owners, however, resists for any sort of proposal for community uses and compel the authorities to change the proposals. Approach of negotiated proposals has, therefore, been envisaged in the Development Plan. Further detailing of proposals will have to be done in accordance with prescribed zoning and sub-divisions regulations by the local bodies in primarily built up areas, the Revenue Department and the Development Authority through restricted land acquisition, land pooling reconstitution mechanism involving land owners in the new areas.

Uses pertaining to various economic activities alike trade, commerce, tourism, posh industries and income generating amenities have not adequate sustainability, if they are segregated and provided separately in patches. A tug of economic war is going on in the area occupied by various economic pursuits and they are in search of permutation and combination of set of activities on the subsequent floors. Similarly, facilities and services alike schools of lower order, nursing homes, banks, telephone exchange and other financial institutions can be well run on the first or second floors of pre-dominant economic activities' areas. On the contrary though Government and Semi-Government Offices, Postal Facilities, Police Service etc. are essentially needed by the town and sectors, they do not find any viable placing on the ground and thus have answer for their establishments on the subsequent floors of the buildings meant for economic activities. The Development Plan, therefore, addresses the central and local activities for town level/regional and sectoral pursuits respectively. The related requirements thereof including parking, parks, open spaces and circulation network are to be detailed out in view of the local setting in accordance with the prescribed zoning regulations.

16.3 Residential Use: On the basis of residential density of 100 persons per hectare, an area of 700 hectares (27.24 %) has been proposed for the residential purpose. The residential areas are proposed to be developed in north-south direction. Local activities of cluster level enlisted in Table 15.1 alike nursery and primary schools, dispensaries, parks, tot-lots etc. form an integral part of the residential areas and are to be detailed out during the course of preparation of Sectoral Plans and Schemes.

In Palampur Planning Area, as the residential development is envisaged to come primarily on the private lands on one hand and acquisition being not preferred by the land owners, the onus of development of residential areas vest with them. The land owners are to ensure either planned sub-divisions of land pooling and reconstitution of plots and accordingly development therein, ensuring provision of convenient shopping, basic services infrastructure including water supply, sewerage drainage, electric supply, other requisite facilities and services in view of

creation of plots and thereby likely population. The owners may construct houses only for their own purpose without exhausting this process. Predominantly proposed residential sectors are Bandla-Lohna, Aima-Sughar and Differpat-Chimbalhar. The housing areas are proposed to be developed by integrating future work areas and evolving safeguards for tea gardens and forest areas. The proposed housing sectors/clusters are proposed to be developed on the neighbourhood principles of self-sufficiency by making provision of requisite infrastructure therein. The concerned local body/Panchayat will be responsible for ensuring the implementation of basic services infrastructure at local level, by raising the resources through process of undertaking remunerative schemes in the area on land to be got surrendered in its name during the course of Land Pooling and Reconstitution mechanism. In case of bigger chunks of vacant land the same are to be developed by the Development Authority which has to play an effective role.

16.4 Commercial Use : A modernised shopping centre is proposed to be developed alongwith sizable shops and requisite infrastructure, so that it acts as a model for the region. An area of 1.00 hectares is proposed to be developed outside main hub so that the same diverts the attention of potential businessmen from the heart of town. Moreover, the Development Plan envisages to prepare improvement schemes for the existing shopping centre to ensure improvement in environmental quality. A scheme under the programme of Integrated Development of Small and Medium Towns (IDSMT) has already been launched in the central area on the land of Nagar Parishad, Palampur. A total area of 16.80 hectares (0.65%) has been proposed for Commercial Use which includes 10.45 hectares additional area, out of which 3.00 hectares area is proposed for Wholesale Ware Housing near Maranda.

16.5 Tourism Use : Palampur is to continue as a base station for tourists visiting surrounding tourist attractions like Baijnath Shiva Temple, Sobha Singh Art Gallery, Bir, interiors of the Dhauladhar etc and halting place for tourists enroute to Kullu Valley. Alongwith natural heritage and institutional attractions, Palampur provides all sorts of enjoyment and recoument to tourists of various walks of life. Being near to the plains, having rail and road links, it is a destination of average tourists. As majority of tourists accommodation lack basic amenities including parking, it is proposed to provide requisite infrastructure to cater for various economic groups of tourists, domestic as well as foreigners. The development of tourism in and around Palampur call for systematic and planned development, check on encroachments, cleanliness of town, integration and publicity of local as well as surrounding attractions, development of commanding sites for enjoyment of hues of nature, to keep view of mountain and valley free from obstructions etc. The tourists will pass through the town to reach tourist areas proposed at the foot of the Dhauladhar. The overall visual impression of the town is proposed to be geared. The tourism has been allocated an area of 18.00 hectares (0.70%), including 14.82 hectares as additional area for the purpose. It includes the area required for boarding and lodging of future tourists traffic which may come up anywhere within the urbanisable limits of the Palampur Planning

Area alongwith other conforming land uses.

16.6 Industry Use : Out of anticipated requirement of 18.90 hectares (0.74%), for industry, 9.00 hectares has been proposed for technology based clean light industries alongwith other conforming landuses. Rest of the 10.00 hectares land is proposed for miscellaneous industries at a strategic location along the National Highway in the vicinity of Maranda on private grasslands(Ghasani) to accommodate agro based, horticulture and forest based industries in form of organized industrial areas.

16.7 Public and Semi Public Use :The Public and Semi-Public Use includes utilities, facilities, services, Government and Semi Government offices and Institutions. The Utilities i.e water supply, sewerage, drainage, electricity, telephone establishments, garbage disposal etc. and Facilities like education, health, postal, police, fire fighting, banking etc. besides Government and semi Government offices and specialized Institutions like Himachal Pradesh Agriculture University , Indian Council for Scientific and Industrial Research(ICSIR) etc. have been given due consideration for allocation of land for this purpose in the Development Plan. These Institutions have extraneous influence zone beyond the immediate hinterland in the State as well in the Country. These institutions are proposed to be developed through their own mechanism by the respective authorities. These have an adequate space available in their complexes and the Development Plan incorporates their proposals/master plans, as contemplated by these institutions. The existing land under utilities (5.00 hectares), facilities and services (15.74 hectares), Government and semi Government offices (5.71 hectares) and specialized Institutions (501.15 hectares) is 527.60 hectares and additional requirement of 31.76 hectares is anticipated by providing utilities, facilities and services (29.97 hectares) as detailed in Table 15.1 and for Government and Semi Government offices (1.79 hectares) in the Planning Area by the year 2021. Accordingly 559.36 hectares (21.76%) of land is proposed under Public and Semi- Public use.

16.8 Parks And Open Spaces Use: An area of 21.00 hectares (0.82%) has been proposed for organised parks and open spaces which includes 0.50 hectares existing area and 20.50 hectares additional area. The tea gardens and forests in and around the town are also serving as Parks and Open Spaces. Besides this a Botanical and Zoological park has also been proposed in the Neugal Khad.

