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राजपत्र, हिमाचल प्रदेश, 1 नवम्बर, 2007 / 10 कार्तिक, 1929

- (c) Contract appointee shall not confer any right to incumbent for the regularization in service at any stage.
- (d) Contract appointee will be entitled for one day casual leave after putting one month service. This leave can be accumulated upto one year. No leave of any other kind is admissible to the contract appointee. He/ She shall not be entitled for Medical Reimbursement & LTC etc. Only Maternity Leave will be given as per rules.
- (e) Unauthorized absence from the duties without the approval of the controlling Officer shall automatically lead to the termination of the contract. Contract appointee shall not be entitled for contractual amount for the period of absence from duty.
- (f) Transfer of contract appointee will not be permitted from one place to another in any case.
- (g) Selected candidate will have to submit a certificate of his/her fitness from a Govt./ Registered Medical Practitioner. Women candidate, pregnant beyond 12 weeks will stand temporarily unfit till the confinement is over. The women candidate will be re-examined for the fitness from an authorized Medical Officer/ Practitioner.
- (h) Contract appointee will be entitled to TA/DA if required to go on tour in connection with his/her official duties at the same rate as applicable to Regular officials at the minimum of the pay scale.

(VIII) RIGHT TO CLAIM REGULAR APPOINTMENT : The candidate engaged on contract basis under these rules shall have no right to claim for regularization/ permanent absorption as Assistant Town Planner in Department at any stage.

By order.
Sd/-
Secretary

नगर एवं ग्राम योजना विभाग

अधिसूचना

शिमला-2, 09 अक्टूबर, 2007

संख्या: टीसीपी-एफ (5)-4/2005-हिमाचल प्रदेश के राज्यपाल, हिमाचल प्रदेश नगर और ग्राम योजना अधिनियम, 1977, (1977 का 12) की धारा-20 की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, निर्देशक, नगर एवं ग्राम योजना विभाग, हिमाचल प्रदेश द्वारा, उक्त अधिनियम की धारा-19 के अधीन तैयार किए गए चम्बा जिले के लिए चम्बा योजना क्षेत्र की विकास योजना का, बिना किसी उपांतरण के, अनुमोदन कर दिया है।



राजपत्र, हिमाचल प्रदेश

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, वीरवार, 1 नवम्बर, 2007 / 10 कार्तिक, 1929

हिमाचल प्रदेश सरकार

लोक निर्माण विभाग

अधिसूचना

शिमला-2, 13 सितम्बर, 2007

संख्या-पी0बी0डब्ल्यू (बी)ए-8(2)2/2004.-LV.—हिमाचल प्रदेश के राज्यपाल, हिमाचल प्रदेश सड़क अवसंरचना संरक्षण अधिनियम, 2002 (2003 का 20) की धारा 4 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, उपरोक्त अधिनियम के प्रयोजनों को कार्यान्वित करने के लिए चतुर्थ वृत्त हिमाचल प्रदेश लोक निर्माण विभाग चिन्तरकिल्ड, शिमला के अन्तर्गत हिमाचल प्रदेश लोक निर्माण विभाग शिमला मण्डल नं० 2 जिला शिमला की शक्ति, निम्नलिखित सड़क अवसंरचना नक्शों को, जिन्हें हिमाचल प्रदेश सड़क अवसंरचना संरक्षण अधिनियम, 2002 की धारा 4 के अधीन तथा अपेक्षित के अनुसार जन साधारण से, समाचार पत्रों में नोटिस के प्रथम प्रकाशन के 60 दिन की अवधि के भीतर, आक्षेप और सुझाव आमन्त्रित करने के लिए इस विभाग की समसंख्याक अधिसूचना तारीख 07-12-2006 द्वारा राजपत्र, हिमाचल प्रदेश (असाधारण) में तारीख 15 जनवरी, 2007 में प्रकाशित किया गया था, अन्तिम रूप देते हैं,

राजपत्र, हिमाचल प्रदेश, 1 नवम्बर, 2007/10 कार्तिक, 1929

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अतः हिमाचल प्रदेश के राज्यपाल पूर्वोक्त अधिनियम की धारा-20 की उपधारा (4) के अधीन प्रदत्त शक्तियों का प्रयोग करते हुए, सरकार द्वारा यथा अनुमोदित चम्बा योजना क्षेत्र की विकास योजना को प्रकाशित करते हैं और सूचना देते हैं कि उपरोक्त विकास योजना की प्रति का निम्नलिखित कार्यालयों में कार्यालय समय के दौरान निरीक्षण किया जा सकेगा, अर्थात्:-

1. सचिव, (नगर एवं ग्राम योजना) हिमाचल प्रदेश सरकार शिमला-2.
2. निदेशक, (नगर एवं ग्राम योजना) हि0प0 शिमला-171009.
3. सहायक नगर योजनाकार, उपमण्डलीय नगर योजना कार्यालय, चम्बा, जिला चम्बा, हिमाचल प्रदेश ।

आदेश द्वारा
हस्ता/-
सचिव ।

[AUTHORITATIVE ENGLISH TEXT OF GOVERNMENT NOTIFICATION NO. TCP-F (5)-4/2005 DATED 09-10-2007 AS REQUIRED UNDER CLAUSE (3) OF ARTICLE 348 OF THE CONSTITUTION OF INDIA].

TOWN & COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla, 9th October, 2007

NO. TCP-F (5)-4/2005.—Whereas the Governor of Himachal Pradesh in exercise of the powers vested in him under sub-section (1) of section-20 of the Himachal Pradesh, Town & Country Planning Act, 1977 (Act No.12 of 1977) has approved the Development Plan for Chamba Planning Area, District Chamba Himachal Pradesh, prepared by the Director, Town and Country Planning Department, Himachal Pradesh under section-19 of the said Act without any modifications,

Now, therefore, in exercise of the powers vested in him under sub-section (4) of section-20 of the said Act, the Governor of Himachal Pradesh is pleased to publish the Development Plan for Chamba Planning Area as approved by the State Government and gives the notice that a copy of the said Development Plan may be inspected on the following Officers during office hours, namely:-

1. Secretary (TCP) to the Government of Himachal Pradesh.
2. The Director, Town and Country Planning Department, H.P. Shimla-171009.
3. The Assistant Town Planner, Sub-Divisional Town Planning Office, Chamba, Distt. Chamba, H.P.

By order,
Sd/-
Secretary.

DEVELOPMENT PLAN FOR CHAMBA PLANNING AREA



VERIFIED

Lovran Chandel

Assistant Town Planner
Town & Country Planning Dept.,
Himachal Pradesh, Shimla



**TOWN & COUNTRY PLANNING DEPARTMENT
HIMACHAL PRADESH**

FOREWORD

Situated across the first Himalaya range of Dhauladhar on the bank of River Ravi, Chamba is one of the oldest and most beautiful hill town with rich cultural heritage. The town has been the capita of erstwhile Chamba State since 930 A.D. Chamba serves as a base camp for pilgrims on way to Bharmour, Manimahesh and famous temple of Chhatrari, Mehla, Saho and Bhalei. The town has potential for development as regional centre by virtue of its location on the State Highway amidst rich hinterland.

Chamba town has expended along State Highway-33 in absence of serviced land and other infrastructure facilities. For ensuring regulated and planned development of town, Govt. of H.P. vide notification No. PBW (B&R) (B) 26 (32)/86 DATED 5.7.1986 extended TOWN AND COUNTRY PLANNING ACT, 1977 (Act No. 12 of 1977) to the Chamba Planning Area. Subsequently existing land use of this planning area was prepared and adopted/frozen vide notification No. HIM/TP-DP-Chamba/87-10148-299 dated 31.3.1988 which appeared in the official gazette on 28.5.1988. It was finalized after considering suggestions/objections of public received on Draft Development Plan. Due to the various unavoidable reasons it could not be approved by the Govt. of H.P. and unfortunately entire document was destroyed in fire, which took place in the Directorate office at U.S. Club Shimla during June 1993. A fresh document was redrafted from the basic records that could be available in Chamba Office by incorporating the changes that have come about during the intervening period upto 1995.

Due to certain reasons planning area had to be revised in 1997 to exclude three revenue mohals which are separated by distinct physical barriers from the existing town. The Udaipur, Mangla and Suri mohals were practically independent settlements and did not form an integrated part of the town. With this act of exclusion, the Development Plan was again revised accordingly. But due to certain unavoidable reasons, planning area has again been revised in 2002 to exclude two revenue mohals (Haripur & Sarol), which were felt to be separated by distinct physical barriers from the existing town. With exclusion of these areas, the Development Plan has again been revised accordingly.

This Development Plan for revised Chamba Planning area contemplates increase of population from 25311 in 2001 to 44103 by the year 2021, keeping in view the requirements for residential, commercial, industrial, tourism, utilities and services, open spaces,

traffic and transportation, 124.51 hectares of land shall be required, increasing present 141.56 Hectares of Urban area to 266.07 Hectares by the year 2021. Phasing, costing and implementation of Development Plan has been contemplated by integrating it as part of Five Year Plans and keeping in view development priorities to meet needs of growing population. Total cost of creation of service land for Urbanisable planning area is estimated to be Rs 13.50 crores. Zoning and sub-division regulations have been framed to achieve objectives of planned and regulated growth.

The settlement of land in Chamba has become overdue. The first ever settlement was undertaken during 1955-56. Since then there have been a lot of changes in ownership and possession. Khasra numbers have been changed several times due to partition of landholdings, sale and acquisition etc. these changes have been implemented on Jamabandies but the Sajra maps (Musabi, Momi, and Lathas) have not been redrafted. There it could not be possible for this department to procure clear copies of Shajra maps for transferring the proposals of Development Plan on to them. Therefore, it was decided in consultation with the Government to finalize the proposals by incorporating up to date development on geographical map itself in public interest instead of delaying it further.

Place: Shimla

Dated: 23-3-2005


Director,

Town & Country Planning Department,

H.P. Shimla-171009

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CHAPTER -I

THE CONTEXT

- 1.1 In order to prepare a technically viable document acceptable to the masses, four deliberations with the public, grassroot functionaries of the town and the Planning Area, stakeholders, public representatives and non-government organizations have been organized in Chamba Planning Area to know their views on various problems and potentials of the town and suggestions thereof.
- 1.2 To examine the quantitative and qualitative aspects of various land uses, development activities, problems and potentialities of the Chamba Planning Area, primary and secondary sources of data has been utilized, which form the basis working out the projections, proposals and regulations for the various aspects of Development Plan 20% sample survey and studies have been conducted on demographic, housing and commercial aspects.
- 1.3 The exposure visits of technical personnel's of Town and Country Planning Department, Himachal Pradesh to the planned cities of different parts of India made them aware regarding dimensions of planning and development mechanism persisting. The experiences of exposure visits have been shared and used for the solution of various problems that emanated have been incorporated in the Development Plan.
- 1.4 The earlier Development Plan prepared by the Himachal Pradesh Town and Country Planning Department were based upon Land Acquisition Mechanism and development by the Development Authority. This Development Plan has been contemplated on the basis of restricted Land Acquisition and Land Pooling Mechanism through massive public-participation by involvement of the Local body, Panchayats, Revenue Department, Infrastructural Departments and Development Authority.
- 1.5 Chamba Town being the biggest urban centre of the entire Ravi Valley within Chamba, it is going to attract maximum attentions of the entrepreneurs in the trade and commerce and tourism industry as there is great potentials of tourism development in and around the town. With the recent trends of tourism development in Dalhousie, Khajjiar and Chamera Reservoir area, Chamba Town will surely grown in size and status, it is anticipated that the expected boost in the town economy with the start of Chamera stage-II and Hibra Hydro-electric projects will tend to induce fresh

entrepreneurship, thereby setting out new trends and standards of development followed by consequential modernization.

- 1.6 In view of, the old town, notified as the heritage-cum-conservation zone being existence of various historical and heritage monuments wherein, it is proposed that construction activities have to be discouraged around the important heritage features. If any construction which is necessarily required to be undertaken in the premises of heritage areas it has to follow the architectural style of such features. Adequate setbacks and open spaces should be left around heritage features. Structures which have been constructed without harmony to their surroundings are required to be remodeled in harmony to the adjacent heritage features.



CHAPTER-2

TOWN OVERTIME

2.1 NOMENCLATURE:

Chamba, seat of erstwhile state of Chamba, is an important district headquarter, administrative and service center. The present site of town on the terrace overlooking Ravi River was selected as Capital of Chamba state on liking of King Sahil Verman's daughter



A VIEW OF CHAMBA TOWN

Champavati. Subsequently, the town was founded

Around 930 A.D. and named as Chamba after his daughter name. Another legend is that town might have derived its name from the Chamba trees which were grown in and around the town.

2.2 SETTING

Chamba town situated between latitude $32^{\circ}10' N$ to $33^{\circ} 13' N$ and longitude $75^{\circ}45'$ East to $77^{\circ} 33'$ East at an altitude of about 1000 meters from mean sea level. It lies on a series of plateaus on the right bank of the Ravi River, valley between the Dhauladhar, Zaskar ranges from south of the inner Himalayas. While the Ravi runs from south to north forming the western limits of the town, the Sal tributary joins the Ravi, running from east to west, forming the northern limits. On the eastern side the steeply contoured Shah Madar Hill form the town limits. It is well connected with Punjab, Jammu and Kashmir and adjoining district Kangra by all weather roads. It is at a distance of 436 kilometres from Shimla, the State Capital and at a distance of 122 kms from the Pathankot which is the nearest city as well as railway station and nearest airport is Kangra at a distance of 125 kms.

2.3 EVOLUTION

2.3.1 Pre-Independence

The historical evidences which exist apart from the monument themselves are as (a) a genealogical roll of Chamba dynasty (b) copper plate and stone inscription of the Chamba State. Both these have emanated from within Chamba. Its history in the main garnered from the accounts of others Kingdoms which are naturally unconcerned with the urban development of Chamba. Owing to the mountainous topography and hence inaccessibility, Chamba remained a geographically and historically peripheral state, poor in resources and isolated from development in the plains. This has resulted in a very sketchy historical records and almost complete absence of accounts of the travelers. The dynasty was begun by Raja Meru Verman in about 550 AD with the Capital at Bharmour. However, around 930 AD, Sahil Verman captured the lower Ravi Valley and on the wishes of his daughter Champavati decided to set up his Capital here. Besides, on account of other favourable factors like warmer weather, easy availability of water and food, the palace work was commenced. The Laxmi Narayan Temple group was also commenced by the Ruler. He also built Champavati Temple. A number of fine temples such as the Hari Ray and Vajreshwari were built in the 11th century besides the Chamunda Devi Temple.

The inaccessibility of Chamba and fact that invaders were mostly co-religionists has contributed to the survival of the temples. It is the small period of mughul rule that one finds evidence of arches in stone and wood work. The Rangmahal, Akhand Chandi Palace in the present incarnation and Zanana mahal,s constructions began after 1740 A.D. show mughul influence, by way of cusp arches. In 1862 A.D., the town experienced changes in its townscape. The restructuring of the town took place in the following manner, prior to the British administration the town had developed almost entirely to the east of the Akhand Chandi and the Laxmi Narain temple group except for the Kashmiri Mohalla which was isolated on North West end of the Chowgan. The Chowgans were leveled for use as parade grounds and playgrounds and given a rectangular shape with the help of the surrounding buildings. The various administrative buildings and neat rows of shops were ranged on the various side of the Chowgan which now has a formal appearance with the enhanced buildings. British's did not give any importance to the use of features of the indigenous architecture or to

enhance the visual importance of any of the religious monuments. These buildings were used to conceal the visual unpleasant residential structures of the mohallas. These buildings, not elaborate at the best of the times were distinguished from the local architecture by the use of cornices sloping roof of G.I sheets painted green covered oxide colour with white plastered walls and windows with Norman arches, wooden eaves work and deep verandahs. The British's also changed the route of entry into the town. The earlier entries were all across the Sal tributary entering the town from its north and north-eastern sides.

The New and more convenient entry was across the Ravi over a suspension bridge which gave the town, a sense of entry. The route entered the town from the western side into the Chowgan, whose importance increased whereas the prominence of the mohallas along the old entries went to decline. In the 19th century besides construction of several new roads, schools and hospitals, efforts were made to beautify the town. During Raja Sham Singh's rule the Chamba was ushered into modernization and the expansion of Chowgan was undertaken by removing a nearby colony and transplanting a temple at an alternative site. Resurgence in growth and modernization of town was continued in the reign of Raja Bhuri Singh, when in 1910 town was provided with electricity from Sal power House and Chamba became the second town in India to have electricity supply. By 1914, the main streets were electrically lit with handsome cast iron electric poles, water supply scheme was completed and library, reading room, renovation of Akhand Chandi palace, construction of Shyam Singh Hospital, Post Office building, the Club House, the Court House, Bhuri Singh Museum, State forces barracks were undertaken and completed.

2.3.2 Post Independence

At the time of independence in 1947, Chamba had just got connected to Pathankot by a motorable road. The year 1947 marked a watershed in the urban fortunes of Chamba. A small number of refugee families were settled in Chamba after the partition. In order to earn their livelihood these families were allowed to set up temporary shops around the Chowgans and this was the genesis of a major urban problem which has overtaken the town. On the formation of Himachal Pradesh in 1968 Chamba has been acting as District Headquarter. The establishment of hydroelectric projects has created economic

opportunities and brought about changes in economy of the area and consequently there has been a spur in urbanization. The present town retains its character of administrative, cultural and marketing centre of the region.

2.4 NAGAR PARISHAD

The Nagar Parishad Chamba is enjoying an urban status since 1901. Before it, 1844 onward the Chamba came under the influence of British regime and during British regime in 1863 the major works carried out in Chamba are establishment of post office, primary schools, state hospital and a residency. The important places were linked with roads. The town remained under the control of council of administration consisting of three members including a President from the year 1935 to 1945. During this period a Cart road joining Chamba with the plains was completed. On the 8th march of 1948, the State of Chamba was merged with the Indian union and Municipal Council was established in 1949 with Deputy Commissioner as its president. Up till 1972, the area of the Municipal Committee was 235 hectares with 9 wards which was increased to 455 hectares after 1972 by including new areas within Municipal Committee limits and number of Wards increased 9 to 11. Presently, Nagar Parishad (renamed in 1994) Chamba has 455 hectares of land and population of 20327 persons as per 2001 census.

2.5 STATUS

Located on the bank of river Ravi amidst lush green Chamba valley with lofty hills all around, Chamba is a fascinating Hindu town with rich cultural and physical heritage. The Overlooking snow-clad Dhauladhar in the south, the ceremonial grass ground of Chowgan, various terraces along the river Ravi and Sal running through, attract people of various walks of life to settle and visits as tourists. Being on Pathankot-Bharmour State Highway - 33, town has a nodal location in Chamba valley and is directly linked with major towns and cities of the plains on one hand and tourist destinations. Chamba Planning Area is expected to grow due to expanding administrative functions, commercial activities, rural urban migration, better amenities, potentials for development of tourism in the town and its surroundings and construction of Hydro-electric projects in Ravi Basin. Horticulture and herbal-based industrial activity will add to some extent to its growth.