16.9 Traffic and Transportation Use: Besides existing North-South axis of development of the existing town, another axis from Maranda towards north is proposed to be developed by providing a bye-pass road. Provision for a shorter bye pass to the National Highway traffic from the vicinity of new bus stand has been envisaged.

The Development Plan envisages to provide parking lots on outskirts of the existing built up area to meet with the requirements

of increasing traffic volume on major entry points to already congested town, namely near convention centre on Mandi Road, near factory on Pathankot Road, near SSB Chowk on Dharamshala Road and near Tourist Bungalow on Bandla Road.

An area of 100.00 hectares (3.89%) has been proposed for Traffic and Transportation Use, out of which 70.14 hectares is existing area occupied by roads and parking spaces and 29.86 hectares is additional requirement which includes 3.00 hectares of land for parking of trucks.

**TABLE-16.1 PROPOSED LAND USE FOR PALAMPUR
PLANNING AREA-2021**

SR. NO.	LAND USE	TOTAL AREA (IN HECTARES)
1	RESIDENTIAL	700.00
2	COMMERCIAL	16.80
3	TOURISM	18.00
4	INDUSTRY	18.90
5	PUBLIC AND SEMI PUBLIC	559.36
6	PARKS AND OPEN SPACES	21.00
7	TRAFFIC AND TRANSPORTATION	100.00
8	AGRICULTURE	943.93
9	FOREST	53.07
10	TEA GARDENS	129.69
11	WATER BODIES	9.25
-	GRAND TOTAL	2570.00

CHAPTER-17

PLAN IMPLEMENTATION

The Development Plan contains provision for a projected population of 70,000 people which is anticipated to occupy Palampur Planning Area by the end of year 2021 through period of 20 years. The total area covered within Palampur Planning Area is 2570 hectares. The 53.07 hectares of land covered under Forest, 129.69 hectares under Tea Gardens and 9.25 hectares under Water Bodies has been retained as such. An acute shortage of funds for acquisition of land for public purposes is a great challenge to the administration to ensure a sustainable integrated development pattern. It has, therefore, been proposed to adopt a people's participatory approach for an optimum accomplishment. It will only be possible with the joint efforts of the Development Authority, Nagar Parishad and Gram Panchayats included in the Palampur Planning Area and the Department of Town and Country Planning which is nodal agency for planning in the State.

Out of 2570 hectares Planning Area, additional area required for various uses upto the year 2021 works out to 529.20 hectares. Though Phasing, costing and implementation of Development Plan is to be contemplated by integrating it as part of Five Year Plans and keeping in view development priorities to meet needs of growing population, yet in view of socio-economic dynamics likely to persist after the course of five years on one hand and in consonance with the national policy of preparation of rolling plans on the other, the programme for implementation of each successive phase has to be worked out in view of review at an interval of 5 years time frame i.e. after each phase. For implementation of Development Plan, services and serviced land have necessarily to be developed in view of planning provisions to channelise growth of the town according to the Development Plan. In implementation of this Development Plan, Nagar Parishad, Panchayats and Development Authority are proposed to play an instrumental role. For bulk services, however, the State Govt. is to make allocation either to Development Authority or to infrastructural departments.

17.1.1 Phasing : The Development Plan is a regulatory instrument to guide the development through 20 years. Since it is not possible to clearly foresee the entire scenario with reference to the financial aspects that is likely to emerge over such a long period, therefore, the Development Plan is considered to be a long term policy document which is to serve as a guide for development and must be reviewed every five years to incorporate all the changes on priorities. The first phase is very important as it gives lead to the development pattern that is to be followed in subsequent phases.

17.1.2 First Phase-2002-2006 : First phase of the Development Plan has been proposed to have the following contents:-

1. Preparation of land pooling scheme measuring 10.00 hectares. For preparation of land pooling scheme as well as to execute the provisions contained in the Development Plan, an office of the rank of Assistant Town Planner to be opened at Palampur.
2. To arrange land for construction of internal vehicular roads measuring 26.86 hectares in various sectors by land acquisition and development.
3. Acquisition of land for proposed commercial complex and Wholesale Ware Housing measuring 1.00 hectares and 3.00 hectares respectively.
4. Acquisition of land for proposed technology based clean light Industry measuring 9.00 hectare.
5. Acquisition of 3.00 hectares of land for truck parking.

17.1.2 Subsequent Phases : After review of the implementation process of previous phase the process shall continue as per new priorities.

17.2 Costing :17.2.1 The Plan envisages that the residential development is to be ensured by the land owners by sub-divisions and Nagar Parishad and Panchayats through mechanism of 'Land Pooling and Reconstitution'. The 7.00 metres and 9.00 metres wide roads are to be developed by Nagar Parishad/Panchayats by raising funds from the beneficiaries. Roads with a width of 12.00 metres and 15.00 metres are to be implemented by the Development Authority by raising development charges through implementation and realisation of remunerative uses in the activity zones. However, the cost of arterial roads including bye passes, bulk water and electric supply is to be borne by obtaining funds through plan allocation from the State Government and the same is to be realised subsequently from the beneficiaries.

17.2.2 Major Community Proposals and Costing: The cost of different proposals proposed to be taken under First Phase has been worked out as under:-

Table17.1 Cost Estimate for the First Phase 2002-2006.

Sr. No.	Description	Area (In Hectares)	Rate (In Lacs) Rs.- Paise	Unit	Amount (In Lacs) Rs.- Paise	Remarks
1.	Preparation Of Land Pooling Scheme and administrative expenditure on account of opening of Assistant Town Planner's office at Palampur for execution of the proposals of Development Plan. <ul style="list-style-type: none"> • Acquisition Of Land • Administrative Expenditure 	10.00 -	- Lump Sum	Hectare -	- 0.80*	Acquisition cost not taken into account as scheme to be formulated after arranging land through Land Pooling mechanism.. For opening of an office of Assistant Town Planner at Palampur. * Salary of Staff per month.
2.	Construction of internal roads <ul style="list-style-type: none"> • Acquisition of land • Construction of roads 	26.86 16.00	45.50 14.80	Hectare K.M.	1222.13 236.80	<ul style="list-style-type: none"> • Rate has been taken from H.P. Revenue authorities. • Rate has been taken from H.P. Public Works Department.

3.	Construction of Commercial Complex and Wholesale Ware Housing i.e. acquisition of land . <ul style="list-style-type: none"> • Commercial Complex • Wholesale Ware Housing 	1.00 3.00	47.50 47.50	Hectare Hectare	47.50 142.50	<ul style="list-style-type: none"> • Rate has been taken from H.P. Public Works Department. • Rate has been taken from H.P. Public Works Department.
4.	Construction of technology based light industry i.e. acquisition of land. <ul style="list-style-type: none"> • Industry 	9.00	47.50	Hectare	427.50	<ul style="list-style-type: none"> • Rate has been taken from H.P. Public Works Department.
5.	Parking for trucks <ul style="list-style-type: none"> • Acquisition of land 	3.00	47.50	Hectare	142.50	<ul style="list-style-type: none"> • Rate has been taken from H.P. Public Works Department.
-	Total	-	-	-	2219.73	Or say Rs.2300 Lacs only.

17.2 Financing : 173.1.1: The cost of residential development including road network, sewerage, drainage, electrification, parks, open spaces, parking, local/convenient shopping etc. is to be borne by the land owners either themselves in respect of their land holdings or by way of land pooling and reconstitution mechanism in respect of small irregular holdings of different owners. The benefits likely to occur by way of sale of plots by virtue of enhancement of land values due to planned efforts would be more than sufficient to meet with the cost of development. On the basis of demarcation of plots in view of duly approved sub-divisions/ land pooling and reconstitution schemes by the Director, Town and Country Planning Department, Himachal Pradesh, the land owners may get advance from the likely purchasers for development purposes. The organised commercial complex on 1.00 hectare of land is to be developed by the Development Authority/Cooperative Societies. The Wholesale is to be developed by the H.P. Marketing Committee. The H.P. Department of Industries/H.P. State Industrial Development Corporation will be responsible for development of industrial area. Similarly, the respective Departments/ Government undertakings by raising resources from the beneficiaries will be responsible for development of utilities, facilities and services including water supply, sewerage, drainage electrification, telephone etc at the town level. The Government and Semi -Govt. offices are to be developed by the respective Departments either by raising their own resources or by obtaining funds from the Government. Town and sector level parks may

be developed by the Development Authority by arranging land for the purpose. The Truck parking in vicinity of Maranda is to be developed by the Development Authority by raising funds from the beneficiaries in due course of time, by charged parking.

17.3.2 In case the “Land Pooling and Reconstitution” mechanism does not succeed, the entire Land has to be acquired for implementation of the Development Plan. In such circumstances the cost of land 10.00 hectares to be acquired shall be @ Rs. 47.50 lacs per hectare i.e. Rs. 475.00 lacs and the development cost of the land shall be @ Rs. 2.00 lacs per hectare i.e. Rs. 20.00 lacs. Thus total cost works out to be Rs. 495.00 lacs or say **Rs. 500 lacs**. This will be in addition to Rs. 2300 lacs as estimated under Table 17.1 above.

In view of above explained circumstances the total cost shall be Rs. 2300 lacs+ Rs. 500 lacs = **Rs. 2800 lacs only**.

17.3 Implementation : Besides landowners, Nagar Parishads, Gram Panchayats and Development Authority shall be responsible for creation of serviced land. However, overall control on implementation of proposals of Development Plan in terms of landuse, zoning and sub-division regulations shall vest with the Director, Town and Country Planning Department, Himachal Pradesh. In order to ensure co-ordination, monitoring and effective implementation of Development Plan, a Plan Implementation Committee shall be constituted comprising following members:-

1. Deputy Commissioner, Kangra at Dharamshal	Chairman
2. President, Nagar Parishad, Palampur	Member
3. Executive Engineer, B&R, HPPWD, Palampur	Member
4. Executive Engineer, I&PH Division, Palampur	Member
5. Executive Engineer, N.H. Division, Jogindernagar	Member
6. Executive Engineer, HPSEB, Palampur Planning Area.	Member
7. Divisional Forest Officer, Palampur	Member
8. Sub-Divisional Magistrate, Palampur	Member
9. Regional Manager, HRTC, Palampur	
10. Divisional Tourism Officer, Kangra at Dharamshala	Member
11. Assistant Environmental Engineer, HP Pollution Control Board, Nurpur at Jassur	Member
12. Assistant Engineer, H.P. Housing Board, Palampur	Member
13. Tehsildar, Palampur	Member
14. All Pradhans of Panchayats in Palampur Planning Area.	Member
15. Town and Country Planner/Assistant Town Planner	Member Secretary

To assess achievements of each phase and to orient the Development Plan according to changing needs as well as to cater for unforeseen factors, it is envisaged to review this Plan after completion of period of each phase.

CHAPTER-18

ZONING AND SUB-DIVISION REGULATIONS

18.1 Regulations

18.2 Procedure : (a) The application for development of land to be undertaken on behalf of the Union or State Government under Section 28 and under Section 29 by a local authority or any authority specially constituted under the H.P. Town and Country Planning Act, 1977 shall be accompanied by such documents as prescribed under Rule-11 of the H.P. Town and Country Planning Rules, 1978.

(b) The application for development of land to be undertaken under Section 30 by any person not being the Union or State Government, local authority or any authority specially constituted under the H.P. Town & Country Planning Act, 1977 shall be in such forms along with the specifications sheet and schedule attached with these forms and containing such documents and with such fee as prescribed under Rule 12 of the H.P. Town and Country Planning Rules, 1978.

(c) The application under Section 30 "A" for construction of farm house for agricultural purpose shall be a simple application to the Director for seeking his permission subject to the conditions as envisaged under Section 30 "A" of the H.P. Town and Country Planning Act, 1977.

(d) Apart from above the applicant shall furnish the following additional documents namely:-

- (i) Location Plan in the scale 1:1000, indicating the land in question, main approach roads important physical features of the locality/area, important public buildings like school, Hospital, Cinema, Petrol Pump etc. and surrounding ownership.
- (ii) Site Plan in, the scale of 1:200 indicating the proposed site, approach road, adjoining buildings, the existing sewerage and drainage showing the built up and open area clearly. Site must tally with the shape and dimensions of plot shown in the tatima. Otherwise suitable revenue document supporting/verifying the change in shape and area to be enclosed.
- (iii) Five sets of Plans, Elevations and Sections in the scale of 1: 100 or 1:50.
- (iv) The Architectural drawings duly signed by the Registered Architect/ Planner/ Engineer/ Draughtsman along with his/her address and registration number.
- (v) Copy of Treasury Challan Form vide which requisite fee has been deposited.
- (vi) Latest original Khasra map showing Khasra number of land in question, adjoining Khasra numbers from all sides of plot and approach path with dimensions.

- (vii) Ownership documents such as copy of latest Jamabandi and attested photo copy of Registration deed.
- (viii) In the site plan the distance of electricity line, from development as per Indian Electricity Rules (as amended upto date) in case any electricity line is passing over or nearby the proposed site for development, be shown.
- (ix) A certificate from the Nagar Parishad / Nagar Panchayat and Revenue authority shall be enclosed in support of taking over the land surrendered for development of road or path and designing it as public street as per the provisions of the Himachal Pradesh, Municipal Act 1994 in case own share land is made available by the owner of such land and where no public road or path exists.
- (x) For the plots abutting National Highways, State Highways, bye-passes and other Public Works Department scheduled roads the No Objection Certification (NOC) from Public Works Department shall be submitted as per the format appended below:-

**NO OBJECTION CERTIFICATE FROM H.P. PUBLIC
WORKS DEPARTMENT**

The Himachal Pradesh Public Works Department has no objection on carrying out any development on land bearing Khasra Number _____ of revenue village/ mohal _____ abutting National Highway/ State Highway/ Schedule Road _____ by the owner Sh./Smt. _____ resident of

_____ with respect to the provisions of the H.P. Road Side Land Control Act, 1968 in this behalf as shown in the site plan.