CHAPTER- 3

PLANNING AREA

- 3.1 Taking into consideration the planning needs and physical growth trends of the town, government of Himachal Pradesh vide notification No.PW (B&R) (B) 28 (32)/86 dated 1/1/1988

Himachal Pradesh Town and Country Planning Act, 1977(Act No.12 of 1977) was extended to Chamba Planning Area. Later on, the H.P.Government decided to reduce the limits



CHAMBA PLANNING AREA

of Planning Area and accordingly revised Planning Area was constituted vide notification No. TCP-F (5)-6/96 DATED 11.12.97 which was again revised vide Notification No. TCP/F (5)-1/2002 Dated Shimla -2, 16/05/202. Now the limits of Chamba Planning Area are as per specification given below:

North: Outer northern boundaries of Sultanpur Hadbast No. 18 along the river Sal and along outer boundaries of M.C. Chamba, Hadbast No. 176 up to eastern boundary.

East: Up to eastern boundaries of M.C. Chamba Hadbast No. 176, Mugla Hadbast No. 175 and Karian Hadbast No. 174.

South: Along outer boundaries of Karian Hadbast. 174 and up to the river Ravi.

West: Along with the river Ravi, outer boundaries of Karian Hadbast No. 174, Mugla Hadbast No.175, M.C. Chamba Hadbast No. 176, Mangla Hadbast No. 49, M.C. Chamba Hadbast No. 176 and Sultanpur Hadbast No. 18 and upto the river Ravi. The planning area as delineated measures 947 hectares and covers four revenue settlements including Chamba Municipal Council area. It is comprised of 25311 persons as per 2001 census. The details of settlements included in Planning Area are as under:



Table 3.1: Settlements falling within Chamba Planning Area

Sr. No.	Revenue settlements	Hadbast No.	Area in Hectares	Population
1	Chamba M.C.	176	455	20327
2	Mugla	175	87	116
3	Karian	174	299	3984
4	Sultanpur	18	106	884
Total			947	25311

Fig 3.1: Area of Revenue Settlements

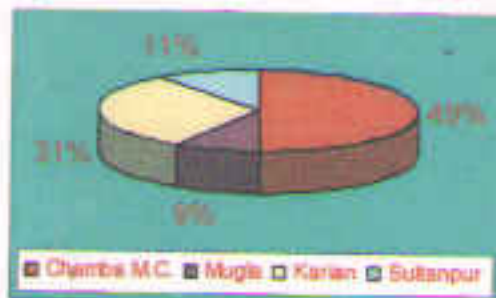


Fig 3.2: Population of Revenue Settlements



- 3.2 Population ranges from 116 persons in Mugla to maximum 20327 of M.C. Chamba. Area of Hadbasts ranges from 87 hectares of Mugla to 455 hectares of Chamba Municipal Council. Population of Planning Area is 25311 as per 2001 census which is likely to increase 33,411 in 2011 and 44103 in 2021.
- 3.3 Chamba Planning Area can be sub-divided into two parts as development pattern of the town has been and shall continue to be dictated by the physiographic features of the area. The river Ravi has divided the town into two major parts. The eastern part has further been divided into two parts by river Sal. The old Chamba Town which is located at the confluence of Ravi and Sal River has a natural growth trend towards Hardaspura, Mugla and Karian areas towards South owing to their contiguity and easy accessibility. Out of Trans-Ravi area, Sultanpur is easily accessible which is an additional factor affecting the growth potential here. Height increases as one move from West to East. The upper part is enclosed by mountain and forests infected by



various river lets/nallah. The Chamba planning area has series of terraces and moderate slopes running parallel to river Ravi. The lowest point in the planning area is 800 meters above mean sea level as Parel in Sultanpur and the highest point is 1700 meters at Minda in Mugla mohal. Thus local relief variation is 900 meters and average altitude is 1250 meters.

- 3.4 As one moves from west to east the altitude starts increasing proportionally towards the East, North East and southeast except few local variation in slope. The character of slope overlapped with steep depressions/nallah cutting the entire site from east to west and towards northeast. Interestingly where slope is gentle and moderate the urban structures and activities related with town functions, facilities and infrastructure is available and where slope is negligible such areas have been either under open spaces like historical Chowgans and Police grounds. The old portion of the town has been well planned adhering the spatial planning principles.

CHAPTER -4

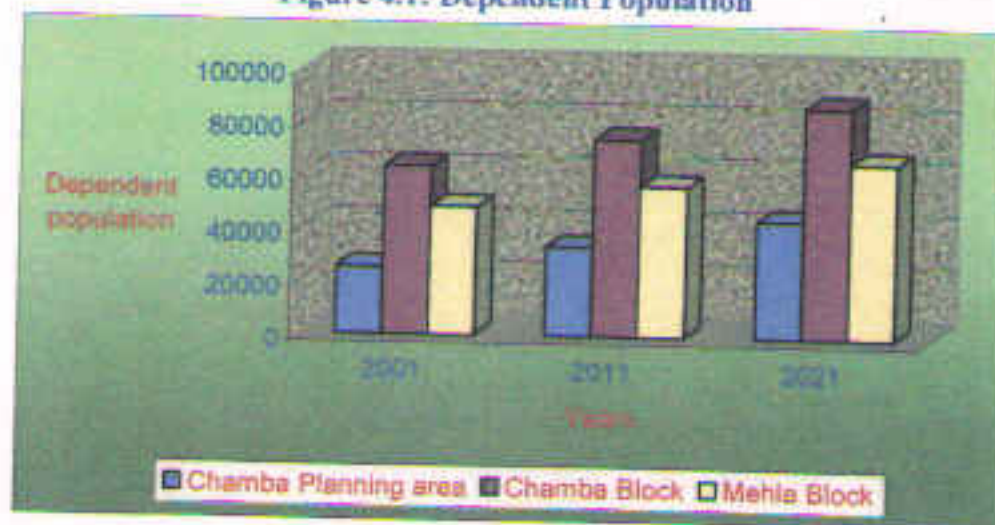
REGIONAL SCENARIO

- 4.1 Chamba is the major town of the district Chamba and is gateway to picturesque Bhandal valley and Bharmour Valley known for its historical monuments including temples. Being a regional town, it is vibrating with multifarious activities including trade, commerce, tourism, education, health, Govt. offices etc. Increasing trade and commercial activities with potential for development of allied agro/ forest based industries in the vicinity and establishment of hydro-electric projects, have strong bearing on its future growth.
- 4.2 The development blocks dependent to varying percentage of Chamba Planning area are Chamba and Mehla Block. It has been observed that about 100% population of Chamba Block and 70% of Mehla Block is dependent for higher-level facilities on Chamba planning area.

Table 4.1: Dependent Population

Area/Block	2001	2011	2021
Chamba Planning Area	25311	33411	44103
Chamba Block	63423	74205	86820
Mehla Block	48280	56487	66089
Total	1,37014	1,64103	1,97012

Figure 4.1: Dependent Population



- 4.3 Chamba is an important town of Chamba District. Population of Chamba has increased from 3, 93,286 in 1991 to 4,60,499 in 2001, registering decadal increase of 17.09%. The decadal growth of the state is 17.53% in comparison to 21.34% of national average during 1991-2001. By comparing the percentage growth rate of 1981-91 decade with 1991-2001 decade, it can be observed that the growth rate has decreased from 26 % to 17.09% in Chamba District. If one compares the growth rate of 1971-81 decade which was 23.86%. It can be concluded that from 1971 towards the growth rate of population in terms of percentage has increased from 23.86% to 26 % in 1991 and then decreased to 17.09 % during 1991-2001. It can, therefore be concluded that the district is experiencing out migration for search of employment opportunities. Moreover, the family planning measures being adopted have also contributed to the decline in the growth rate.
- 4.4 The tourists coming from plains of Punjab, Jammu and Kashmir and Chandigarh, intending to visit Khajjiar, Bharmour and Holi pass through the town. The pilgrims also visits Bhalai Mata temple and temples situated in and around Chamba town. The other places of tourist attraction in the regions are Kalatope wild life sanctuary, Zumhar, Chamera-I and Chamera-II Reservoirs, Khairi Hydel Project, Saho, Salooni, Manimahesh, Chhatrari, Tissa, Trilochan Mahadev Temple, Hindiba and Jalpa Mata temple of Mehla, Banni Mata, Kelong temple of Kugti etc.
- 4.5 The underground strata is of tertiary formation with great thickness of detrital rocks, clays and conglomerate. Mostly sand stone, shale and conglomerates and found in the whole of Chamba district. In the metamorphic strata of upper Chamba ranges, in Sikridhar, lime stone reserves are there. In the sillicons strata of the Chamba ranges the slate of Gehra and Dharwala are found. These slates have more sillicons contents and are quite hard.

CHAPTER-5

PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

5.1 CLIMATE:

Chamba town lies between altitude of 800 meters and 1400 meters above mean sea level. The climate can be described as sub-tropical. The maximum temperature in summer is 38°C and the minimum in winters 0°C. While the rainy season is heavy and prolonged. The winters are quite pleasant. Snow used to fall every winter in the last 10-15 years ago but now a days with the climate warming up, snowfall is a rare occurrence. January is coldest and June is hottest month. The town being in valley enjoys sunshine only for about 6 hours during winters. Most of the rainfall occurs in July to September, average annual rainfall being 104 cms. However, sufficient rainfall is received in winter too.

5.2 VEGETATION:

The trees most commonly found are the pine, oak, holly, rhododendron, chestnut and walnut. Above 1800 meters height one finds forests of pine and cedar and above 2600 meters are the birch and juniper. Northern slopes are more wooded than the southern ones.



VEGETATION COVER IN CHAMBA PLANNING AREA

5.3 GEOLOGY AND SOILS

Geologically, the town is located in seismic zone -V near a fault line and is subject to earthquakes. It has generally sedimentary rocks. The top layer is mixture of compact consolidated sand, alluvial soil and pebble aggregate resting on sedimentary base. Most of the flat land is covered with thick terrace deposits constituting coarse aggregates ranging from small gravels to gigantic boulders. In the main, these consist of granites genesis and quartzites and are rounded to sub-rounded in shape. These coarse aggregates are mixed with fine consisting of gritty sandy, silty and clay soil. These materials are poorly graded, cohesionless and unconsolidated in nature. In view of the area falling seismic zone, the building height not to be exceed 10 meters i.e. three storeys and 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 Chamba Planning Area is characterized by land slide, sinking zone and heritage zone having monuments of historical and archeological importance as the town is located on the terraces of river Ravi and surrounded by mountains running parallel to the river on both sides, whereas thick /dense development have come up on the main terrace around "Chowgan". Fast development is taking place on terraces of river along State Highway {SH-33} and Chamba-Bharmour roads in Sultanpur, Hardaspura, Mugla and Kariyan area besides moderate development in Julakari, Dharog, Kasakra and Obri areas of Chamba town.

The haphazard development has resulted in landslides, which has affected hill slopes in six different localities in Chamba. While there is no danger to the monuments but some residential colonies like upper Julakari, Chowgan Mohalla, Pucca talla, Ramgarh, Hardaspura have been affected as construction activities, which have disturbed the natural drainage system of the areas. The land slides are mainly due to heavy building on steep contours which is unwarranted, increased run off, lack of storm water, drainage system which leads to uncontrolled discharge on the affected slopes. Deforestation is another factor leading to increase run off. The terrace farming which has been permitted on the steep slopes of the Shah Madar hill which may lead to fresh

land slide in the unaffected slopes also. The use of Chamba-Saho roads at the eastern boundary of the town by heavy vehicles as bye-pass traffic for hydro-electric projects and its widening for the movement of heavy equipments sides also added to the possibilities of land slide. During the last 10-15 years the urban development has started spreading on the steep slopes along nallahs. Because of the population pressure areas along Chamba-Bharmour and Chamba-Pathankot roads in Sultanpur are experiencing heavy construction activities.

It is generally felt that the climate is warming up in the Chamba valley and thereby there is rare snow fall in Chamba proper and less volume of water in the rivers passing by the town. It is also felt that lot of soil erosion and landslides are taking place in the valley. During the year 1995 in the month of September, lot of destruction was witnessed on the catchment area of river Ravi near the town. The main components of physical environment namely mountains, rivers, vegetation and wild life are under threat. There is an irresponsible attitude of individual developers towards physical environment. Linear bazaar has developed along the Pathankot road, Khajjiar road in Sultanpur, Parel, and Baloo area and in few numbers of stretches along Chamba-Bharmour road in Hardaspura, Mugla and Karian.

The thickly populated area is the old town around the Chowgans in form of various mohallas are thickly built up areas with three to four storeys buildings, with narrow zigzag lanes poor sanitary conditions, unhygienic drains, polluted streets, haphazardly cramped houses and structures slopes imposed upon each other such like areas are Dharog, Kassakra, Upper and lower Julakari, Obri and Sultanpur areas. Depleting green cover in form of central courtyard of houses and development in prime location like around historical monuments, in old bazaar, in already congested mohallas and along State Highway in form of ribbon development are the vital environment concerns. Whether trade or commerce, residential or community uses all are overburdening the already existing narrow roads and streets 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 strategy and vital planning parameters. The main built-up area around Chowgan has a lot of historical and heritage monuments like Akhand Chandi, Laxmi Narayan group of temple, Church, Shyam Singh Hospital, Library, Temple in Chountra Mohalla, Sita Ram, Champavati, Hari

Rai, Bansi Gopal temples, Rang Mahal, Administrative buildings, District Court, Museum etc. These old buildings have a typical style of architectural design which appears to be synthesis of hill, Mughul and British architecture. The area needs conservatory surgery and remodeling of existing buildings all around the historical monuments.

CHAPTER -6

DEMOGRAPHIC CHARACTER

- 6.1 As per 2001 Census, population of Chamba Planning Area is 25311 persons. The socio-economic analysis has been made on the basis of primary survey by the Town and Country Planning Department, H.P. for entire Planning Area except N.H.P.C colony area in Karian. Whereas secondary resources has been used to obtain data pertaining to existing landuse, Industry, education, health, veterinary, recreational, institutional Govt. offices and tourist accommodations aspects etc. 20% sample has been taken for demographic socio-economic, housing and commercial aspects.

6.2 POPULATION GROWTH:

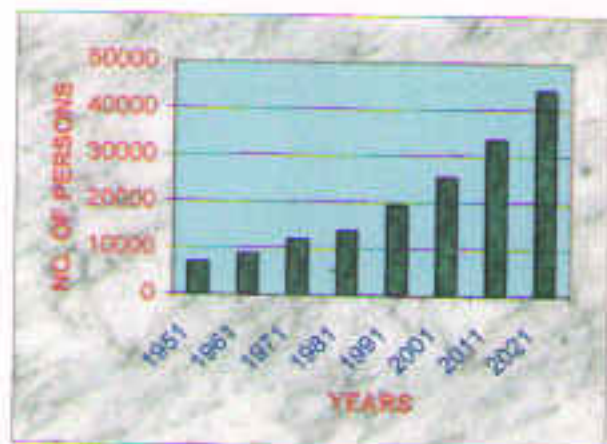
The population of Chamba Planning Area increased from 19242 persons in 1991 to 25,311 in 2001, recording a decadal growth rate of 31.54%. It is anticipated that population of Planning Area at the rate of 32% is likely to increase to 33411 and 44103 by the years of 2011 and 2021 respectively.

Table -6.1
Growth of Population

Year	Population	% Growth Rate
1991	19242	-
2001	25311	31.54
2011	*33411	32.00
2021	*44103	32.00

Source: Census of India 2001 &

Figure: 6.1
Growth of Population



* Projected on the basis of 2001 Census Population

6.3 SEX RATIO AND AGE GROUP

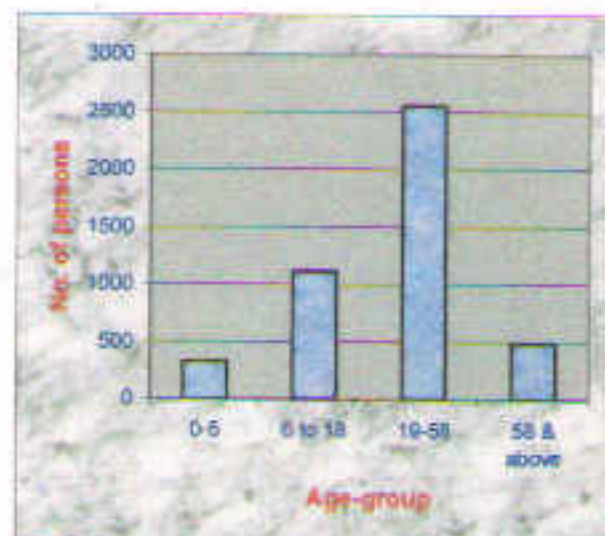
In Planning Area for every 1000 males, there are 909 females and the district has 970 females per 1000 males. Out of 25,311 persons, 13,891 are males and 11,420 females. It shows male selective migration to Chamba town as well as other urban areas in the

district. As per analysis of data it has been observed that 7.33% population is less than 5 years old, requiring mother care nurseries and tot lots and 24.81% population is in the age-group of 6-18 years requiring schools, playgrounds, parks etc. and the 57.04% population is in the age group of 19-58 years, which requires facilities for higher learning like higher secondary schools, colleges, industrial training institutions, and professional courses like information technology, MCA, Engineering and Medical Technology education besides fine Arts, commerce and social science. This is the age group which requires employment after approximately 25 years of age. It being in reproductive age group has to be provided with family planning and welfare schemes to control the population. The 10.82 % population is of 58 years and above, implying that most of these people may be leading retired life or may be old age workers. For the age-group, old age facilities and some hobby centres, reading rooms, library, and community centre have to be provided.

Table 6.2: Age wise Classification

Age-group	No.	%age
0-5	328	7.33
5-18	1110	24.81
19-58	2552	57.04
58 & above	484	10.82
Total	4474	100.00

Table 6.2: Age wise Classification



Source: Demographic Survey 2004 Conducted by TCP Chamba

6.4 MARITAL STATUS AND LEVEL OF EDUCATION:

Married persons are 52.88%, bachelors are 42.51% and 4.61% are widow/widowers. The 59.37 population has received education up to higher secondary college level or in Technical institution. The 12.74% has education up to middle level. Only around

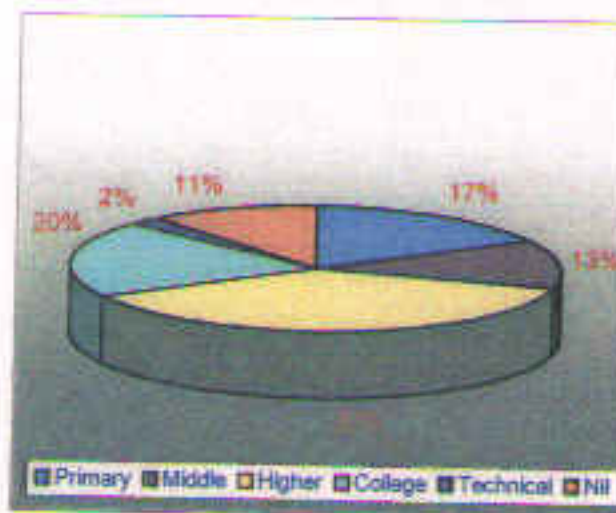


11.33% population has not received any education. The higher education by majority of population is on account of location of schools in the region and establishment of college in Planning Area.