Seal Competent Authority of
H.P.PWD

- (xi) Applicant shall have to submit any other certificate/documents/Plan e.g. No Objection Certificate (NOC) from the H.P. State Pollution Control Board, water and electricity availability certificates from the concerned departments etc. as may be required by the Director. For obtaining NOC from H.P. State Electricity Board, the same shall be submitted as per format appended below:-

**NO OBJECTION CERTIFICATE FROM HIMACHAL
PRADESH STATE ELECTRICITY BOARD**

The Himachal Pradesh State Electricity Board has no objection on carrying out any development on land bearing Khasra _____ Number _____ of revenue village/ mohal _____ under the _____ line by the owner Sh./Smt. _____ resident of _____ with respect to the provisions of Indian Electricity Rules, 1956 inforce in this behalf as shown in the site plan.

Seal Competent Authority of
H.P.PWD

- (xii) Demarcation Certificate from revenue authority shall be submitted.
- (xiii) The structural design of the building at the time of submission of planning permission cases and structure stability certification on its completion shall be submitted.

18.3 General Regulations : The following general regulations shall apply to all development activities in each of the Landuse Zones in the Palampur Planning Area :-

- (i) No building or other structure shall be erected, re-erected or materially altered without the permission of the Director.
- (ii) General land use in the Development Plan has been contemplated for specific uses. However, mixed land use shall not be prohibited unless otherwise a particular land use in hazardous, contiguous in nature to the predominant use and fulfills the regulations fixed for the same at the time of coming into force of these regulations.
- (iii) No yard or plot existing at the time of coming into force of these regulations shall be reduced in dimension or area below the minimum requirement set forth herein.
- (iv) The yards or plots created after the effective date of these requirements shall meet at least the minimum requirements established by these regulations. All the plots registered prior to coming into force of these regulations shall be treated as plots irrespective of their size subject to the condition that 3.00 metres wide path abutting one side of the plot will be the basic requirement. If 3.00 metres wide path is not available at

site and if it is lessor in width then the owner should surrender the remaining area from his plot to make the path 3.00 metres wide.

- (iv) Areas zoned for Public/ Semi Public use and Parks and Open Spaces shall not be built upon in any way or use etc. for any purpose other than parks, play grounds and recreations. These may, however, with the prior permission of the Director be permitted temporarily for a period not exceeding 30 days to be used for public entertainment purposes and shall be removed at the end of the period and shall in no case be permanently erected.
- (v) The height limitations of these regulations shall not apply to all kind of religious places e.g. temples, Mosques, Gurudwaras and Churches etc. provided it is so designed and approved by the Director. The chimneys, elevators, poles, tanks and other projections not used for human occupancy may extend above the prescribed height limits. The cornices and window sills may also project into any required yard.
- (vi) In the public interest and in the interest of town design or any other material consideration the Director may permit change of landuse on specific ground(s) and may relax minimum size/area of plot, plot coverage, set backs, number of storeys and floor area ratio (F.A.R) etc. The decision of the Director shall be final.
- (vii) The existing non-confirming uses of land and structures shall not be allowed in contravention of provisions of Section-26 of the H.P. Town & Country Planning Act 1977.
- (viii) Natural nullahs which passes through land involving division shall be developed and maintained according to discharge of water.
- (ix) Where it is essential to develop a plot by cutting, it shall be the responsibility of the plot owner to provide according to the engineering specifications, retaining and breast walls so that such cutting of natural profile of the land may not harm the adjoining uphill side properties. However, cutting of natural profile shall not exceed more than one storey (3.50) metres in any case having a provision of diaphragm wall for step housing.
- (x) Development proposal for a part of land or Khasra number shall not be considered and proposal for complete land holding shall be submitted even if

planning permission is required for a part of the land holding. For rest of the land, if not proposed to be developed by the owner and also not proposed to be

- (xi) acquired by any authority for any development purpose, the owner shall have to submit an undertaking in this behalf that the rest of the land shall not be sub-divided and shall not be developed upto the plan period of the Development plan.
- (xii) No wall fence and hedge along any yard or plot shall exceed 1.50 metres in height.
- (xii) On a corner plot bounded by a vehicular road in any land use zone, nothing shall be erected, placed, planted or allowed to grow in such a manner so as to materially impede vision to avoid accidents and for smooth running of vehicular traffic.
- (xiii) No planning permission for development shall be granted unless the road/path on which land/plot abuts is properly demarcated and developed.
- (xiv) In case of existing areas the Front and Rear set backs need not to be left and existing buildings line can be maintained provided further that the existing buildings are approved by the local body.
- (xv) In case of plot or land abutting existing road or path, width of the same shall be increased to meet requirements of the Development Plan by getting additional strip of land surrendered by the land owner(s) on either sides of each road or path equitably or in accordance with topography of land and feasibility. Right of ownership of use of such land which is earmarked for path or road shall be surrendered or transferred to the Development Authority or local body by owner(s) of the plot(s) without any compensation for maintenance purpose. The registering authority shall have binding with this provision to effect all registrations as per approved layouts from the Director Town & Country Planning or through authorise officers. In this, registering authority shall be effecting transfer of mutations to Government for surrendered lands for public roads, paths and facilities.
- (xvi) The constructions conferring to the traditional Hill Architecture with conical roof should be encouraged in hilly areas.
- (xvii) Roof slab/chajja projection over door/window openings shall be limited upto 0.45 metres over set backs on all sides.
- (xviii) Maximum height of plinth level shall be 4.00 metres.

- (xix) The set backs shall not be applicable to services like Electric Sub-Station, road side infrastructure/facilities. Such as rain shelters, auto services, landscaping etc. which are specifically permitted by the H.P.Public Works Department on the acquired width of a road with temporary structures.
- (xx) In case of Petrol filling station the layout plan/norms of the Indian Oil Corporation (I.O.C.) shall be adopted. However, on National Highways and State Highways the front set back shall be kept 5.00 metres. If the rear and side set backs are not mentioned in the layout plan of (I.O.C.) then the minimum sides and rear set backs shall be 2.00 metres.
- (xxi) No construction shall be permitted on a piece of land left with buildable width less than 5.00 metres after maintaining set backs with reference to the size/area of plot when the same lies in between the two roads.
- (xxii) Not more than three dwelling units per floor shall be permissible in residential building constructed on plot having an area upto 250m². For plot measuring more than 250m² one additional dwelling unit for every additional 100m² area shall be permissible in each floor.
- (xxiii) Minimum size of different parts of a building shall be as under:-

a.	H abitable Room	Minimum floor area	9.50 m ²
		Minimum width	2.40 m
b.	Kitchen	Minimum floor area	4.50 m ²
		Minimum width	1.80 m
c.	Bathroom	Minimum floor area	1.80 m ²
		Minimum width	1.20
d.	W.C.	Minimum floor area	1.10 m ²
		Minimum width	0.90 m
e.	Toilet	Minimum floor area	2.30 m ²
		Minimum width	1.20
f.	Corridor	For residential	1.00 m wide minimum
		For other uses	1.20 m wide minimum
g.	Stair	(i) For	1.00 m

			residential	wide minimum
			(ii) For Hotel/ Flats/ Hostel/ Group Housing/ Educational Institutions like School, College etc.	1.50 m wide minimum
			(iii) Hospital/ Auditorium/ Theatre/ Cinema Hall	2.00 m wide minimum
h.	Width of treads Without nosing		For residential	25 cm. minimum for internal stair case.
			For other uses	30 cm. minimum for internal stair case.
i.	Height of riser		For residential	19 cm. maximum (15 nos. maximum in a flight).
			For other uses	15 cm. maximum (15 nos. maximum in a flight).
j.	Spiral Case	Stair	In commercial building of three or more storeys, provision of spiral stair case not less than 1.50 m dia with adequate head height other than regular stair case shall be permissible as fire escape in addition to regular stair case.	
k.	Openings		For sufficient air and light the windows and ventilators provided should have minimum area equivalent to 1/6th of the floor area.	

1. Balcony projections 1.20 m wide balcony complete open at two sides with restriction upto 50% of building frontage where minimum front set back is 3.0 m shall be permissible.
- (xxiv) Parking floor shall be allowed on floor which comes at road level, subject to the condition that the height of parking floor shall be 2.30 metres. This parking floor shall be over and above the permissible FAR limits.
- (xxv) In case space as per requirement for parking is available in open over and above the set backs, condition of parking floor shall not be insisted.
- (xxvi) Minimum and maximum height of floor shall be 2.70 m and 3.50 m respectively (for all land uses) and 25% variations in floor heights, if required, for specific functional requirement of an activity shall be permissible with restriction of overall height of the structure.
- (xxvii) Height of sloping roof zero at eaves and maximum 2.50 m. at centre shall be maintained.
- (xxviii) Construction in terraces shall be allowed to have a provision of storeys as permissible subject to fulfillment of F.A.R. provision.
- (xxix) $\frac{1}{3}$ rd area of the top floor shall be allowed as open terrace wherever sloping roof is provided.
- (xxx) Minimum front set back from the line of controlled width of National/State Highways and other H.P. Public Works Department roads (Scheduled roads) falling within the Planning Area limits shall be 3.00 metres except on land included in the inhabited sites of any (village as entered and demarcated in the revenue records or on sites in Municipal notified area or town area that are already built up). The minimum front set back from other roads and Municipal roads shall be 3.00 metres.
- (xxxi) The competency for preparation of structural design and its certification shall be as under:-
- (a) For residential buildings to be = Registered Architect. constructed/ completed on plot area upto 500 M² and upto 3 storeys or 11.00 m. height.

- (b) For buildings
to be = Graduate Civil Engineer
constructed/ completed having minimum 3 years
on plot area upto experience in engineering
500 M2 and upto structure practice with
5 storeys or 16.00m with design & field work
height
- (xxxii) Building shall not be put to use prior to issue of completion certificate by the Director, Town and Country Planning Department in areas falling outside Municipal Corporation/Nagar Parisahad/ Nagar Panchayat but within the Planning Area.
- (xxxiii) The procedure for issuance of No Objection Certificate (N.O.C.) for water supply and electricity connections shall be as under:-
- (a) Temporary = At plinth level.
(b) Permanent = On completion of dwelling unit/floor/whole building.
- (xxxiv) Any No Objection Certificate (NOC) issued by the Town & Country Planning Department shall be liable for withdrawal on breach of terms and conditions of references of the issuance of such NOCs and undertaking to this effect shall be rendered by the applicant.
- (xxxv) No construction shall be allowed within a radius of 5.00 metres from the Forest/Green belt boundary and within a radius of 2.00 metres from an existing tree. The distance shall be measured from the circumference of the tree.
- (xxxvi) Reconstruction shall be permissible on old lines. Any addition, if required, shall be allowed to the extent of 20% of existing built up area of ground floor subject to fulfillment of other planning regulations.
- (xxxvii) No construction shall be permissible above vision line (1.50 metres) on the valley sides of National Highways and State Highways and other major roads to the status of National Highways or State Highways.

18.4 Sub Division of Land Regulations : (i)The Sub Division of land into plots amounts to “Development” under H.P. Town & Country Planning Act, 1977 and as such whenever the provision of the H.P. Town & Country Planning Act, 1977 shall be implemented, no person will

subdivide the land unless permitted to do so as per Rules/Regulations framed under the Act *ibid*.

- (ii) Similarly no 'Registrar or the Sub-Registrar can register any deed on documents of any sub-division of land unless the sub-division of land is duly approved by the Director as per provisions contained under Section 16 of the H.P. Town & Country Planning Act, 1977 and sub division of land regulations as contained in this Development Plan under regulations.
- (iii) The application for sub-division of land shall be submitted as per the procedure laid down under regulation 18.2.
- (iv) The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting sub-division of land.
- (v) The sub-division of land shall be permitted in accordance with natural profile topography (shown on a contour map) along with drainage of the land, access, road orientation, wind direction and other environmental requirements and according to prescribed land use in the Development Plan. Natural flora and fauna shall be preserved. Unless site conditions prohibit plots shall be permitted at right angle to the road with proper shape and dimension, so that optimum use of the land is ensured.
- (vi) The development of land shall not be permitted in area where basic services like paved roads, drainage, water supply, sewerage disposal, electricity, street lighting etc. do not exist or unless the applicant undertakes that these services shall be provided at his own cost.
- (vii) The minimum width of path/road abutting one side of plot shall be 3.00 metres to cluster of plots not exceeding 5 in number. If number of plots exceeds 5 the minimum vehicular access shall be 5.00 metres (with cul-de-sac) at the end and, for group of plots between 10 to 20 in number (1500 to 3000 m²) on one particular access, the minimum vehicular access shall also be 5.00 metres width. In case of plots exceeding 21 in number (3001 m²) the minimum width of road shall be 7.00 metres.
- (viii) In case of plots or land abutting the existing or proposed roads/paths, width of the same shall be

increased to meet requirements of the Development Plan.