Table 6.3: Education Status

Education Level	Number	%age
Primary	741	16.56
Middle	570	12.74
Higher	1670	37.33
College	886	19.80
Technical	100	2.24
Nil	507	11.33
Total	4474	100.00

Figure 6.3: Education Status



Source: Demographic Survey 2004 Conducted by TCP Chamba

6.5 DISTANCE AND TRAVEL MODE FOR EDUCATION

Table 6.4 Travel mode for Education

Mode	Number	%age
Walking	1069	86.42
Cycle	2	0.16
Two wheelers	46	3.72
Four wheelers	120	9.70
Total	1237	100.00

Figure 6.4 Travel mode for Education



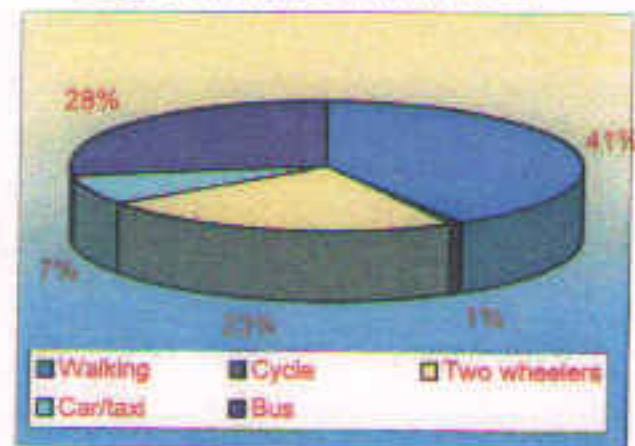
Source: Demographic Survey 2004 Conducted by TCP Chamba

6.6 DISTANCE AND TRAVEL MODE FOR WORK

Table 6.5: Mode used for Work

Mode	Number	%age
Walking	467	41.00
Cycle	10	0.88
Two wheelers	264	23.18
Car/taxi	316	7.20
Bus	1237	27.74
Total	1139	100.00

Figure 6.5: Mode used for Work



Source: Demographic Survey 2004 Conducted by TCP Chamba

Around 41.88% work areas are located at a distance of less than 2 kms and 84.12% work areas more than are located more than 2 kms. The 41% people are going to the work areas on foot. Out of 1139 persons 30.38 % are using different modes of transportation to reach in their work areas.

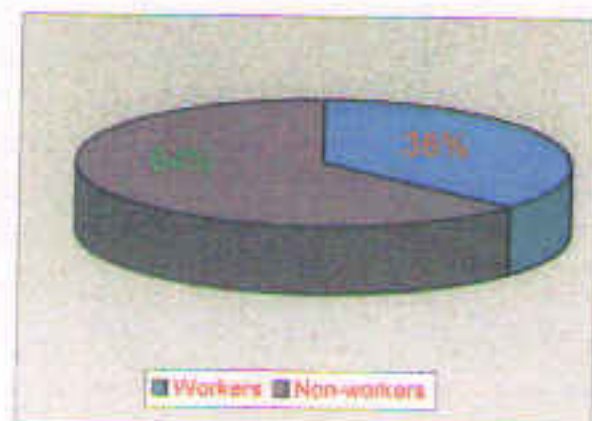
6.7 OCCUPATIONAL STRUCTURE:

The population of Chamba Planning Area as per 2001 census is 25,311. Out of which 9185 are workers and 16126 are non-workers. There are two types of workers in the Planning Area i.e. Main workers and Marginal workers. Classification of workers as main and marginal workers as per 2001 census is as under:-

Table 6.6: Proportion of workers

Category	Number
Workers	9185
Non-workers	16126
Total	25311

Figure: 6.6 Proportion of workers



Source: Census of India 2001

Table 6.7: workers Classification

Category	Number
Total workers	9185
Main workers	8283
Marginal workers	902
Non-workers	16126

Source: Census of India 2001

Figure 6.7: workers Classification

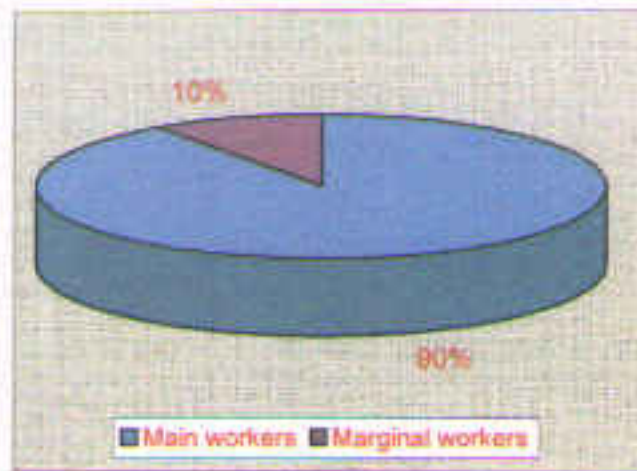
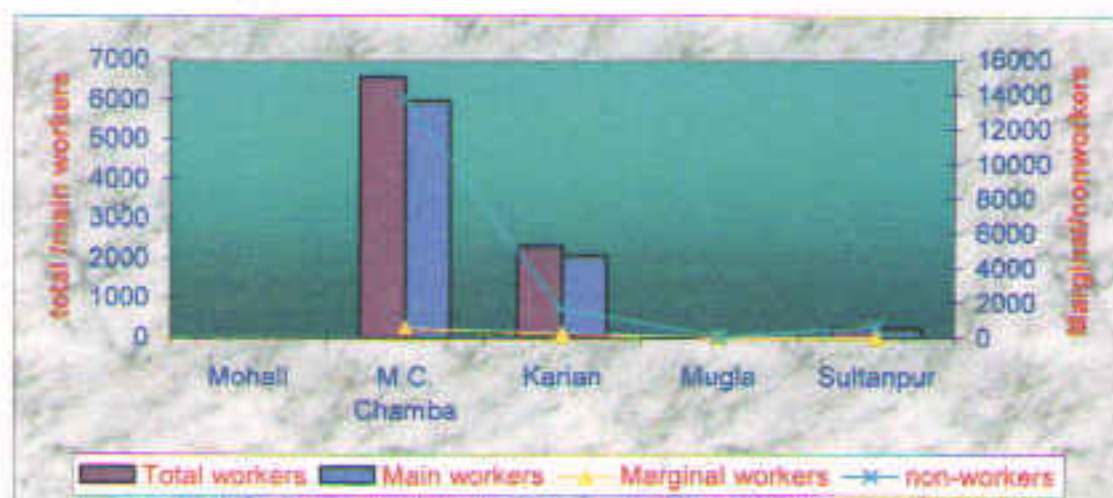


Table 6.8: Mohall Wise Workers Classification

Mohall	Total workers	Main workers	Marginal workers	Non-workers
M.C. Chamba	6572	5978	594	13755
Karian	2307	2057	250	1677
Mugla	41	21	20	75
Sultanpur	265	227	38	619
Total	9185	8283	902	16126

Source: Census of India, 2001

Figure 6.8: Mohall Wise Workers Classification



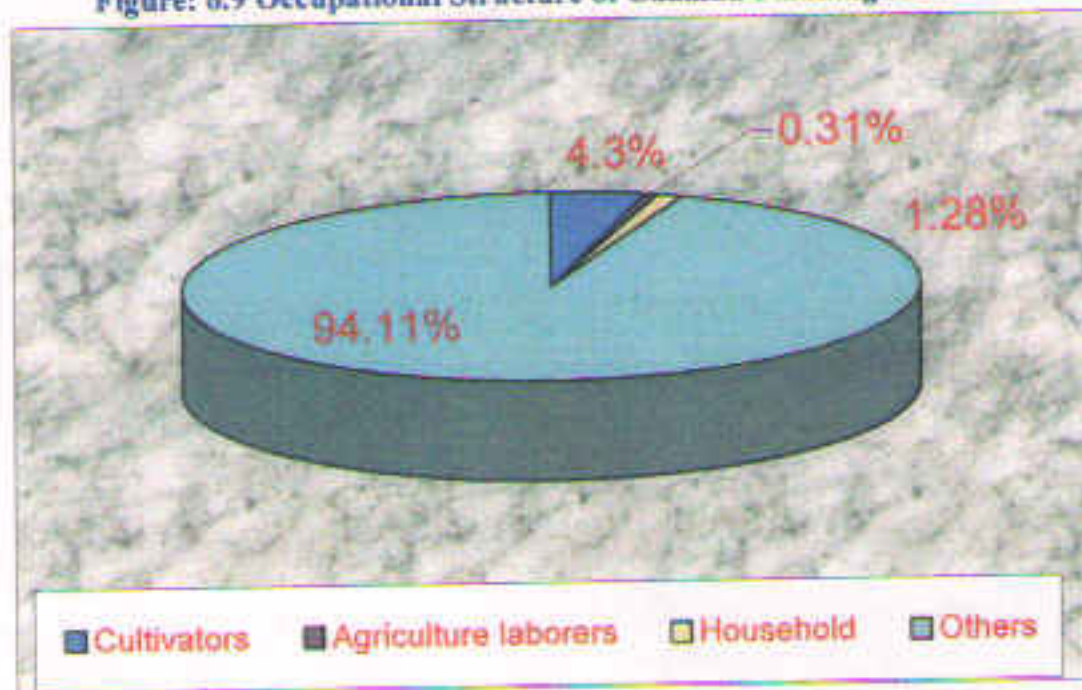
Occupation structure of Chamba Planning Area as per 2001 census is as under:

Table 6.9 Occupational Structure of Chamba Planning Area

Category	Total	%age	Male	Female
Cultivators	392	4.30	368	24
Agriculture laborers	29	0.31	29	0
Household	119	1.28	114	5
Others	8645	94.11	8409	236
Total	9185	100.00	8920	265

Source: Census of India 2001

Figure: 6.9 Occupational Structure of Chamba Planning Area



6.8 ANTICIPATION OF WORKFORCE

It is anticipated that there will be a work force of 16539 by the year 2021. Where as percentage of primary workers is likely to be reduce, the percentage of secondary workers activity is likely to be increase in view of immigration of people to Chamba and settlement of retired employees of Pangi Tehsil in Chamba. Being the district headquarter tertiary sector shall continue to function as a dominant sector of economy by the year 2021.

Table 6.10: Anticipated Workforce in Chamba Planning Area

Category	2001	2011	2021
Primary Sector	421	501	662
Household Sector	119	167	441
Others	8645	11693	15436
Total	9185	12361	16539

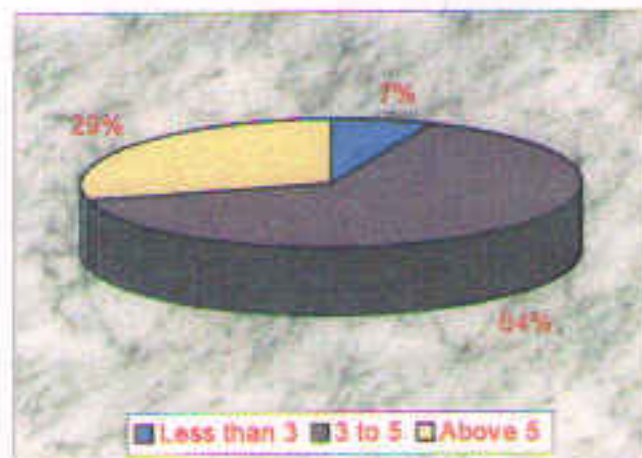
Note: Projection of Workforce Structure based on 2001 Census Occupation Structure.

6.9 FAMILY SIZE:

The family size in Chamba Planning Area has been classified into three groups, families having less than 3 members, 3-5 members and above 5 members. The 6.75% families have members less than 3, and 64.23 % have members between 3-5. However, 29.02 % families have family members more than 5. Around 70.98 % families have up to 5 members in each family.

Table 6.11: Family Size

Family	Number	%age
Less than 3	63	6.75
3-5	600	64.23
Above 5	271	29.02
Total	934	100.00

Figurer 6.11: Family Size

Source: Demographic Survey 2004 Conducted by TCP Chamba

6.10 MIGRATION AND ITS CAUSES:

The 95.72 people are local and 4.28 are migrants. Whereas 52.50% have migrated for employment, 25% have moved to avail facilities in the town, the 22.50% have migrated because of business and other miscellaneous reasons, may be because of poverty prevailing in rural areas. About 37.5 % of migrants have moved into the town

within last 10 years and rest migrated before 10 years. The ratio of migration is very less. Service and business sector employment is the main cause of migration. Migration is picking up because of establishment of hydroelectric projects etc.

Table 6.12: Local and migrants

Type	Number	%age
Local	894	95.72
Migrants	40	4.28
Total	934	100.00

Figure 6. 12: Local and migrants



Source: Demographic Survey 2004 Conducted by TCP Chamba

6.11 HOUSES OWNERSHIP STATUS

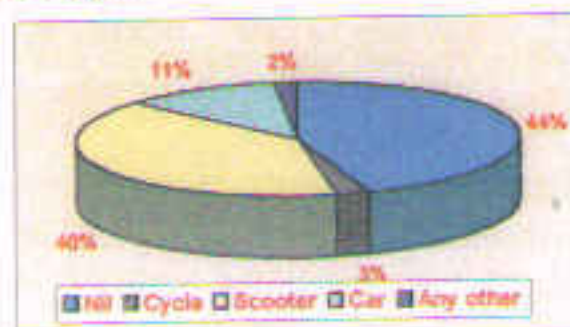
Out of sample of 934 households for establishing ownership status, it is found that 98.72% own their houses and 1.28 % are tenants.

6.12 STATUS OF FAMILIES

In Chamba Planning Area 33.04% families have T.V., 26.61% have washing machines, 23.17% have telephones and 2.75% have heat convectors. Most of the families are enjoying good status in the community. The 44.04 families do not have vehicle and 55.96% families have scooter or car indicating that in the present day social set-up automobiles specially are emerging as basic requirement of a family. There is very limited role of animals in pursuits of families. Only few families have cows/buffaloes, sheep and goats. A majority of 95% families do not own animals.

Table 6.13: Vehicle owned

Type	HH	%age
Nil	417	44.04
Cycle	25	2.70
Scooter	370	40.05
Car	106	11.48
Any other	16	1.73
Total	934	100.00



Source: Demographic Survey 2004 Conducted by TCP Chamba

CHAPTER-7

HOUSING

Being one of the oldest towns in the state, houses are very old and situated along narrow, zigzag streets. Chamba is the biggest town of the district so far as population is concerned. There are 5365 households with the population of 25311 persons. The town is enjoying urban status since 1901. The population growth rate during 1981-91 is 31.54%. The density of population recorded as per 2001 census is 26.72 persons per Hectare. According to survey conducted by the Town and Country Planning Department, Himachal Pradesh during the year 2004, the following observations have been derived.

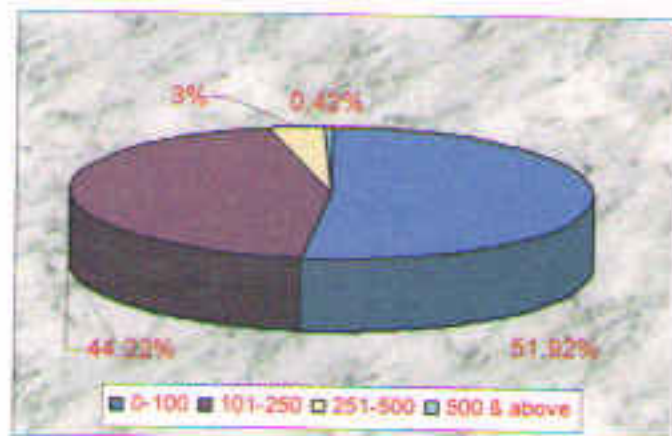
7.1 HOUSING STATUS

The 51.93% families have less than 100 sqm. as plot area. Families having plot area of 101-250 sqm. are 44.22%. Approximately 3.85% families are living in plot size bigger than 250 sqm.

Table: 7.1: Plot area

Area in Sqm.	No.	%
0-100	485	51.93
101-250	413	44.22
251-500	32	3.43
500 & above	4	0.42
Total	934	100

Figure 7.1: Plot Area



Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

The 5.35% houses have less than 50% covered area and around 94.65% houses have more than 50% covered area. The higher covered area may be due to increasing rental value due to scarcity of serviced/private land and coming up to hydro-electric projects and offices in the town on one hand and continuance of immigration and settlement of people from other nearby tehsil specially Pangi people.

Table 7.2: Covered Area

% area of plot	No.	%
less than 50	50	5.35
50-75	148	15.85
75 & above	736	78.8
Total	934	100

Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

The 62.74% houses have been constructed during the last 30 years, the 37.26% houses, are however, more than 30 years old are. As the area around and above Chowgan has almost old houses with narrow lanes and same is witnessing problem of congestion etc. There is need for conservation surgery of the area, especially around heritage monuments. The 38.54% houses have approved plans. A few people are not conscious about planning and are violating the construction norms to get their house plan approved anyhow.

Table 7.3: Year of construction

year	No.	%
0-5	83	8.89
5 to 10	119	12.74
10 to 30	384	41.11
30 & above	348	37.26
Total	934	100

Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

15% houses are up to two storeys. The 93% houses have two or more rooms and only 7% houses have single rooms. About 11% houses are without bathrooms and 68% houses have one bathroom and 21% have more than one bathroom.

Figure 7.2: Covered Area

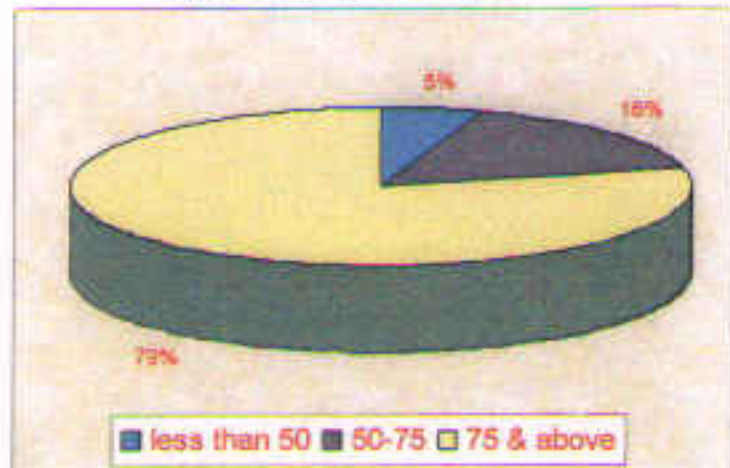


Figure: 7.3 Year of Construction

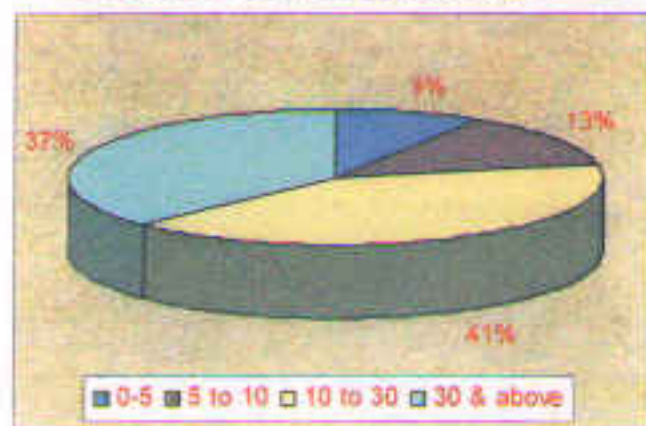


Table 7.4: No. of Storeys

Storeys	No.	%
Basement	14	1.49
G	346	37.06
G+1	433	46.35
G+2	141	15.1
Total	934	100

Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

Figure 7.4: No. of Storeys

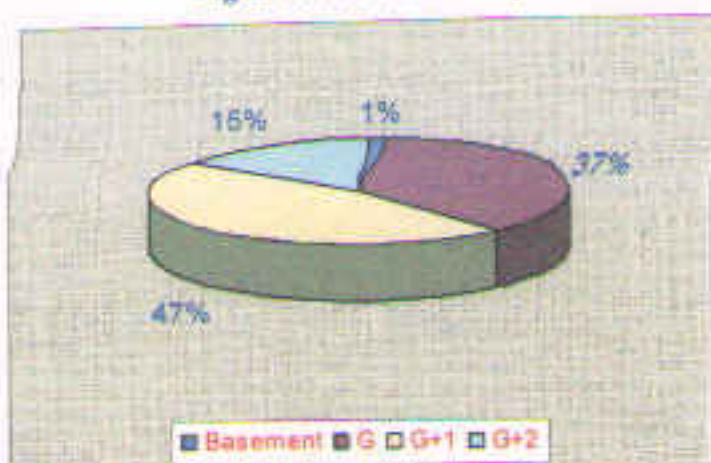


Table 7.5: No. of Rooms

No. of Rooms	No. of HH	%
1	69	7.38
2	179	19.16
3	178	19.1
4	199	21.3
5	105	11.23
>5	204	31.83
Total	934	100

Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

Figure 7.5: No. of Rooms

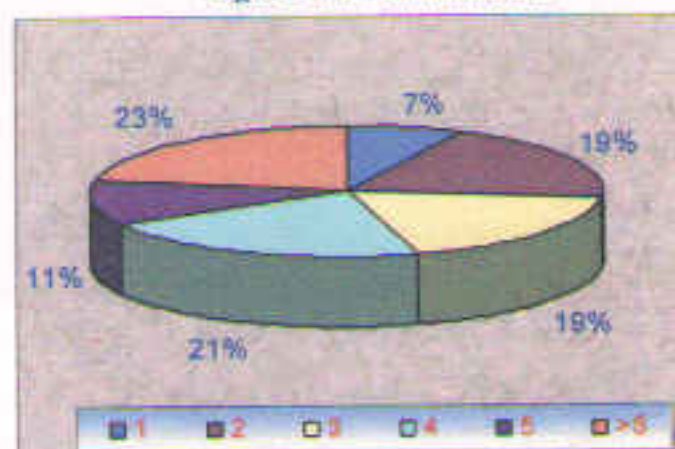
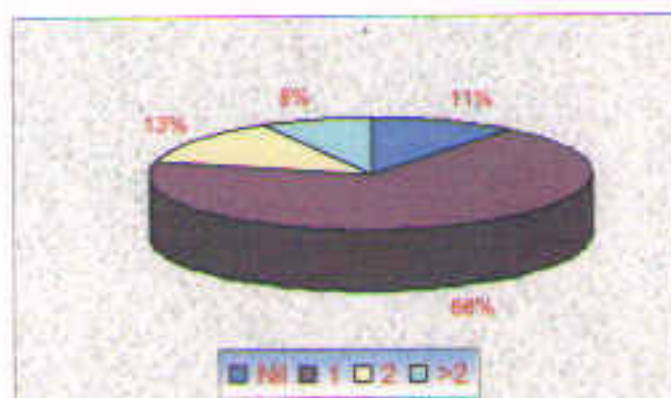


Table 7.6: No. of Bathrooms

No. of Bathrooms	No. of HH	%
Nil	100	10.7
1	638	68.3
2	121	12.96
>2	75	8.04
Total	934	100

Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

Figure 7.6: No. of Bathrooms

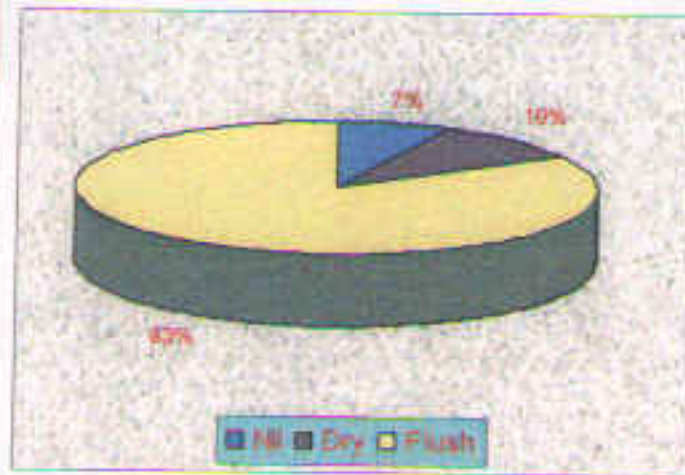


About 7% houses do not have latrine facilities at all. They are defecating in the surrounding jungles, rivers/Nallahs. 10% houses have dry latrines. It is usually observed that latrine water of houses at higher altitude spills or drain out on lower reaches and people at lower level are living in hygienic conditions.

Table 7.7 Type of Latrine

Type	Number of HH	%
Nil	65	6.96
Dry	90	9.64
Flush	779	83.4
Total	934	100

Figure 7.7: Type of Latrine



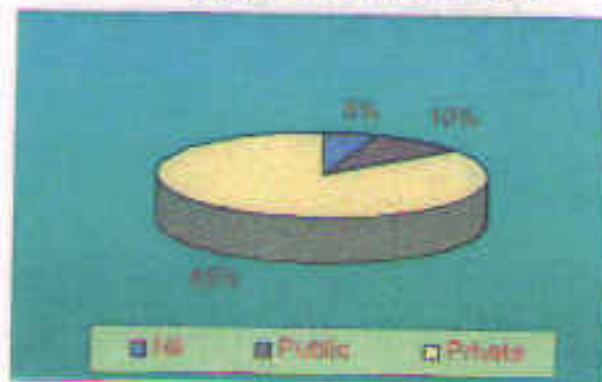
Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

About 10% households are dependent on public taps, 85 % have taken private water connections. 5% are dependent on other sources i.e. boulders and natural springs. Only 60% houses have storage facility within their premises.

Table 7.8 Water Supply

water supply	No.	%
Nil	49	5.23
Public	89	9.54
Private	796	85.23
Total	934	100

Figure 7.8: Water Supply



Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

41.43% houses have sewerage, the 58.57% houses do not have sewerage connections. The 37.58% have septic tank system in their houses. The 97.75% houses have electric connections. Just 2.25% houses have not electric connections.

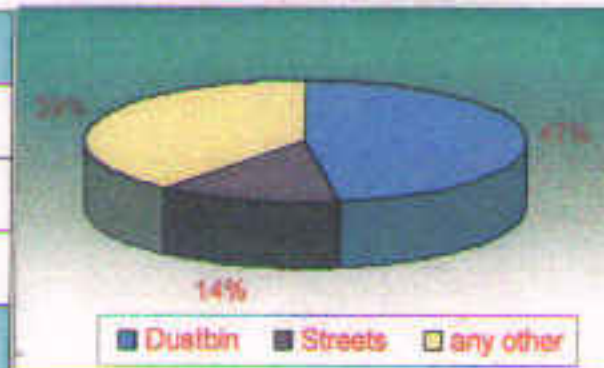
7.2 SOLID WASTE

The 47.44% houses have dustbins for solid waste disposal. The remaining households are throwing their rubbish either on streets or in nearby areas. Whereas 68.09% generate garbage 0.5kg-1.00kg. each. 31.91% houses have generation of garbage above 1.00 kg. each.

Table 7.9: Solid Waste Disposal

Source	No.	%
Dustbin	443	47.44
Streets	129	13.81
any other	362	38.75
Total	934	100

Figure 7.9: Solid Waste Disposal

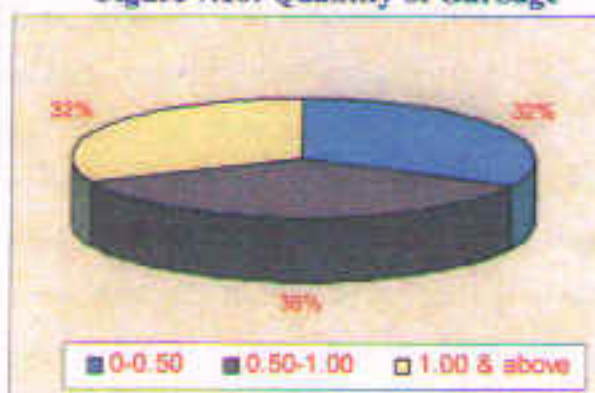


Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

Table 7.10 Quantity of Garbage

Quantity in Kgs	No. of HH	%
0-0.50	300	32.12
0.50-1.00	336	35.97
1.00 & above	298	31.91
Total	934	100

Figure 7.10: Quantity of Garbage



Source: Housing Survey 2004 Conducted by TCP Deptt. Chamba H.P.

7.3 CONDITION OF HOUSES

About 60% houses have poor conditions and about 40% houses have good condition. Houses with good building condition are mainly in newly developed areas such as Hardaspura, Mugla, and Kariyan and in scattered form in the main town and in Govt. housing colony. Most of the houses are scattered and are in haphazard manners with more concentrated in Hardaspura, Mugla and Sultanpur. However, thickly built up area is the main town around the Chowgama. The construction of houses on the slopes in the south east, east and north eastern area in Sultanpur are vulnerable to landslides and affecting the natural drainage system. It is being happening due to commercialization,

settlement of people from nearby areas especially from Pangi tehsil, compelling local land owners to sell their land for profit making pursuits. In old town 70% houses are built in stone mud, 30% in masonry and RCC framed structures. Over 90% houses have slanting slate roofs.

7.4 ANTICIPATION

As per 2001 census, there are 5365 families living in the town at the rate of average family size as 4.7. It is anticipated that at the rate of 5 persons per family by 2021, there will be 8820 families. Thus there will be 3455 additional families to be accommodated in residential areas. As the Planning Area has 78.55 hectares residential area whereas residential density of 322 persons per hectare. In view of land scarcity, taking average density of 300 persons per hectare, 147 hectare residential area is likely to be required by the year 2021. Housing problems in quantitative terms are acute in Chamba town. Although a considerable increase in population has occurred, yet housing activity has not increased. Correspondingly as service land could not be made available to cater for increased population. Moreover, the scarcity of developable land in the vicinity of the town is also the reason for slow pace of construction of houses. Consequentially housing sites of the old town has become over crowded and lacking in external and internal services. It is recent phenomenon that a trend has been set to decentralize the development to areas beyond the old town and development is generated by proper planning. It will be able to achieve desired standard of services and ultimately the housing standards will also improve.

CHAPTER-8

TRADE AND COMMERCE

Present commercial areas are not functionally suited to meet the demands of growing and dispersing population. These areas are concentrated in the centre of town and are characterized by high congestion as most of the shopping streets having quite inadequate width. As per survey conducted, there are 790 shops in the town. Out of which 80% are located in the central area. Main shopping centre is located along Chowgan. Commercial area is mixed with residential and other uses. There is no separate wholesale market in the town and this activity is mixed with residential and other uses which aggravates the problem of congestion. Main commercial areas have developed in linear pattern in the core of the town. Lack of proper space of parking in loading and unloading purpose cause acute traffic congestion. Storage and godown facilities are not existing. Functional areas within shops is quite inadequate and there is tendency of encroaching upon roads/lanes width of which is already less. The present market area along Chowgan was initially a make shift arrangement to accommodate the people who come here from the frontier areas included in Pakistan during partition. It was probably an act of crisis management that these people were allowed to run their petty business to earn livelihood. This space was not permanently declared as commercial area. In the larger public interest, this market has to be relocated to some other suitable place which will be decided at the time of preparation of Sectoral plan. 20% commercial survey and study has been carried out on the following aspects in order to study planning consideration of commercial activity in the Chamba planning area.

8.1 STATUS OF SHOPS

Chamba town is vibrating with trade and commercial activity. Besides catering for the surrounding areas, it also caters for the tribal area of Bharmour and Tissa etc. most of the shops are retail. However, 10.13% shops are of wholesale dealing in cloth, hardware, kariyana, cement, medicines, electronic goods etc. 58.86% of retail nature and 16.45% are of service nature.



Table 8.1: Type of Shops

Type	No. of shops	%age
Retail	93	58.86
Wholesale	16	10.13
Seasonal	-	-
Service	26	16.45
Any other	23	14.56
Total	158	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

8.1: Type of Shops

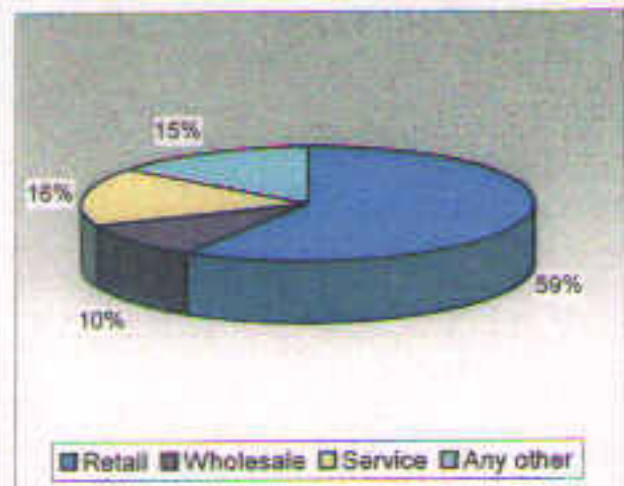
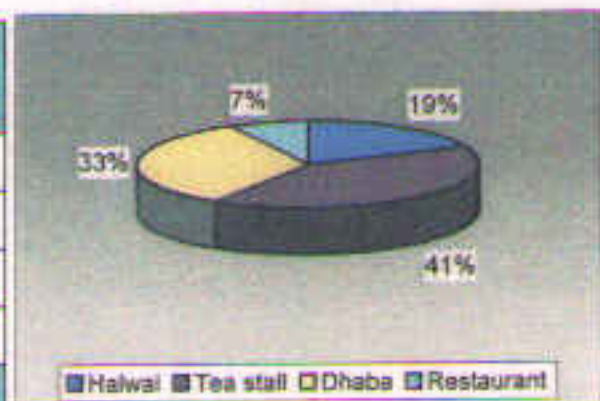


Table 8.2: Special Shops

Type	No. of shops	%age
Halwai	5	18.52
Tea stall	11	40.74
Dhaba	9	33.33
Restaurant	2	7.41
Total	27	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.2: Special Shops



Tea stall accounts for 40.74% whereas Dhaba are 33.33% and Halwai and restaurant accounts for 25.93%.

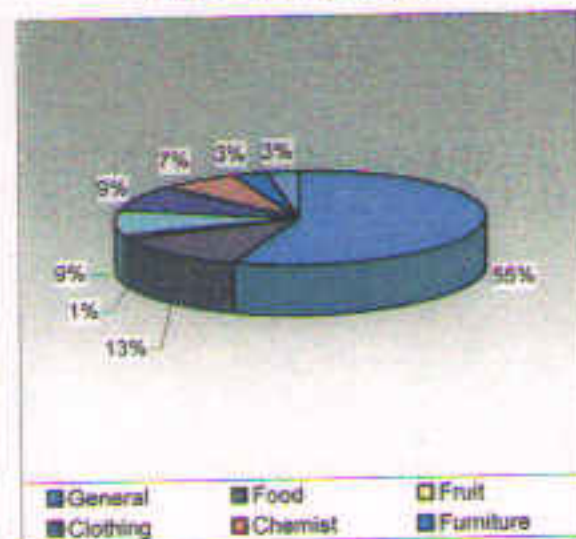
General shops accounts for 55.72%, whereas food, fruit and vegetables shops accounts for 22.85% and cloth and chemist 16.71%. Whereas 64.55% shops are owned and 33.54% shops are rented. The commercial activity in the main bazaar is saturated and in various mohallas, the shops of confectionery, kariyana and vegetables are coming up slow and steady due to unemployment of youths and people are converting some portion of houses facing lane/path/roads into shops. The town, however, lacks in well planned commercial activity.

Table 8.3: Items Sold

Item sold	Number	%age
General	39	55.72
Food	9	12.86
Fruit	1	1.42
Vegetables	6	8.57
Clothing	6	8.57
Chemist	5	7.14
Furniture	2	2.86
Jewellery	2	2.86
Total	70	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.3: Items Sold



During the last 10 years, approximately 37.34% shops got established and 25.94% shops got established before 10 but within 20 years and 36.71% got established before 20 years which indicates that the commercial activity is not picking up and pace is very slow.

Table 8.4: Year of Establishment

Year	Number	%Age
Less than 5	32	20.25
6 -10	27	17.09
11-20	41	25.94
21 and above	58	36.71
total	158	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.4: Year of Establishment



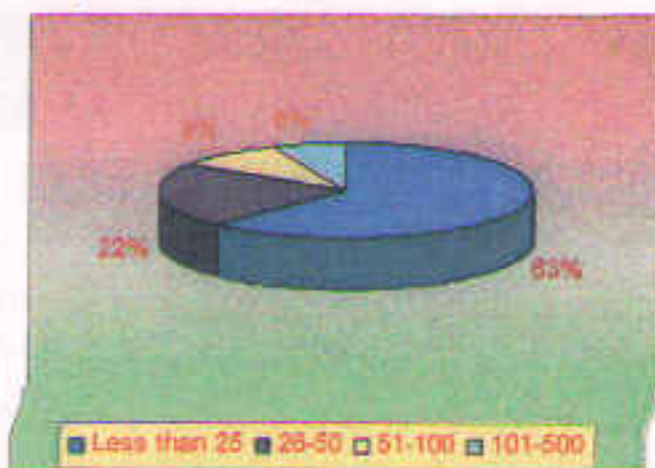
62.02% shops got customers less than 25 per day. Just 37.98% shops have more than 25 persons per day.