- (ix) Average slope gradient for regional roads shall have to be 1:20. However, local roads in town may be allowed with slope gradient upto 1:10 and additional width of carriage way shall be provided on curves for ensuring smooth flow of vehicular traffic which may not obstruct view or vista.
- (x) Minimum area of a plot for a detached house shall not be less than 150 sqm. In case of plot meant for semi-detached and row housing, the minimum area shall be 20 sqm. and 90 sqm. respectively.
- (xi) Semi-detached house construction shall be allowed on upto 120 sqm. or more area and row housing on plots upto 90 sqm., subject to maximum number of such plots do not exceed 8 in a row after which a gap of 7.00 metres shall be left. Although minimum size of plot for construction in a row, with two common walls, has been kept as 90 sqm, yet in exceptional circumstances, considering economic/site conditions the minimum size of plots in a row, with two common walls, upto 60 sqm. for houses may be allowed so as to provide smallest possible residential construction in a planned manner for the benefit of economically weaker sections of the society. Minimum permissible distance between two blocks constructed on a plot shall be 5.00 metres.
- (xii) The plots allotted by the Government under Gandhi Kutir Yojna, Indira Awas Yojna and Economically Weaker Section (E.W.S.) Schemes may be considered and permission accorded in relaxation of regulations.
- (xiii) Minimum area of a plot for residential development in Group Housing Scheme shall be 0.50 Hectares(5000 sqm.)
- (xiv) The minimum area for open/green space for the scheme having more than 5 plots (750 m^2) shall be 10% of the scheme area. Where a sub-division of land involving plots exceeding 10 in number (1500m^2 .) by individual colonizer or any Society is proposed the provisions of parks/tot-lots and open spaces shall be made on a suitable location in the scheme. Such parks can not be built upon and sold in any manner in future. Provision shall also have to be made for education, religious, socio-cultural and other community facilities based on actual requirements in

the cases of sub division of land involving more than 5000 m² area. The ownership of such land shall be transferred/surrendered to the Development Authority/Local body for its development and future maintenance without any compensation. Similarly, the area earmarked for roads/path shall also be transferred/surrendered to the Development Authority/Local Body without any compensation for development and maintenance as per provisions made

under General Regulations 18.3 (xvii) and necessary entry in this effect shall be made in the revenue records.

- (xv) While carving of plots the orientation of the plots shall be provided in such a manner so as to be in conformity with the integration of existing plots/infrastructure, wind direction, natural flow of surface drainage to allow unobstructed rain water discharge.
- (xvi) Minimum area for septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

18.5 Regulations for each landuse zone :

The following regulations shall apply to each of the landuse zones as specified below:

18.5.1 Residential Zone :

18.5.1.1 The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting any development in this zone.

18.5.1.2 Minimum area of plot: (a) The minimum area of residential plot of this zone shall be 150 m². for detached house. For semi detached and row housing the minimum area of plot shall be 120 m². and 90m² respectively. In exceptional circumstances the area upto 60 m² may be allowed considering economic/site conditions as explained in para 18.4.(xi) and 18.4(xii).

(b) The plot area as mentioned in Clause (a) above would not be applicable in the cases where the sub-division of land has taken effect before the commencement of the Development Plan.

18.5.1.3 Maximum number of storeys: For residential houses the maximum number of storeys shall be 4+1 parking floor wherever feasible.

18.5.1.4 Maximum height of building

- (a) Without Parking Floor:- 16.50
metre(including 2.50 metres maximum height of sloping roof).
- (b) With Parking Floor:- 18.80 metre(including 2.50 metres maximum height of sloping roof and 2.30 metres height of parking floor where feasible).

18.5.1.5 The plot size/plot area, maximum coverage, set backs and maximum F.A.R. shall be governed by following table.

Sr. No.	Plot size in square Metres	Type of Housing	Maximum Coverage	Set backs in Metres				Maximum F.A.R.
				Front Side	Left Side	Right Side	Rear Side	
1.	2.	3.	4.	5.	6.	7.	8.	9.
1.	Upto 120	Row	-	3.00	-	-	2.00	2.00
2.	121 to 150	Semi Detached	-	3.00	2.00	2.00	1.50	2.00
3.	151 to 250	Detached	-	2.00	1.50	1.50	1.50	1.75
4.	251 to 500	Detached	-	3.00	2.00	2.00	2.00	1.50
5.	501 and above	Detached	50%	3.00	3.00	3.00	3.00	1.25

- Note:**
1. Row housing means where two side walls are common walls and plots created specifically for row houses.
 2. Semi-detached housing means where one side wall is common wall and plot created as such for this purpose.
 3. Detached house means where there are no common walls and plots created as such for independent houses and above 150 sqm. in area.
 4. Maximum permissible coverage shall be subject to fulfillment of prescribed set backs.
 5. In case of corner plots width of plot and side set backs at one side of a plot shall be increased by 2.00 metres for providing proper sight distance on the curve.
 6. Floor Area Ratio(F.A.R.) means the ratio between the area of the plot and the total floor area of all the floors of the

building i.e.

$$\text{F.A.R.} = \frac{\text{Total covered area of all floors}}{\text{Plot Area}}$$

7. Minimum and maximum floor height for residential building shall be 2.70 meters and 3.50 meters respectively. For this purpose the basement/attic/mezzanine floors shall be counted as a storey.
8. Maximum width of path/road abutting one side of plot shall be 3.00 meters. In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWs), the Front Set Back shall be left as under:-

Sr. No.	Proposed Right of Way	Front set back
(i)	24 Metres	5.00 Metres
(ii)	18 Metres	5.00 Metres
(iii)	12 Metres	5.00 Metres
(iv)	09 Metres	4.00 Metres
(v)	07 Metres	3.00 Metres

9. No projections and opening shall be provided on the sides of common walls in case of row housing and semi-detached housing. However, the owner of plots of either sides shall have an option to construct a common wall.
10. In case of irregular size of plots the set backs shall be governed by the set backs prescribed for the corresponding regular plot size.

18.5.2 Commercial Zone:

18.5.2.1.1 The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting development in this zone.

18.5.2.2 Minimum area of plot.

(a) Shops:-The minimum size of plot for shopping booth shall be 2.50 metresx3.50 metres and for shop it shall be 3.00 metresx6.50 metres which can be, if required, relaxed in planned commercial area keeping in view the site conditions and existing pattern of development .

(b) Organised Shopping Centre.

(i) The maximum coverage of the commercial area shall not be more than 50%. The 25% of the area for development shall be kept for parking in planned commercial complexes and remaining area shall be kept for movement space, landscape and for recreation. The layout indicating location of parking areas shall depend on the size of the commercial centres and its location and design which shall be

approved. Maximum permissible built up area for individual plot shall not be more than 80% of the plot area.

- (ii) The maximum F.A.R. for these shopping centres shall be 2.00.
- (c) Cinema
 - (i) The plot area required for cinema is directly related with the capacity adequate vehicular parking within premises, incidental shops and open spaces around the Cinema building for ventilation and safety measures against the fire hazards. The area thus required for cinema plots shall be at the rate of 3.70 sqm. per seat capacity.
 - (ii) The permissible coverage of total area shall be 50% of the plot area.
 - (iii) Front set back will depend upon the location of Cinema plot and shall be between 8.00 metres to 10.00 metres. The set backs at sides and rear shall be 5.00 metres each. Adequate parking space for cars, scooters and cycles shall be provided.
 - (iv) After permissible coverage of 50% of plot area, the balance area shall be used for parking space for cars, scooter, cycles etc. and for movement space, landscape and for recreation within the premises and for other incidental uses.
- (d) Hotels/Guest Houses.
 - (i) The Hotels shall be permitted in specified commercial areas. Minimum plot size for Hotel shall be 1000 m².