Table 8.5: Customers Visited

Customers visited	Number	%age
Less than 25	98	62.02
26-50	35	22.14
51-100	15	9.48
101-500	10	5.36
Total	158	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.5: Customers Visited



8.2 PHYSICAL ASPECTS OF SHOPS

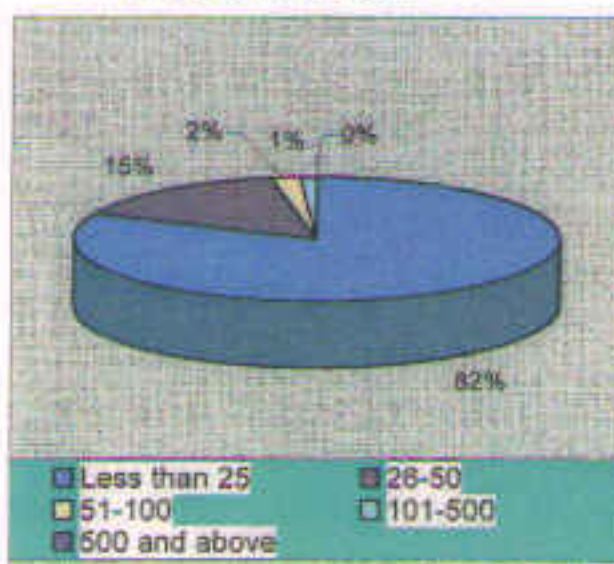
About 84% shops have area less than 25 sqm. and 13% shops are in the range of 26-50 sqm. Only 3% are in the range of above 51 sqm.

Table 8.6: Shop Size

Shop size (in sqm.)	Number	%age
Less than 25	133	84.18
26-50	25	12.65
51-100	3	1.90
101-500	2	1.27
500 and above	-	-
Total	158	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.6: Shop Size



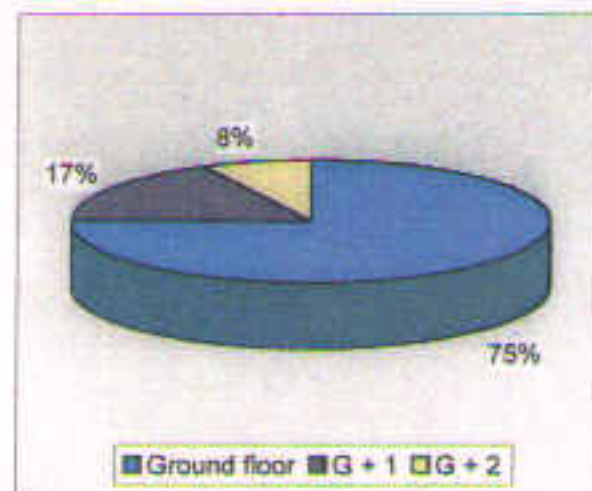
75.32% shops have only ground floor. 17.09% have two storeys. Only 7.59% shops have more than two storeys.

Table 8.7: Shop Height

Number of storeys	Number	%age
Basement	-	-
Ground floor	119	75.32
G + 1	27	17.09
G + 2	12	7.59
G + 3	-	-
Total	158	100

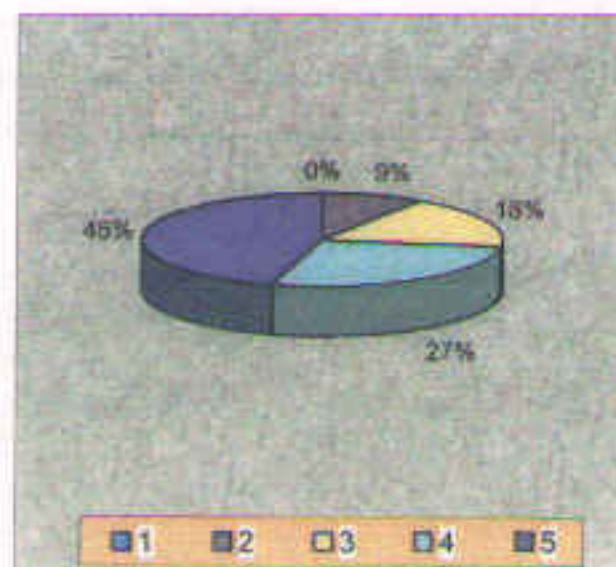
Source: Commercial Survey 2004 Conducted by TCP Chamha

The 68% shops have not extension to their original plan. Whereas 32.28% have projection or extension to their shops upto 5 feet.

Figure 8.7: Shop Height**Table 8.8: Shop Extension**

Length (in Feet)	Number	%age
NIL	107	67.72
1	3	1.90
2	14	8.86
3	22	13.92
5	12	7.60
10	-	-
Total	158	100

Source: Commercial Survey 2004 Conducted by TCP Chamha

Figure 8.8: Shop Extension

8.3 ATTACHED FACILITIES AND UTILITIES

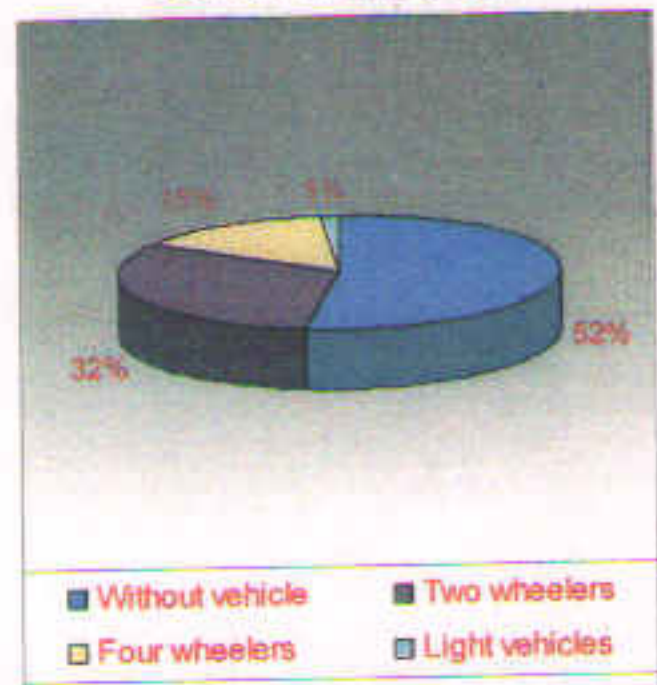
The 52.53% shopkeepers do not have vehicles. Most of the shopkeepers owning vehicles have two wheelers like scooters, motorcycles. Only 14.56% have four wheelers.

Table 8.9: Vehicle owned

Vehicle owned	Number	%age
Without vehicle	83	52.53%
Two wheelers	50	31.64
Four wheelers	23	14.56
Heavy vehicles	-	-
Light vehicles	2	1.27
Total	158	

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.9: Vehicle owned



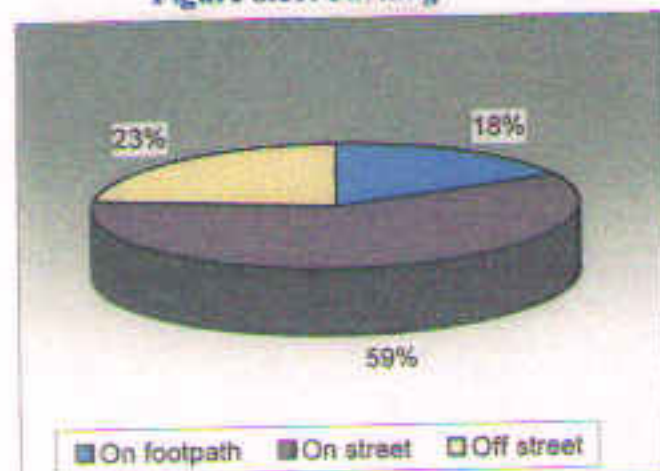
About 77.22% vehicles are parked on the footpaths/lanes and streets effecting the smooth flow of traffic on the road. Most of the shops are not planned. The 48.10% shops have telephone facility. Only 13.29% shops have sewer connections.

Table 8.10: Parking

Parking	Number	%age
On footpath	14	17.72
On street	47	59.50
Off street	18	22.78
Total	79	100

Source: Commercial Survey 2004 Conducted by TCP Chamba

Figure 8.10: Parking



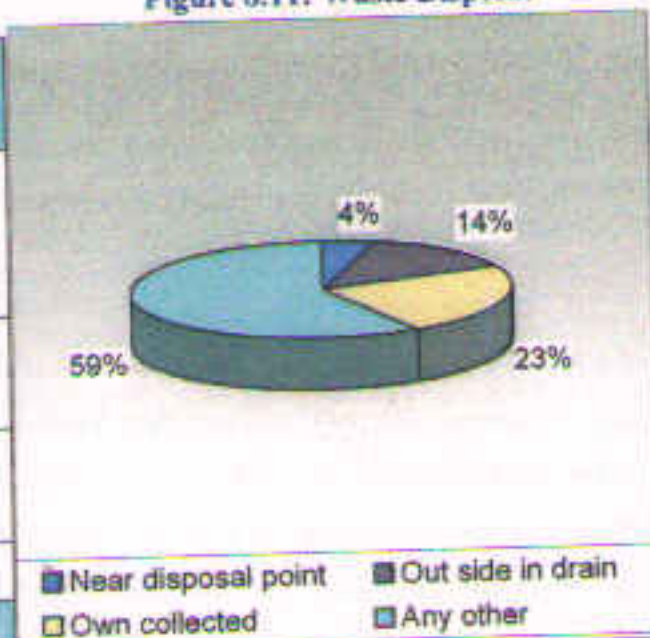
The 7% shopkeepers dispose off solid waste near disposal points and 13.92% outside in the drains and majority of shopkeepers uses other method to dispose off the solid

waste by burning nearby their shops and 23.42% collect the solid waste in the dustbins and then dispose off in the main containers installed by the M.C.Chamba.

Table 8.11: Waste Disposal

Waste disposal	Number	%age
Near disposal point	7	4.43
Out side in drain	22	13.92
Own collected	37	23.42
Any other	92	15.23
Total	158	100

Figure 8.11: Waste Disposal



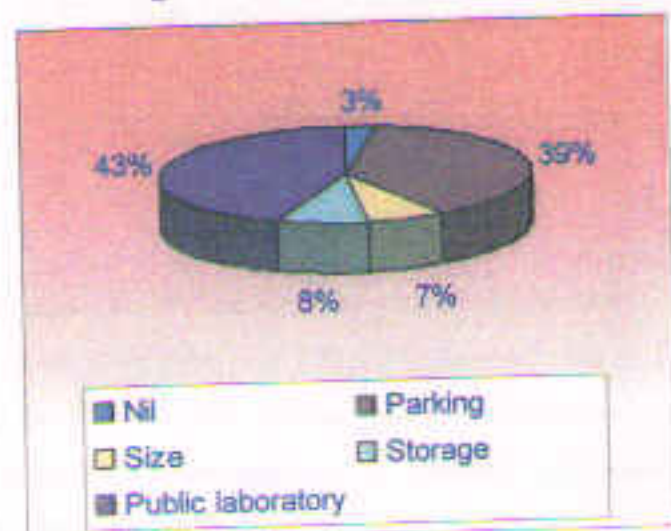
Source: Commercial Survey 2004 Conducted by TCP Chamba

Out of 158 shopkeepers, 66.45% faced the problem of absence of public laboratory. 58.86% of parking of vehicle problem and 32.91%, other type of various problems and 32.15% faces problem of under sized shops and storage of material etc.

Table 8.12: Problem Faced

PROBLEM	Number	%age
Nil	6	3.80
Parking	93	58.86
Size	16	10.13
Storage	19	12.02
Public laboratory	105	66.45
Any other	52	32.91

Figure 8.12 Problem Faced



Source: Commercial Survey 2004 Conducted by TCP Chamba

8.4 COMMERCIAL CONCENTRATION

The commercial area is concentrated in the main bazaar around the Chowgan and Dogra bazar which is in linear fashion. The commercial activity is spreading outwardly more along Chamba-Bharmour road in Hardaspura, Mugla and Kariyan and in Sultanpur along Chamba-Pathankot and Chamba-Chowari road. Low concentration area of commercial activity are in the various mohallas of the town.

8.5 ANTICIPATION

By assessment of data of commercial activity, it has been observed that the town is efficiently serving its local population as well as surrounding population of Chamba, Mehla and Tissa blocks. Besides providing for wholesale market and warehousing it is anticipated that commercial needs will increase constantly with increasing population. Concentration of commercial activity in the heart of the town is not in a position to serve other areas conveniently. This centre, however, shall serve local and regional population. The proposed urbanisable area will consist of three sectors and each sector will have about three clusters. Requirements of area and shops for each sector/clusters are as under:-

Table 8.13: SHOPPING REQUIREMENT FOR 2021

Level of shopping	Estimated population	Number of shops	Area in hectare
Sectoral shopping	4000-4500	45 - 50	0.70
Convenient shopping	1000-1500	10 - 15	0.10

Keeping in view above standard, total area requirement for three sectors shall be 8.94 hectares for the projected population of 44,103 by the year 2021. Two hectare area will be required for wholesale and storage facility. Additional requirement of area for trade and commerce will be 8.56 hectares in addition to the existing 2.98 hectares. Thus total area under commercial use is proposed to be 11.54 hectares.

CHAPTER -9

TOURISM AND INDUSTRY

Chamba town, the headquarter of the district is perched on a plateau over hanging the river Ravi. Chamba valley, with its sparkling streams, meadows and lush green forests of Deodar is considered as one of the most beautiful valleys in Himachal Pradesh. Chamba is one of the oldest and beautiful hill town with rich cultural heritage as the town has been the capital of erstwhile Chamba state since 930 A.D. Isolated by high mountains in



VIEW OF CHAMBA TOWN

Chamba valley, Chamba has allowed over the centuries to develop its own rich style of Pahari art and architecture. Chamba is also known for the splendor of its temples and its exquisite handicrafts. It is observed that during peak tourist season about 131 tourists visit the town in a day.

9.1 TOURISM

9.1.1 **Tourism Attraction:** Chamba town and its surrounding areas are recognized tourist centre as per the tourist map of Himachal Pradesh. The tourists attraction in and around Chamba can be classified in to two categories, namely:

- 1) Natural Attractions
- 2) Built in heritage attractions

1) **Natural attractions:** Chamba is located on terraces of river Ravi is surrounded by the mountains having lush green forest, running parallel to the river on both sides. The thick development has come up on the main terrace around Chowgan. The whispering water of river Ravi is flowing in deep gorge makes the



HEART OF THE CHAMBA TOWN

settings of the town and its surrounding highly attractive. The Jhumhar and Khajjar areas are located at a distance of 10 and 20 kilometers respectively, also fascinate the tourists with their serenity and vegetation

(Deodar forests). Besides these Salooni located at a distance of 56 kilometers from Chamba presents breath taking views of the snow capped mountain ranges. Other points of natural attractions are Bhandal valley known for its rich wild life and Kalatop is known for its little wild life sanctuary and scenic splendor. Above all the Chowgan in a grassy meadow forms the heart of the town is well known as a common courtyard of people of Chamba which also a natural attraction.

2) Built in heritage attractions: The following are the built in heritage attractions, places of historical importance in and around the Chamba planning area:

- i) Akhand Chandi Palace
- ii) Zanana Mahal
- iii) Rang Mahal
- iv) Laxmi Narain Group of temple
- v) Sita Ram temple.
- vi) Bansi Gopal temple
- vii) Temples in the Kharura Mohalla.
- viii) Hari Ray temple.
- ix) Chamunda Devi temple.
- x) Sui Mata temple.
- xi) temples in the Chountra Mohalla
- xii) Champavati temple
- xiii) Temples in the Jansali Bazar
- xiv) Gandhi Gate
- xv) The lord Shiva temple
- xvi) Vajreshwari temple
- xvii) The Chowgans
- xviii) The Church
- xix) Shyam Singh Hospital
- xx) The Church library
- xxi) Administrative buildings of the British period

- xxii) The police line
- xxiii) Ran Noun
- xxiv) Pink Bungalow
- xxv) Deputy commissioner residential building
- xxvi) Police post building
- xxvii) State Bank of India/Treasury office building
- xxviii) Bajir Palace
- xxix) Shrichand temple
- xxx) The lord Shiva temple in Obri

All above monuments are recommended to be conserved and preserved by the concerned competent authority.



THE PALACE



BHURI SINGH MUSEUM

3) Institutional Attractions

These include the Museum, Circuit house, Hydro-electric power project at Bagga, Bhuri Singh Power house built in 1910. T.B.Hospital, Sheep breeding centre at Sarol and Fish breeding Farm at Sultanpur, are the main institutional attractions.

9.1.2 Tourist Nodes

The tourist nodes around Chamba are as under:-

1. **DALHOUSIE:** Dalhousie established in 1858 by the British Governor General Lord Dalhousie, is today little hill station that still retains much of its charm. It is situated at a distance of 56 kilometers from Chamba town at an altitude of 2039 meters from mean sea level. Its marvelous forests of



VIEW OF DALHOUSIE TOWN

Deodar and Oak overlook vistas of wooded hills, water falls, springs and streams. There are also magnificent views of Chamba valley and the mighty Dhauladhar range with its awe-inspiring snow covered peaks filling in entire horizon. Dalhousie still has a touch of its colonial style buildings in houses bring back the flavor of the earlier era.

2. **Kalatop:** It is situated at a distance of 31 kilometers from Chamba via Khajjiar and 64.5 kilometers via Dalhousie from Chamba. Kalatop is known for its little wild sanctuary and scenic splendor.



KALATOP

3. **Khajjiar:** It is a picturesque spot with an emerald saucer shaped meadow set amidst dense deodar forest. It has a lake at its centre with a floating island, a forest rest house a little temple with a golden spire and a golf course. Khajjiar is located at a distance of 22 kms. From Chamba.



KHAJJAR

4. **Katasan Devi Temple:** A popular place of pilgrimage, the temple has a beautiful view of Chamba valley. It is located at a distance of 30 kms. From Chamba town.
5. **Bhalei Mata Temple:** A popular place of pilgrimage is situated at a distance of 40 kms. From Chamba-Salooni road on hill top from where one can have view of Mahakali lake (Chamera-I reservoir) which own the confluence of river Ravi, Baira and Seul rivers.
6. **Jhumhar:** Located at a distance of 10 kms. From Chamba town, Jhumhar is known for its beautiful apple orchards, surrounded by dense forests.
7. **Saho:** Situated on a high plateau, Saho is famous for the temple of Lord Chandrasekhar lord Shiva with his moon crow. The temple is located on the bank of river Sal at a distance of 20 kms. from Chamba town.

8. **Bharmour:** It is headquarter of Bharmour Tehsil, distanced at 65 kms. from Chamba is a base for the famed Manimahesh Yatra and for various marvellous treks in the region. It is located at an altitude of 2195 metres from mean sea level. Life in Bharmour centres around the temple square the Chaurasi which owes its name to the 84 shrines built with its periphery.



"Bharmour- The Town of Chaurasi Temples"

9. **Manimahesh:** It is an important place for pilgrimage located at a distance of 25 kms. from Bharmour and 100 kms. from Chamba town. The towering, solitary peak of Manimahesh Kailash mirrored in the still water of a little lake in its foot step presents an awe-inspiring stark grandeur, people from Himachal Pradesh and adjoining states visit Manimahesh in the month of August/ September for the Manimahesh Pilgrimage Yatra.



MANIMAHESH

Other Tourists Attraction Spots in Chamba District:



CHAMERA RESERVOIR 20 KMS AWAY FROM CHAMBA



CHOWARI JOT

9.1.3 Tourist Accommodation and Facilities:-

In Chamba, there are 9 Govt. owned tourists accommodations in form of tourist hotels, guest houses and Rest Houses with 60 rooms and bedding capacity of 134. About 24 numbers of private hotels/guest houses/lodges are also existing with total 185 numbers of rooms and bedding capacity of 396.

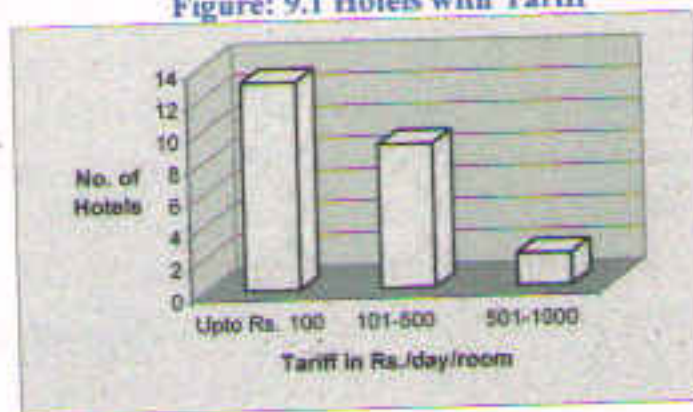
Besides above, 2 numbers Dharmshala are also existing with 8 numbers rooms and bedding capacity of 16. In this way, in Chamba, total number of rooms is 253 and 546 beds available. Out of total private tourist accommodation only two hotels are having restaurant facilities. The various tourist accommodations do not have facilities like indoor games, cultural activities, shopping laundry and banking. About 92 % private accommodations do not have attached restaurants. The Govt. guest/rest houses have food/meal facility. About 21% accommodations have heating arrangements and 100 % have public water supply. Only 88% accommodations have the sewer connections and rest 12% have septic tank system. All the Govt./ Semi-Govt. Guest houses have public water supply system and sewer connections. All the accommodations do not have arrangement of garbage disposal. Garbage is being disposed off through Chamba Nagar Parishad. No hotel has arrangement for conducting tour as tourists who come to Chamba from Dalhousie through tourist buses conducted by Dalhousie based hotels, stay for 3 to 3 hours and go back to Dalhousie. Only 12.6% places of tourist accommodations have telephone, cable T.V. connections in the rooms. Only 8% places

of tourist accommodations have parking facilities for the tourist staying there. Survey and studies related to tourist accommodation reveal that the facilities are of sub-standard in form of lodges where only Bharmour and Tissa bound people stay for night halt. These hotels and guest houses/lodges are mainly concentrated in the core area of the town i.e. around Chaugan and near Bus stand in residential areas as old town has mixed land use. It is also observed that the facilities in hotels/guest houses are neither adequate nor of good quality. Special attention is required to be paid for providing tourist accommodation and facilities adequate in Quantity and good in quality in order to satisfy the tourists make them to stay for night halt.

Table: 9.1 Hotels with Tariff

Tariff in Rs.	No.
Upto Rs. 100	13
101-500	9
501-1000	2
Total	24

Figure: 9.1 Hotels with Tariff

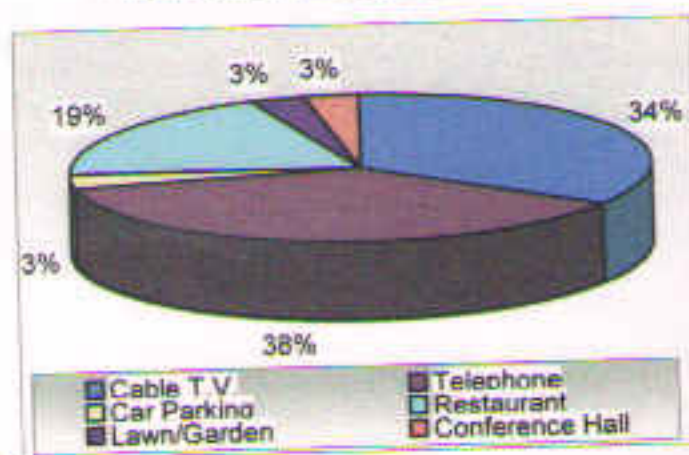


Source: H.P. Tourist Economics Survey 2000

Table 9.2: Hotels with Facilities

Facility	No. of Hotels
Cable T.V.	11
Telephone	12
Car Parking	1
Restaurant	6
Lawn/Garden	1
Conference Hall	1

Figure 9.2: Hotels with Facilities



Source: H.P. Tourist Economics Survey 2000

9.1.4 Tourist Trend

The Chamba town is an important tourist cum heritage town as per the tourist map of Himachal Pradesh. It is one of the important Hindu Town enriched with historical

buildings and heritage monuments. The town which serve as a service and administrative centre also serve as a base camp for the pilgrims on way to Manimahesh and famous temples of Bharmour, Chhatrari, Mehla and Bhalei. Being one of the oldest town having been founded in 930 A.D. situated in the midst of Himalayas Mountains has been sheltered by the mountains barriers. Chamba has had the rare good fortune to escape from the destructive waves of the foreign invasions with the result that its ancient remains are better preserved which makes the Chamba as the storehouse of the antiquities.

Inspite of rich heritage and its beautiful valley, Chamba has not been able to attract tourists as per expectation due to its remoteness, mountainous topography and hot climatic conditions during summer which is peak tourist season. Lack of local Cheap Transportation system in the town, the locations of tourist attraction points/places in scattered form, short stay of tourists in the town, as tourists make the Dalhousie as the base for their stay and visit Chamba through package tour by buses in daytime result in only 2-3 hours. From the study of the number of in flow of the tourists for the last 5 years it is observed that the average growth rate of tourist's inflow in Chamba is 21581 persons. However, the number of tourists has increased 22807 in 2000 to 25115 in the year 2003.

Table 9.3: Tourist inflow in Chamba Town

Year	No of Tourists	Annual Growth Rate
1999	32023	-
2000	22897	-40.41
2001	11437	-99.41
2002	16525	30.79
2003	25115	34.2

Source: H.P. Tourist Economics Survey 2000

Figure 9.3: Tourist inflow in Chamba Town



The increase in the tourist inflow during 2000 and 2001 is mainly attributed to the law and order problems and extremist activities in the boarder areas of the Chamba District including Chamba town and surrounding tourist attraction points. From the study of the monthly arrival of the tourists during the year 2003 in table 9.2 it is observed that the

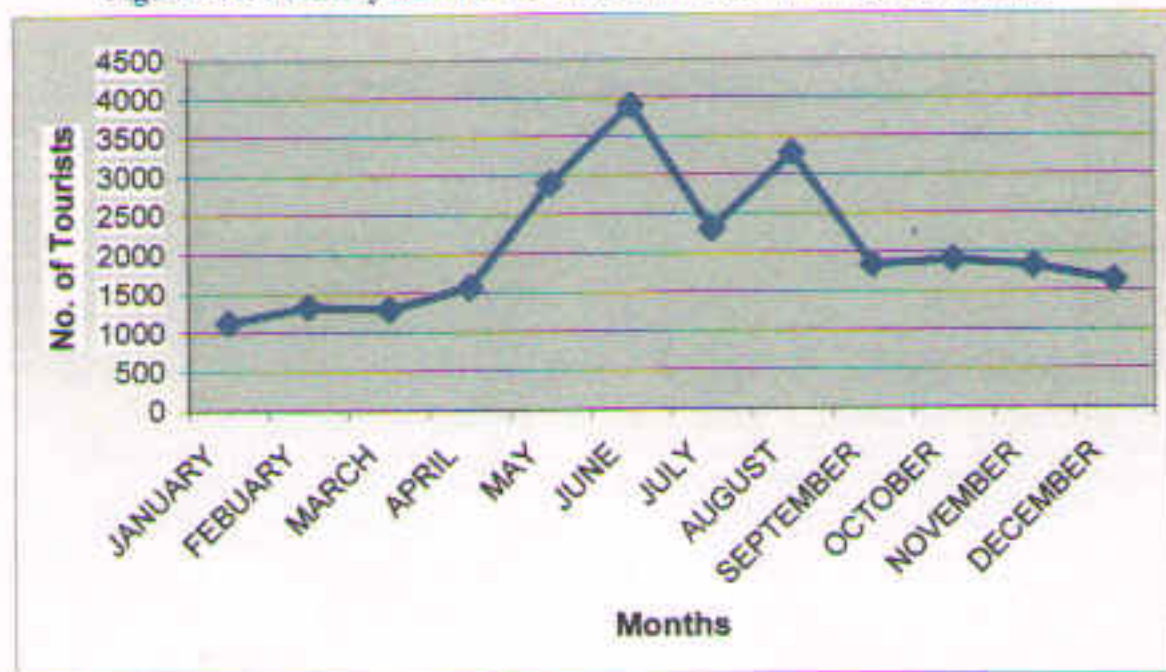
peak tourist arrival months are May to August in which 50% of the total annual tourists visit the town. The second peak season of tourists in September to December during which 29% tourists visit the town.

Table 9.4 Monthly Arrivals of the Tourists in Chamba Town-2003

Months	No. of Tourists	%
January	1134	5
February	1337	5
March	1306	5
April	1583	6
May	2905	12
June	3912	15
July	2317	9
August	3291	14
September	1847	7
October	1912	8
November	1828	7
December	1642	7
Total	25115	100

Source: H.P. Tourist Economics Survey 2000

Figure 9.4: Monthly Arrivals of the Tourists in Chamba Town-2003



It is observed that during the year 1999 to 2001, a total number of 11,18,744 tourists visited the Chamba District out of which a total number of 66,267 tourists visited the Chamba town which accounts for the 5.92% of the total tourists visited the Chamba District. From the survey of the structure of the tourist in flow in Chamba it is observed that 20% tourists come from M.P. and Tamilnadu, 20% from the neighboring states of Punjab, Haryana and J&K and 60% from Delhi, Gujarat, and Maharashtra etc.

Figure 9.5: State wise inflow of tourists

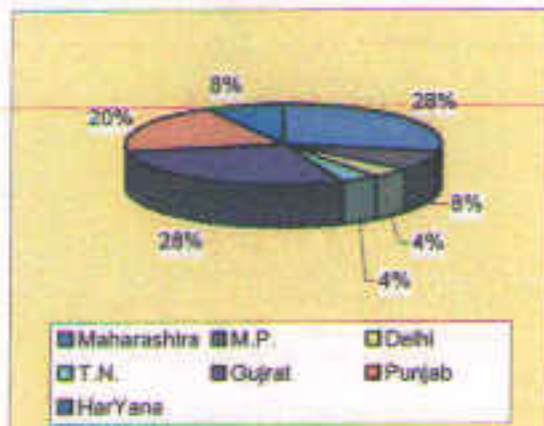
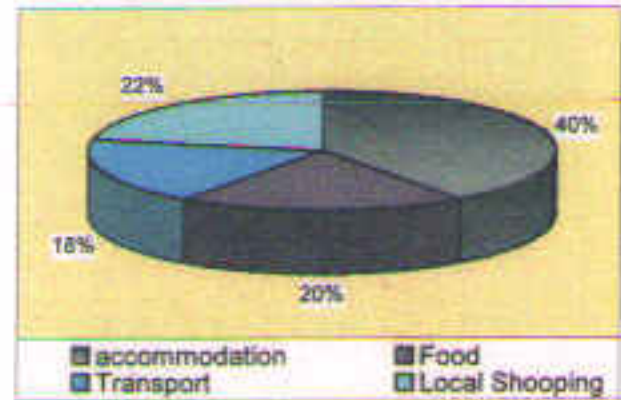


Figure 9.5: Expenditure Pattern



Source: Tourist Survey by TCP, July 2004

From the study of tourist expenditure pattern, it is observed that tourists spend 40% on accommodation, 20% on food, 18% on transport and 22% on local shopping etc. from the purpose distribution of tourists, it is observed that 75% come for recreational purpose, 12.5% for social and 12.5% come to Chamba for other purposes. From the Age wise distribution of tourists, it is observed that 19% tourists are of 0-20 year, 45% in 21-35 year, 29% in 36-50 year and 7% in above 50 age-groups.

Figure 9.6: Purpose wise Classification

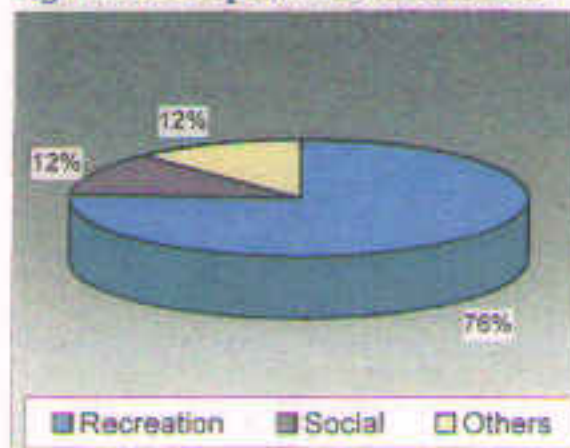
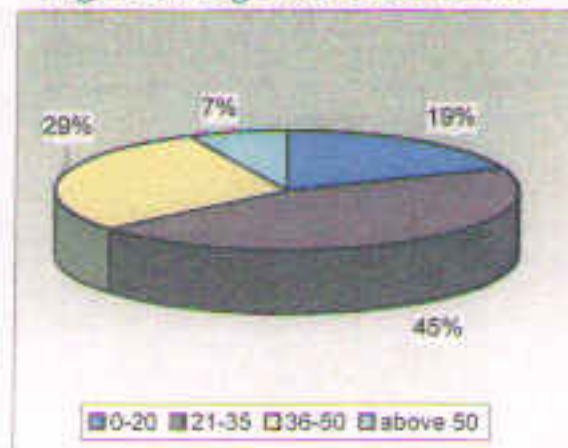


Figure 9.7: Age-wise Classification



Source: Tourist Survey by TCP, July 2004

From the Tourist survey It is observed that 96% tourists stay for one day, 4% for 2 days only. 70% tourists want to visit the Chamba town again and only 30% denied to visit Chamba town again. From the survey it is also revealed that 88% tourists have visited Chamba for the first time, 8% for second time and 4% for more than 2 times.

Figure 9.8: Duration of Stay

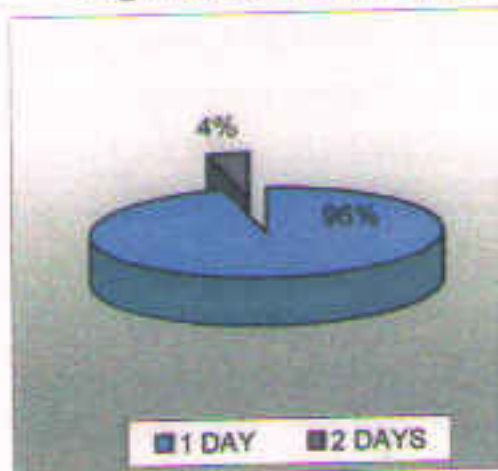
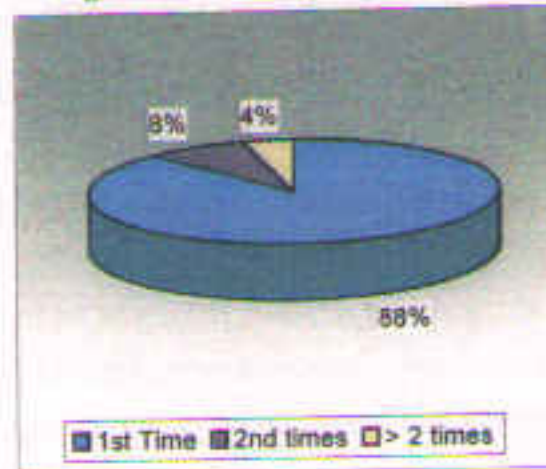


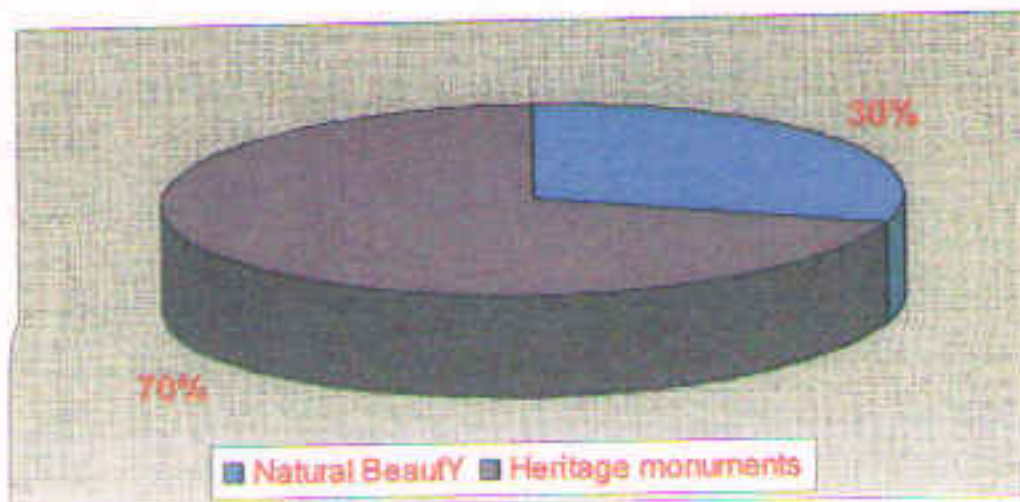
Figure 9.9: Visiting Time



Source: Tourist Survey by TCP, July 2004

It is also observed that 60% tourists have appreciated the Historical and Heritage monuments, like Akhand Chandi Palace and temples especially Laxmi Narayan Group of temples and Chamunda temple and 40% tourists have appreciated the picturesque and setting in beautiful Chamba valley and majority of tourists suggested to conserve/preserve the heritage monuments of Chamba town, which is the prime attraction of tourists.

Figure 9.10: Likeness of Tourists in Chamba Town.