18.5.2.3 Maximum number of storeys :For hotels maximum number of storeys shall be 4+1 parking floor compulsory. The short fall in parking, if any, shall be met out in open over and above the set backs.

18.5.2.4 Maximum height of building

- (a) The maximum height of hotel building shall be 18.80 metres (including 2.50 metres maximum height of sloping roof and 2.30 metres height of compulsory parking floor).

18.5.2.5 The plot size/plot area, maximum coverage, set backs and F.A.R. shall be governed by following table:-

Plot size in Square Metres	Maximum Coverage	Set backs in Metres	Maximum F.A.R

		Front Side	Left Side	Right Side	Rear Side	
1.	2.	3.	4.	5.	6.	7.
Hotel	-	-	-	-	-	-
Upto 1000	40%	10.00	5.00	5.00	5 . 0 0	1.75
Above 1001	40%	10.00	5.00	5.00	5.00	1.40
Guest Houses	-	-	-	-	-	-
250 to 1000	50%	3.00	2.00	2.00	2.00	1.75

The Hotels/Guest Houses shall be permitted provided following regulations are met with:-

- (i) The proposed Guest Houses/Hotels must have a vehicular access atleast with a width of not less than 3.00 mtrs.
- (ii) The proposed Guest Houses/Hotels must have congenial environment including open spaces around and should not in any manner be disturbing to the residential houses around.
- (iii) Each suit shall have an attached independent toilet.
- (iv) Guest Houses with minimum 5 rooms can also be permitted in Residential landuse zone.

Note:-

- (i) The minimum and maximum plot size/area as mentioned above shall not be applicable in the cases where sub division of land has taken effect before the commencement of this Development Plan.
- (ii) Front set back 3.00 metres which will from an arcade and rear set back of 2.00 metres is must for commercial plots i.e. shops upto 20 m²
- (iii) The side set backs shall not be necessary in commercial zone having common walls of shops, but in newly developed commercial area 7.00 metres wide alley(gap) shall be left after each block of not more than 45.00 metres in length.
- (iv) If a commercial building/plot abuts on two or more streets (path/roads) the building/plot shall be deemed for the purpose of this regulation to face upon the street(path/road) that has greater width.
- (v) Every commercial plot should have minimum vehicular access at least with a width of not less than 3.00 metres.

- (vi) Parking floor shall be compulsory for Hotels. The short fall in parking, if any, shall be met out in open over and above the Set Backs.
- (vii) Adequate parking space for cars, scooters, bicycles etc. shall be provided in case of Cinema/Guest House plots.
- (viii) Parking if proposed on existing/proposed roads shall not be permitted in any case.

- (ix) Maximum width of path/road abutting one side of plot shall be 3.00 meters. In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWs), the Front Set Back shall be left as under:-

Sr. No.	Proposed Right of Way	Front set back
(i)	24 Metres	5.00 Metres
(ii)	18 Metres	5.00 Metres
(iii)	12 Metres	5.00 Metres
(iv)	09 Metres	4.00 Metres
(v)	07 Metres	3.00 Metres

18.5.3 Tourism/ Industrial Zone :

18.5.3.1 The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting any development in this zones.

18.5.3.2 For Tourism use/activities the regulations as prescribed for Commercial Zone under regulation 18.5.2.(d), 18.5.2.3, 18.5.2.4 and 18.5.2.5 shall also be applicable to the Tourism use/zone.

18.5.3.3 For Industrial use/activities following regulations shall be applicable:-

- (i) Minimum area of plot
 - (a) The minimum area of an industrial plot for small scale industry shall be 250 Sqm.
 - (b) The services/light manufacturing industries shall have plot area between 501 Sqm. to 1000 Sqm.
 - (c) The minimum area of medium industry shall be from 1001 sqm. to 5000 sqm.
 - (d) The minimum plot area for a heavy industry shall be above 5000 Sqm.

- (e) The plot area as mentioned in Clause(a) to (d) above would not be applicable in the cases where the sub-division of land has taken effect before the commencement of this Development Plan.
- (f) The individual plots, if any, created/allotted by the H.P. State Industrial Development Corporation or any other authority prior to coming into force the commencement of this Development Plan, the above plot area under clause (a) to (d) would not be applicable.
- (g) The layout and design of industrial area if any, shall be as per requirement of the Industry and shall be got approved from the Director.

18.5.3.4.1 **Height of building** : The minimum floor/storey height of industrial building shall be 3.60 metres and sloping roof height shall be in accordance with volume of the structure.

18.5.3.5 The plot size/area, maximum coverage, set backs and F.A.R. shall be governed by following table:-

Sr No	Type of Industry	Plot size in Square Metres	Maximum Cover-age	Set back in Metres				Maximum FAR	Max. Height (in meters)
				Front Side	Left Side	Right Side	Rear Side		
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1.	Small Scale Industries	250 to 500	60%	3.00	2.00	2.00	2.00	1.50	15.00
2.	Services/ Light Industries	501 to 1000	60%	5.00	2.00	2.00	3.00	1.25	15.00
3.	Medium	1001 to 5000	55%	10.00	5.00	5.00	5.00	1.00	15.00
4.	Heavy	Above 5000	50%	15.00	7.50	7.50	7.50	0.90	15.00

Note:-

- (i) Maximum height of industrial shed shall be 15.00 metres or depending upon the nature of requirement of particular industry. In case of roof trusses, height of building should be adjusted/relaxed accordingly.

- (ii) Service area required for pharmaceutical units or such type of Industries under requirement of G.M.P. (good Manufacturing Practice) shall not be included for calculation of F.A.R. provided it is only used for utilities and services but not in any case for production.
- (iii) Maximum width of path/road abutting one side of plot shall be 3.00 meters. In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWs), the Front Set Back shall be left as under:-

Sr. No.	Proposed Right of Way	Front set back
(i)	24 Metres	8.00 Metres
(ii)	18 Metres	8.00 Metres
(iii)	12 Metres	8.00 Metres
(iv)	09 Metres	4.00 Metres
(v)	07 Metres	3.00 Metres

18.5.4 Public & Semi Public Zone :

18.5.4.1 The General Regulation as laid down under regulation 18.3 shall be kept in view while permitting any development in this zone.

18.5.4.2 **Minimum area of plot:**The minimum area/size of plot shall depend on the specific requirements, however it should not be less 150 m² .