Source: Tourist Survey by TCP, July 2004

9.1.5 Anticipation:

From the study of trend of tourists in the previous years, the Chamba town experiences tourist influx in the summer season for the period of 4 months only i.e. May to August. Majority of the tourist visit town for 2-3 hours and only 70% tourists stay here for one day and 30 % tourists for two days maximum due to absence of qualitative hotels and guest houses. It is, therefore, imperative to improve the existing facilities for tourists, provision of local transport on one hand and to improve and beautify the places of tourist interest/attraction and proper facilities and renovations be undertaken as per need. In view of govt. policy to give incentives in order to encourage the tourism activities and declaring it as industry, the neglected places of tourist importance and their surrounding areas development proposals shall be guiding factor in this regard. In this way, it is suggested that all the historical and heritage monuments in and around Chamba town be developed, renovated and its surrounding be beautified in order to make Chamba town a centre of tourist attraction.

Based on the past trend of tourists, the number of tourists likely to visit Chamba for the year 2011 and 2021 has been projected as 34370 and 42618 assuming decadal growth rate as 26%. At present there is 1.29 hectare of area under tourism which is not sufficient. Only need is to strengthen the existing facilities and create more tourism activities in the surroundings out side planning area in order to boost up the tourism base of Chamba town.

Though the Chamba town is rich in Tourism Resources as Chamba is a town of temples and ancient heritage monuments, but the growth rate of tourists in Chamba town is declining due to lack of Qualitative accommodations and also due to lack of proper tourism information. Presently there are 546 beds available in the various Hotels/ Guest houses but most of these do not have facilities what a tourist require. Such type of Hotels and Guest Houses put un-necessary load on infrastructure without any commensurate benefits of local population and promotion of tourism as a whole. Therefore, it is proposed to invite an encouraged investment only for high quality hotels and resorts with proper facilities in planning area. It is also proposed to establish Tourist Information Centre at the New Bus Adda. and to develop a Tourist Hut/ Bungalow near police lines on the bank of Ravi River. At the same time, however,

there is need to provide some essential facilities like parking, urinals, toilets, water taps, sitting spaces near tourist nodes.

The tourism Department should encourage rural tourism and encourage those entrepreneurs who follow Eco-Tourism Concepts and principles. Some of guidelines for tourism Development in Chamba may be summed up as under:-

- The Tourism Development Plans for the tourist areas should be prepared through urban planners and in consultation with the local community as well as others directly concerned at the district and town level.
- The Detailed Tourism maps should be prepared at the district and town level.
- To protect valuable local resources, heritage monuments and sites and foster tourism development.
- There should be provision of indoor and outdoor recreational facilities to increase leisure time and to increase the value of attraction by organizing local folk programmes to break the seasonality factor.
- The existing and potential tourist spots in and around the town should be provided with basic infrastructure like water supply, transport access, parking, lighting etc.
- The potential of tourism to generate income and employment should be harnessed.
- Control of advertisement is also essential to protect environment from visual pollution in and around the town. (Especially in Heritage Zone.)
- The Tourism Department should appropriately use funds provided for tourism development. Misutilisation and mismanagement of Resources should be controlled.
- All tourist circuits in Chamba District should be provided proper accessibility.
i.e. Bhandal Valley, Bharmour (a heritage Town), Chhatrari Temple, Churah Valley.

9.2 INDUSTRIAL SCENARIO IN CHAMBA PLANNING AREA

9.2.1 Industrial activity: Chamba is famous for its local Chappals and Rumals. There are about 110 small scale and service industrial units of different types in the planning area. The service industries are related to manufacture of steel items, Handicraft like Chamba Rumal, food products, Auto repairs, furniture, food, agro food industry, breads, milk products, Dhoop, stone and slate, Atta Chakki, oil extraction, footwears, watch repairs, Dry cleaners, hosiery, handloom etc. there are 110 such units. The total employment in these units is 346. However daily paid employees are also

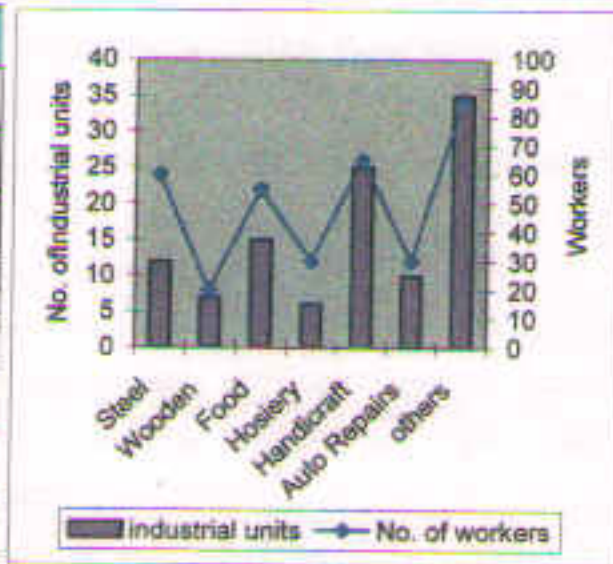
engaged in these industries. According to Industrial potential survey conducted by the department of industries, it is observed that there is marked potential of herbal based industry in the planning area apart from developing horticulture, agriculture, forest based industries on account of availability of raw materials and potential market for finished goods.

Table 9.5 Industrial Units and workers

Units	No.	Workers
Steel	12	60
Wooden	7	20
Food	15	55
Hosiery	6	30
Handicraft	25	85
Auto Repairs	10	30
others	35	85
Total	110	346

Source: DIC Chambsa

Figure 9.11 Industrial Units and workers



9.2.2 Anticipation

It is anticipated that the number of workers in industry is likely to increase from present 346 to 1046 by the year 2021. Thus total number of workers is to be increase from 6215 to 15436 by the year 2021. Keeping in view the potential for industry and demand of prospective entrepreneurs an area of 4.50 hectares has been kept for industrial expansion in the Planning Area out of which an area of 2.33 hectare is already exists and an additional area proposed to be allocated for industrial use is 2.17 hectares.

CHAPTER 10

FACILITIES AND SERVICES

10.1 EDUCATIONAL FACILITIES:

Chamba Planning Area has one post graduate college, one Sanskrit College and one I.T.I, 19 Govt. and private Primary Schools with student intake of 1627, seven Middle Schools with student intake of 677, five High Schools with student intake of 1095 and three Senior Secondary Schools with student intake of 3261. These all are located in Chamba Town. Besides meeting the requirement of local people of the Chamba Town, also serve population of villages outside the planning Area limits. About 205 students of these Schools are from distance beyond 5 kms. Majority of these schools do not have proper Building, space for playground and other facilities.

There is one postgraduate college with student intake of 1800 students. There is also one Sanskrit college at Julakari with student intake of about 95 and one Industrial Training Institution with student intake of about 222. The total area under Education Facilities in the planning area is 4 Hectares.

Table 10.1: Educational Institutions

Sr. Number	Schools	Students	Teacher
1	Senior Secondary	3261	179
2	High Schools	1095	60
3	Middle Schools	677	63
4	Primary Schools	1627	102
5	Post Graduate college	1800	30
6	Sanskrit College	95	5
7	I.T.I.	222	14

10.2 MEDICAL FACILITIES:

The medical facilities available in the Chamba planning area three are Hospitals in addition to one Ayurvedic Hospital having bedding capacity of 278 beds. There is one T.B. Hospital having bedding capacity of 60. There are two private Hospitals having bedding capacity of 25 located in Sultanpur. One multipurpose health center, about

seven private clinics. All of them are located in the town. Patients comes from distance beyond 10 kms. Some of the private Hospitals and clinics have special tie of diagnostic facilities i.e. X-ray, Ultrasound, endoscope, sonoscopy. For higher level medical facilities, patients are dependent on Rajindra Medical College Tanda and zonal Hospital Dharmshala, Jalandhar, Ludhiana and Shimla, Chandigarh. There is also one civil veterinary Hospital at Chamba having an area of about 0.862 Hectare. It serves surrounding area of 10 kms radius. The building complex of this veterinary Hospital is quite old and its renovation and addition work is in progress.

10.3 PUBLIC SERVICES:

There are five banks in planning area located in Chowgan Bazar, Julakari, Hardaspura and Sultanpur. One main post Graduate office in near Chougan No. -I, four sub-posts one each in Sultanpur, Mugla, Hardaspura and Surara, Two Telephone exchange one in main Town with Capacity of 5000 and another sub- exchange at Mugla with capacity of 1000 connections, one police station, two police posts, one fire Station, one branch of Insurance Company, LIC office in Sapri, one Gas agency in Karian, one stadium, one Clinics and one auditorium, two public library, one reading room, one museum, one art gallery in temple complex, one electric substation, three petrol and diesel filling stations. One each located in Julakari, Obri and Sultanpur, one circuit house, eight govt. rest houses are existing in the Chamba Planning Area.

Note: Area requirement for various Community Facilities has been worked out on the basis of norms and standard as given in the Chapter 16 in Table 16.1.

CHAPTER 11

BASIC SERVICES AND INFRASTRUCTURE

11.1 WATER SUPPLY SYSTEM:

Chamba Planning Area is being supplied water through independent water supply schemes for different area owing to their distinctiveness. Owing to physiographical constraints, no single water supply system can cater to the need of entire Planning Area. There are five water supply schemes serving the Planning Area. The largest of these is the Chaminu water supply scheme with headwork at Galiyani. This scheme provides 7.28 lacs gallon water/day. The old water supply scheme from Sarotha nallah is also functional and supplies 70,000 gallons water/day. Total water storage capacity of water in the town is 2, 65, 000 gallons. These two schemes are meant for main town and a part of Hardaspura only. The water is being supplied @ 120 liters per day/ capita in these areas.

The Lower Julakari area of the Planning Area has another water supply scheme from the Mud nallah near Dayanand Math with a capacity of 1.00 lakh liters /day. Sultanpur area is served by Sarori water supply scheme having a capacity of 500 gallons per day. There is separate water supply scheme for Karian & Mugla area from Jarangla Nallah. It is a direct water supply scheme. In Parel area water is provided from Sach Nallah under Parel Sach scheme. It is also a direct water supply scheme. In these areas water is provided @ the rate of 40 liters / capita /day.

The Irrigation & public Health Department has also provided Hand pumps in different areas. There are 98 fire hydrant points in the town. The Galiyani and Sarotha water supply schemes serving the town area and a part of Hardaspura are having sufficient water to cater the need of projected population of 2021.

Table 11.1 Capacity of water intake Sources in Chamba Planning Area

Water Supply Scheme	Intake of water in lac gallons/Day	% of Total Water
Chaminu Water Scheme	7.28	89
Sarotha Water Scheme	0.7	8
Mud Nallah Water Scheme	0.22	2.04
Sarori Water Scheme	0.04	0.48
Parel Sach Water Scheme	0.04	0.48
Total	8.28	100

Table 11.1 Status of Water Supply in Chamba planning Area

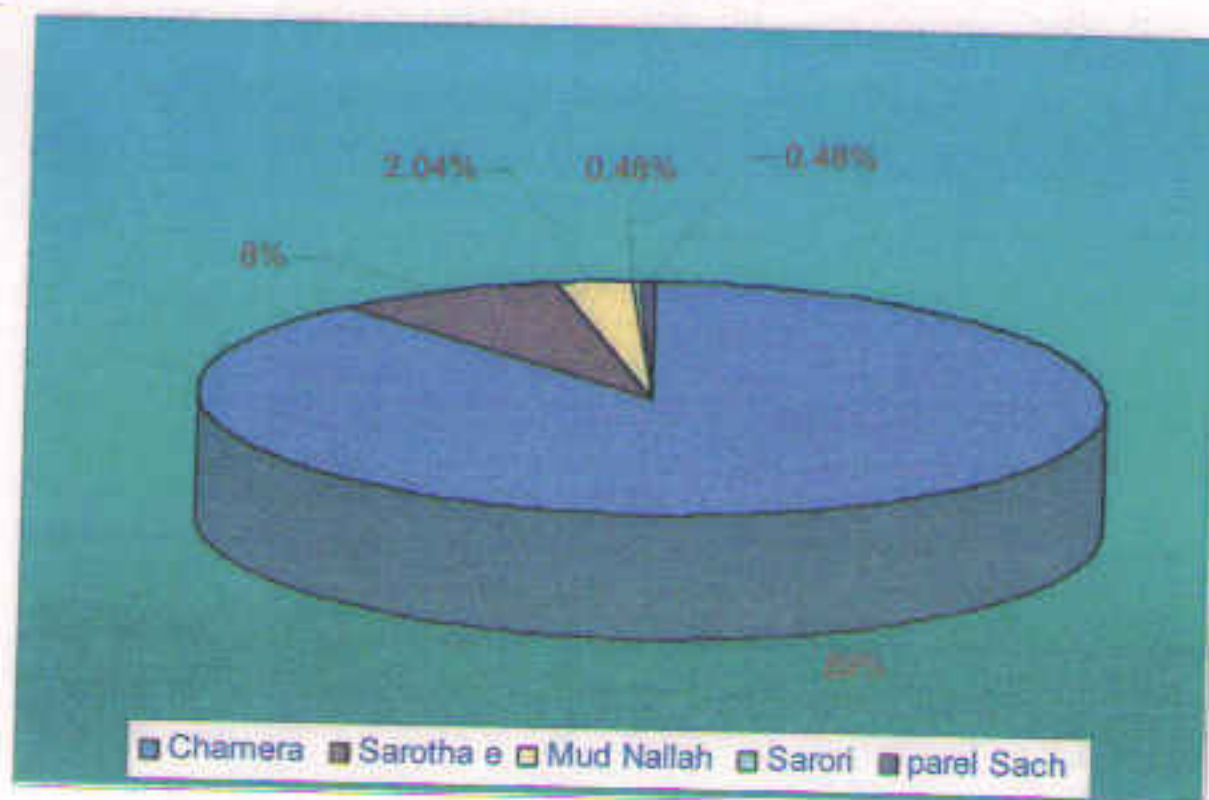
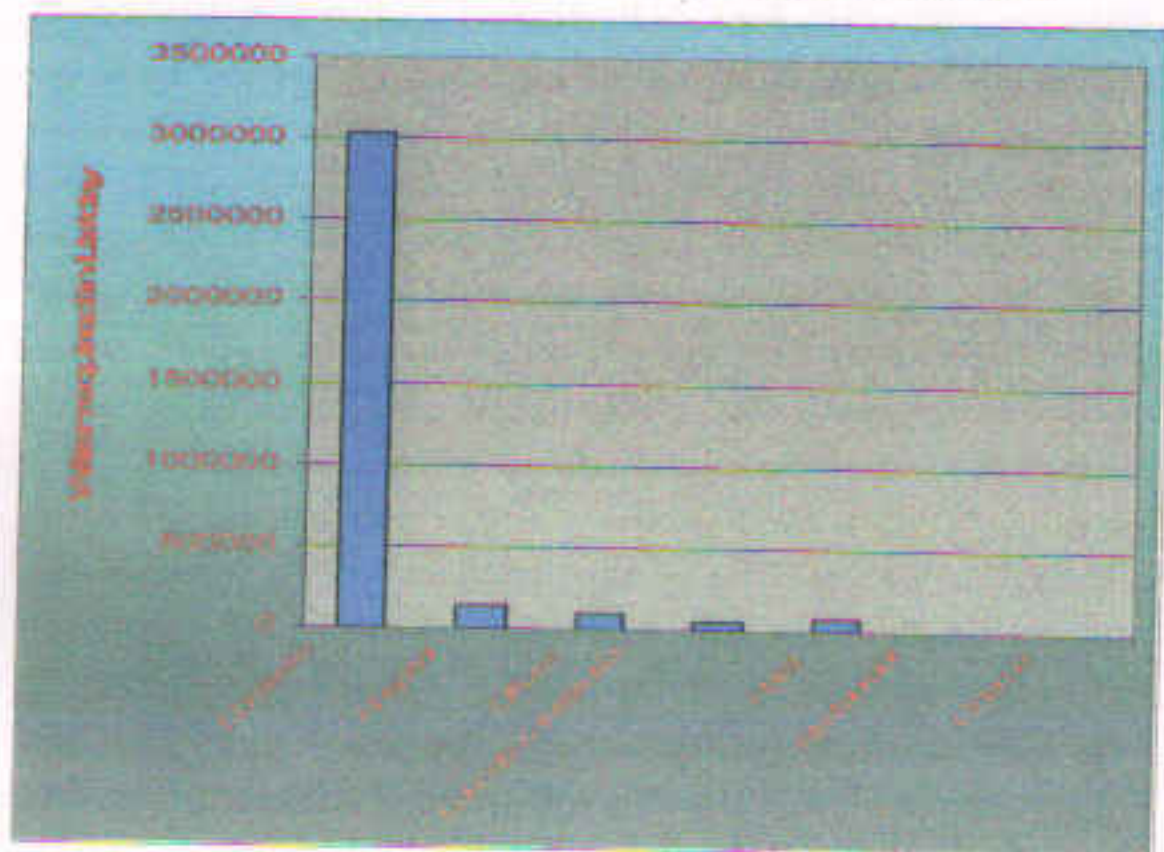


Table 11.2 Existing Water Requirement in Chamba Planning Area

Requirement	Water in Liters/ day
Domestic	3037320
Hospital	140850
Offices	99990
Education Institutions	48870
Hotel	72000
Restaurant	1200
Cinema	1000
Total	3401230

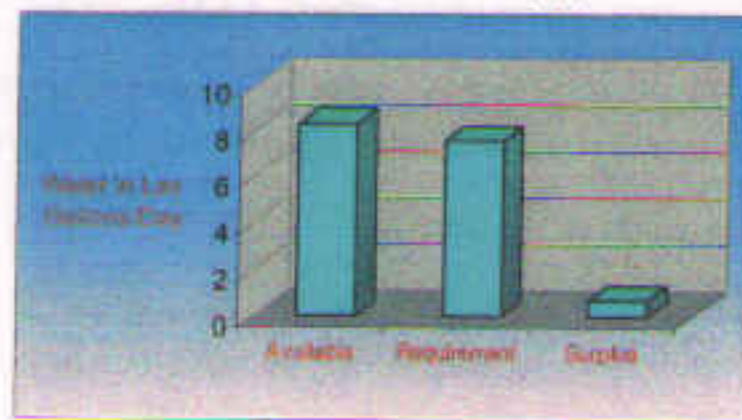
FIGURE 11.2 Existing Water Requirement /day in Chamba planning area



Tab. 11.3 Status of Water Supply

Status	Water in lac gallons/day
Available	8.28
Requirement	7.56
Surplus	0.72

Figure 11.3 Status of Water Supply



Note: The requirement of water for 2011 and 2021 is given in Chapter-16 Development Proposals.

11.2 SEWERAGE AND DRAINAGE SYSTEM:

The sewerage system has been provided in the town with an estimated cost of 6.29 crores which serves the old town and area of upper and Lower Julakari. There is proposal for sewerage system in Dharog, Hardaspura, Mugla, Karian and Sultanpur in the near future. Two Sewerage Treatment plants each at Bhagot and Lower Julakari have been provided and two septic tanks, one near Sheetla Bridge and other near I.T.I. complex contains the sewerage flowing through well laid piped sewerage system. There are 1050 houses provided with connections of sewerage system against the provision of 1737 connections capacity at present. The old town has inherited a well designed old drainage system. The drains are laid with perfect slope and free flowing gradient.