18.5.4.3 **Maximum number of storeys :**For Public and Semi Public buildings maximum number of storeys shall be 4+1 parking floor compulsory. The short fall in parking, if any, shall be met out in open over and above the set backs.

18.5.4.4 **Maximum height of building:** The maximum height of Public and Semi Public buildings shall be 18.80 metres (including 2.50 metres maximum height of sloping roof and 2.30 metres height of compulsory parking floor).

18.5.4.4 The maximum coverage, set backs and F.A.R. shall be governed by following table:-

Sr. No.	Description	Maximum Coverage	Set Backs in Metres				Maximum F.A.R
			Front Side	Left Side	Right Side	Rear Side	
1.	2.	3.	4.	5.	6.	7.	8.
1.	Educational Building	40%	7.50	2.50	2.50	2.50	2.00
2.	Police Station, Fire Station	40%	7.50	2.50	2.50	2.50	2.00
3.	Medical	40%	7.50	2.50	2.50	2.50	2.00
4.	Community Hall	40%	7.50	2.50	2.50	2.50	2.00
5.	Library/Religious Building	40%	7.50	2.50	2.50	2.50	2.00
6.	Govt. & Semi Govt. Office	40%	7.50	2.50	2.50	2.50	2.00

Note:-

1. Upto 50% of open area shall be utilized for open parking and roads and the rest shall be land scaped.
2. Maximum width of path/road abutting one side of plot shall be 3.00 meters. In case the plot is located on existing or proposed roads/path having following Right of Ways (ROWs), the Front Set Back shall be left as under:-

Sr. No.	Proposed Right of Way	Front set back
(i)	24 Metres	5.00 Metres
(ii)	18 Metres	5.00 Metres
(iii)	12 Metres	5.00 Metres
(iv)	09 Metres	4.00 Metres
(v)	07 Metres	3.00 Metres

3. In case of petrol/diesel filling stations, the layout plan/norms prescribed for set backs etc. by the Indian Oil Corporation (I.O.C.) shall be adopted. However, on National Highway and State Highways the front set backs shall be kept 5.00 metres. If the rear and sides set backs are not mentioned on the layout plan (I.O.C.) then the sides and rear set backs shall be kept as 2.00 metres.
4. In the case of godowns for Liquefied Petroleum Gas (LPG) cylinders. The norms as prescribed by the Oil and Natural Gas Commission(ONGC) shall be adopted. However, on National Highway and State Highways the front set backs shall be kept 5.00 metres. If the rear and sides set backs are not mentioned on the layout plan (I.O.C.) then the sides and rear set backs shall be kept as 2.00 metres.
6. The set back shall not be applicable to services like Electric Sub-Stations, Road side infrastructure/facilities such as rain shelters, land scapping / auto services etc. which have specially been permitted by the H.P. Public Works Department(Building and Roads) in the acquired width of roads.
7. In case of existing institutional buildings, Govt./Semi Govt. office buildings in zones other than this zone the permission on special grounds may be given by the Director to construct such institutional buildings according to the requirements and regulations of that particular zone.
8. Every plot should have minimum vehicular access of 3.00 metres.

18.5.5 Parking and Open Spaces Zone

18.5.5.1 The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting any development in this zone.

18.5.5.2 In case of construction of any building incidental to Parks and Open Spaces use such as stadium, sports room etc. the regulations as applicable to the Public and Semi Public Zone as envisaged under regulation 18.5.4 shall also be applicable to this zone.

18.5.5 Traffic & Transportation Zone

18.5.5.1 The General Regulations as laid down under regulations 18.3 shall be kept in view while permitting any development in this zone.

18.5.5.2 In case of construction of any building incidental to Traffic & Transportation use, such as convenient shopping, hotel, ware housing, waiting hall etc. the regulations as applicable to Commercial Zone shall also be applicable to this zone as envisaged under regulation 18.5.2.

18.5.6 Agriculture Zone and Water Bodies Zone

18.5.6.1 The General Regulations as laid down under regulation 18.3 shall be kept in view while permitting any development in this zone.

18.5.6.2 A person who, owns 2 bighas of agriculture land, (however this condition shall not apply in family sub-division of land) inherited or his successor and intends to construct a farm house for agricultural purposes shall make a simple application to the Director for seeking permission and it shall be allowed subject to following conditions:-

The farm House shall be:-

- (i) comprised of covered area not exceeding 200 m².
- (ii) shall not be having more than two storeys including basement, attic and mezzanine floor.
- (iii) shall provide minimum 2.00 metres set backs on all sides.
- (iv) shall not be put to any other use.
- (v) for the purpose of this regulation the expression "Farm House" shall include a Cattle Shed.

18.5.6.3 Though no construction other than Farm House and Cow Sheds etc. should be allowed in this zone, however, uses incidental to agricultural use such as plaggary, poultry farming, quarrying, minning. Bee keeping, Godowns line kilns, brick kilns, servicing and repair of farm machinery, cold storage, bus stand, parking, transit visitor's camps etc. shall be allowed. In case of any other construction purely incidental to Agricultural use, if bound to come and to be allowed in this zone, in that case the regulations as applicable to Residential Zone under regulation 18.5.1. should be made applicable.

18.5.6.4 The rural area of Chowki, Khalet and Roudi villages designated as Agricultural Zone in Gram Panchayat, Khalet shall remain out of the perview of Regulations of Development Plan for Palampur Planning

Area for the hereditary owners of land for their own pursuits. However, this area shall continue to be an integral part of the Palampur Planning Area”.

18.6 Abadi Deh : Unless otherwise specified under all the above regulations no such planning permission shall be required for village “Abadi Deh” as defined in the Revenue records. Construction in Abadi Deh area shall continue to be covered/governed as per existing village conventions. Change of landuse for development in this zone, other than a farm house, can be permitted only in exceptional case subject to following conditions:-

- (a) A simple application shall be submitted to the Director for construction of two storeys structures with two metres set backs on all sides for self employment activities e.g. Shop, Atta Chakki, Poultry Farm, Dairy, Godowns for food, seeds, fertilizers, agricultural equipments/instruments. Service industries and small scale industry promoting agriculture. The application shall contain the following description:-
 - (i) Name and Father’s name of the applicant alongwith correspondence and permanent address.
 - (ii) Description of land and activity proposed.
 - (iii) A location/site plan describing the exact location of the site (with or without scale).
 - (iv) Line plan of the proposed construction (Scale 1:100). However, each of such application shall be accompanied with a recommendation of the Pradhan of the area that the proposed activity/construction is not going to cause any nuisance and that there is a proper approach path existing or proposed by the applicant.

18.7 Note: The Palampur is an old town and is being governed by the Rules/Regulations/Bye Laws as framed by the Nagar Parishad, Palampur. Therefore, all its schemes/layouts and permissions granted before coming into force of this Development Plan shall have to be honoured and need not to be got sanctioned from the Director. However, after coming into force of this Development Plan prior approval of the Director shall be mandatory and binding to all concerned including Nagar Parishad, Palampur.

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