The need of day is to maintain them properly and improve their capacity as per the needs from time to time and keep them free from encroachments and being choked. The outside areas like upper and lower Julakari, Hardaspura, Mugla, Karian and Sultanpur area do not have any planned drainage system in existence. This will be planned and designed while drafting sector plans. Public toilets are located in the form of Sulabh Shouchalaya located near Gandhi Gate and Bus Stand. The drainage system in the town is not planned properly. The conditions of drainage in the area between Jansali and I.T.I. is worse. Here drainage is allowed to flow on the slopes and giving rise to soil erosion and land slide. This problem is due to unplanned and uncared

disposal of waste water flowing in the drain passing through Jansali - Hatnala Bazar and ending on the side of house of Shri Raj Kumar-Akshay Kumar near Laxmi Narayan Temple. There is only one solution to the present problem by making proper drainage system. There is proposal to bring rest of the area of the town under sewerage system, to improve the living conditions of the people in the planning area to a great extent.

11.3 ELECTRICITY NETWORK:

Total number of electric connections till 31.03.2004 in different categories with connected load are as under:-

Table 11.4: Status of Electricity Consumption in Chamba planning Area

Sl. Number	Category	No. of Connections	Connected Load (K.W.)
1	Domestic	6440	100907.740
2	Non-domestic, non commercial	3610	45.700
3	Commercial	2048	4520.660
4	Industrial	83	577.660
5	Street Light	2	59.525
6	Other M/Supply	4	210.310
7	Bulk Supply	4	479.300
Total		8617	106800.895

Figure 11.4 Electricity connections

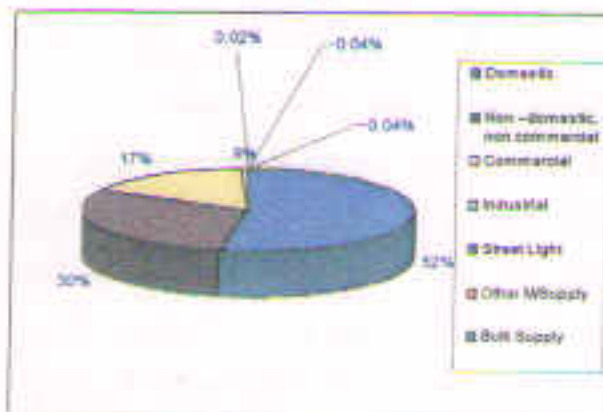


Figure 11.5: Connected Load



Source: Electricity Sub-divisional Office Chamba

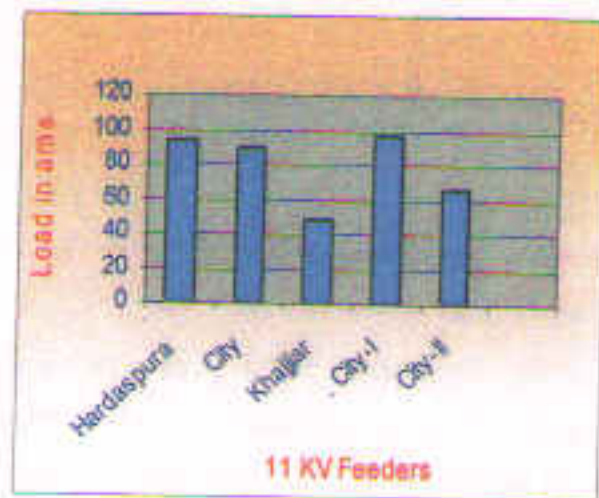


This load is drawn from 132/33 K.V. sub-station at Bathri. This town has a local micro hydel power House known as Bhuri Singh, Which generate 450 K.W. electricity for local use. Another micro Hydel electric power house known as Stage-II Sal near Baloo Bridge is also generating 2.25 M.V. electricity for local use. Chamba Town is being fed from 6.3x2 MVA (12.6 MVA) 33/11 KV sub-station Chamba. The installed capacity of the substation is 12.6 M.V and the total maximum demand varies from 8.5 K.V. to 10 K.V. depending upon seasonal variation. The following feeders are catering the load of Chamba town and their maximum load is as under:-

Table 11.5: Electricity Feeders

Sr. No.	Feeder	Load in amps
1	11 KV Hardaspura	94 amps
2	11 K.V. City	90 amps
3	11 K.V. Khajjar	48 amps
4	11K.V. City-I	96 amps
5	11 K.V. CITI-II	66 amps

Figure 11.6: Electricity Feeders



Source: Electricity Sub-divisional Office Chamba

At present installed capacity is more than the demand is sufficient for next 10-15 years. There is a proposal to construct 132 KV Sub-Station at Karian in near future which will meet out the shortfall in demand of Electricity supply by the year 2021.

11.4 TELEPHONE NETWORK

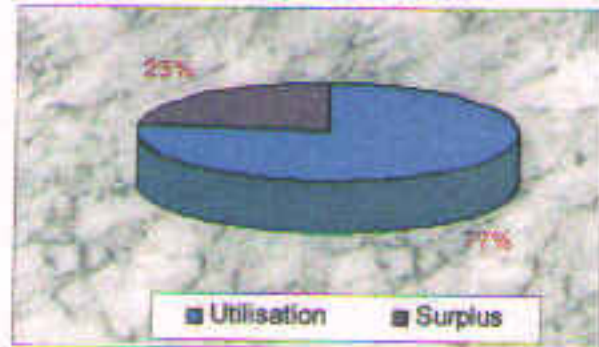
Chamba planning area is well served by telephone network. There are two Telephone exchanges namely Chamba main exchange and Telephone sub-exchange @ Mugla. The total capacity of these exchanges is 5000 and 1000 respectively. The capacity utilization at present is 3936 and 165 respectively. The BSNL has introduced mobile service recently which has received tremendous response from the public. The AirTel Mobile Service Ltd is likely to introduce its service in the very near future.

Table 11.6 S Telephone Services

	Capacity	Utilization
Main Exchange	5000	3996
Sub-exchange	1000	615
Total	6000	4611

Source: Telephone Sub-divisional Office Chamba

Figure 11.7 Telephone Services



The existing telephonic service is sufficient to cater the town. In 2021 there will be 8820 Households and there will be 2820 additional requirement. Therefore, it is proposed to upgrade the telephonic network and its capacity.

11.5 SOLID WASTE DISPOSAL:

Average per capita solid waste generated is 0.5 Kg/day. Accordingly the total waste generated by the 25311 population of planning area is about 12656 kg/day. Solid waste generated by the tourists, through hotels/Guest Houses, industries and commercial establishments is 50% of town garbage. Therefore total solid waste generation in the planning area is to the tune of 18978 kg/day. **Figure 11.8: Disposal System**

For the collection of solid waste, Chamba Nagar parishad has identified 32 garbage/solid waste points where container has been placed in different parts of the town. It has also provided 60 dustbins in the town. As per survey of Nagar parishad



it is estimated that only 25% of total solid waste is properly collected and disposed off in the outskirts of the town especially along Sarotha Nallah and bank of river Ravi near Tatwani without Treatment. Rest 75.5 of the total solid waste is being disposed off by

the people of the town in the open drains which result in the choking of drains and overflow of drain water on streets and creating slum like conditions in the lowlying areas of the town.

Nagar Parishad has inadequate arrangements for the purpose of carriage and disposal as it has four vehicles for this purpose. There are about 30 persons employed in M.C. Chamba for managing sanitation. The ward wise location of solid waste collection points is as under:

- 1) Sultanpur Ward
 - i) Near Sanjeevani Hospital
 - ii) Mai Ka Bag
 - iii) Upper Obri near bridge
- 2) Kasakra Ward
 - i) Near Sheetla Temple
 - ii) Kasakra main road near Bakery
 - iii) Lower Dharog
- 3) Chougan and Kashmiri Ward
 - i) Near Gandhi Gate
 - ii) Chougan No. 2 & 3
 - iii) Near Museum
 - iv) Near Civil Hospital
 - v) Near Sabzi Mandi
- 4) Hatnala Ward
 - i) Near Laxmi Narayan Temple
- 5) Jansali Ward
 - i) Chountra Chowk
 - ii) Near T.B. Hospital
- 6) Surara Ward
 - i) near I & Ph inspection Hut
 - ii) near Rangmahal
 - iii) near Chamunda road

7) Bangotu- ward

- i) Behind Sita Ram Temple
- ii) Near Government College

8) Sapri Ward

- i) near circuit house
- ii) near Nar Singh temple
- iii) Near M.C. Guest House

9) Upper Dharog

- i) on Chamba Pathankot road

10) Julakari Ward

- i) Near HPSEB Rest house
- ii) Near Radha Krishna Temple
- iii) Near Zero Chowk
- iv) Near Police Line

11) Hardaspura Ward

- i) Near Government Residential Colony
- ii) On Bharmour Road near National Public School
- iii) On main road in Mugla

The Chamba town 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 trying to motivate and educate people regarding problem of solid waste in the town. It has been observed that Dustbins/containers are not placed at appropriate locations and there is no scientific way of garbage disposal and no proper disposal site. The Nagar parishad has sent a proposal to the Government to the tune of 96 lacs for establishment of solid waste treatment Plant. The Nagar Parishad has not identified the site for the plant. It is therefore, proposed to setup the same in the Sultanpur area near Government Stone Crusher on Government Land on an area of 2 Hectares.

CHAPTER 12

GOVERNMENT OFFICES AND INSTITUTIONS

12.1 GOVERNMENT OFFICES:

There are about 70 different Government Offices in the Chamba planning area concentrated mainly in the Chamba town. About 2222 persons have been employed in these offices. The offices have scattered locations in the town mixing with residential and commercial areas. Out of 70 offices 40 (49%) offices have up to 10 employees and 16 (20%) offices have employees in range of 21-50, about 25 (31%) offices have employment above 50 persons. Because of scattered location, there is poor and inadequate interaction among themselves. 85.5 % offices are functioning in Government owned buildings, whereas their space/area range from 100 to 500 sq. meters with coverage more than 75%. Many of these offices do not have adequate attached facilities and utilities, particularly the parking facility. 14.5 % offices are functioning from private rented buildings with total strength of 300 employees. Total space requirement has been worked out to be around 18.75 Hectares by 2021, out of which the existing area has been found to be nearly 17.36 Hectares. Therefore a provision of 1.39 Hectare of additional area has been kept in the development plan for this use. These offices can be placed anywhere in the planning area. The availability of Govt. land shall determine the location which can be worked out while drafting the sectoral plans as per the requirement.

12.2 INSTITUTIONS

12.2.1 Sheep Breeding Farm Sarol:

Sheep breeding farm Sarol is located at distance of 8 kilometers from Chamba town on Chamba – Tissa road. It is situated at the altitude of 957 meters from mean sea level. The farm has an area of 253-15 bighas, out of which 128.15 bighas has been sold to agriculture and Horticulture departments. The details of land use of the Farm are as under:



SHEEP BREEDING FARM

Cultivable land is 100.8 bighas. Land under rooms and building is 8.07 bighas, Land transfer to other farm is 78.07 bighas and land under Ghasni and uncultivable is 56.13 bighas and irrigated land is 25.5 Bighas. The accommodation capacity of the farm is for 200 sheep. The "Rambouillet" Breed is kept in the farm. This scheme started functioning in 1962-63. The area falls outside the planning area of Chamba. The main activities of the farms are to provide breed of sheep to the farmers, produce wool, to vaccinate the sheep. The agriculture is being carried out in the farm and afforestation and shepherd are trained to rear the sheep by adopting modern technology. The lab was set up with the objective to observe and analysis the improvement in the quality of sheep reared by the local shepherd and farmers as a result of the improvement in their genetic make up by cross breeding programme. The lab is functioning in two stores building having two offices rooms, two dark rooms, four halls and two small stores. One big Hall on the ground floor is used as a classroom of pharmacy training centre. In other hall on the ground floor is the museum of the wool analysis lab has been set up. In the rooms samples are stored and analyzed for various parameters. There are five persons employed in this farm.

12.2.2 The Leprosy Hospital, Sarol:

The leprosy hospital was established in the Sarol in Chamba district in the year 1875 by the British person Dr. Hachison Vale. The Dr. Vale was the member of the missionary which was fully dedicated to eradicate leprosy. It is the first ever Hospital established in Asia. Before Independence, the hospital was being managed by the Kingdom of Chamba District. After the formation of Himachal Pradesh in 1952, it is placed under the management and control of Department of Health and Family Welfare,



OLD LEPROSY HOSPITAL NEAR CHAMBA

H. P. The national leprosy eradication programme was launched by the Government of India in 1955 and this leprosy centre was given the status of leprosy relief centre. It was redesigned as leprosy control centre and it was extended. It has capacity of 37 beds and expenditure incurred on this centre is fully borne by the H. P. Government. It is spread over an area of 20.21 Bighas out of

which 5.0 Bighas are under building use. There is one laboratory, one staff room and one hall. There are 10 employees in this leprosy centre. This leprosy centre falls outside the planning area of Chamba.

12.2.3 Jawahar Navodaya Vidyalaya, Sarol:

The school was established in temporary site at Sarol in November 1986 and was shifted to permanent site in February 1999. The school has been allotted 73.10 bighas of land, out of which school has acquired 67.12 bighas. The total number of students intake is 438 and staff strength is 43, which is categorized as follow:-

Principal	1
Vice principal	1
P.G.T	7
T.G.T	10
Others	7
Non Teaching Staff	17

The building of the school consists of dormitories, 4 for boys, 2 for girls, 14 class rooms, 1 dining hall, one Morning Prayer hall, 4 laboratories, one administrative building, 16 numbers teaching -II staff quarters for family, 12 numbers staff quarters for single, one principal residence. The school is co-educational. There is migration system from Hindi to Non Hindi state in order to strengthen the National Integration. The objective of school, is to identify the brilliant students with rural background and admit them on the



J. N. VIDYALAYA NEAR CHAMBA

admission and interview basis in order to have overall development of students. Both Science and Art subjects are being taught in the School. The school falls outside the planning area at a distance of 6 kilometers from main Chamba town.

12.2.4 Bhuri Singh power House Chamba

Mian Bhuri Singh, who became the Raja of Chamba in 1904 who had an abiding interest in the development of the state realized that progress was not possible without

electricity. It was a time when the idea of the Hydel Generation was new in the country. Raja Bhuri Singh with his administrative capability and dedication set up 35 KW.D.C. Hydel Generation power house at Chamba. This was first power house in the Northern India, As such Chamba town had electricity much earlier than Lahore. This was at a site about 1.00 kilometer



BHURI SINGH POWER HOUSE

down stream of the resent Bhuri Singh power House. This power House had a wooden flume which used to be replaced quite often resulting into closure of power house. To overcome over this difficulty it was proposed to shift the power house to new site where permanent flume would be erected. In the year 1938 a 35 K.W.D.C. Hydel generating site was installed in the resent power house. To utilize more water that was available another 100 K.W.D.C. hydel generating set was also installed during that year. There was not motorable road beyond Banikhet at that time and the bulk and heavy material was carried from Banikhet to Chamba beyond driven trollies or mules, which was very hard, teditious and risk job. One power house has withstood the test of time as once it was submerged in water for 24 hours during high flood but no damage occurred either to the building or to the machinery. Bhuri Singh power house is located on the right bank of river Sal, a tributary of river Ravi near Chamba town which is approachable by road (8.00 kms.) and also by footpath (2.00 kms) from Chamba town.

12.2.5 Fisheries Farm, Chamba.

Himachal Pradesh Fisheries Department started one fisheries unit at Sultanpur to encourage the fisheries production in Chamba District in 1999. This farm started the breeding of Car fish and second farm for the breeding of Traught fish was started in tribal area of Holi which is 75 kms away from the Chamba town. The objective of these fisheries units are as under:-

- I. To generate employment opportunity in this sector.
- II. To maintain the environmental balance along with occupation.
- III. The objective is to create awareness among the people regarding the signification of fisheries occupation.

This department has started many programmes:-

1. Under this scheme, fisheries department provides 15% subsidy to the person belongs to Schedule caste.
2. Rural ponds scheme:- Under this scheme, fisheries department provides 50% subsidy for the construction of ponds in rural areas.
3. Community based Plan: - Under this scheme fisheries department provides loans and subsidy to the person in the rural areas.
4. Management and Development in rural areas:- Under this scheme this department provides 50% subsidy for the management and development of fisheries occupation. Maximum amount is Rs. 5000 under this scheme.
5. Fishermen upliftment scheme:- Under this scheme, this department provides 50% subsidy for net boat, tent and threads. Maximum amount under this scheme is Rs. 10,000.

Last year this department has provided loans and subsidies to 30 persons for the construction of ponds, net and for rehrs to 6 persons. The Fisheries department also organizes awareness camps in rural areas in which they give training to the people regarding fisheries occupation and feed etc. This department has started the breeding of Mahasheer fish, silver carp in



Chamera-I and in Chamera-II at the place named **FISHERIES FARM AT SULTANPUR** Bagga. This department has started the breeding of Traught fish. This department is earning good revenue in the form of 15 royalty and license fee. This department also organizes angular competition. For the attraction of tourists, department has made an angular hut at Sultanpur. This department has initiated a number of welfare schemes for the benefit of fishermen in the Chamba division.

12.2.6 Milk Chilling plant:

This milk Chilling plant is situated at Parel which is 5 kms. from Chamba Town, This milk plant was established in January 1980 by the Animal Husbandry Department. In 1992 this plant was transferred to the milk federation. Basic objective of this milk chilling plant was to provide market facility for the milk producers in rural areas.



Initially the plant was started with 80 kgs. milk per day. The capacity of the milk plant is 2000 liters per day. The installation cost of this milk plant is Rs. 4.00 lac. Presently milk collection areas are Manni, Mashrond, and Chaned. There are 3 milk producers' cooperative societies under this



MILK CHILLING PLANT AT PAREL

milk chilling plant. Many Govt. institutions are getting milk by this plant i.e. Jawahar Navodaya School, Zonal Hospital, H.P. Tourism Hotels. The federation has proposed new plant with the capacity of 5000 liters per day for pasteurized milk, butter, curd. This milk plant is under utilization due to lack of Proper management and technical assistance. Technical persons of this milk federation are organizing awareness camps in remote areas.

CHAPTER 13

TRAFFIC AND TRANSPORTATION

The provision of the means of traffic and transportation in a planned manner, Plays an important role in giving practical direction to the proposal of Development Plan. Before giving proposal for proper circulation pattern of Chamba planning area for its geometrical aspects, it is imperative to study the existing circulation pattern and its sustainability and utility to have coordination among different land uses. It becomes more important to study the feasibility of road and its congested geometrical shape/patterns with reference to unique topography of the town.

13.1 EXISTING ROAD NETWORK

Following are the main roads which serve the Chamba Planning Area:

13.1.1 Arterial Roads:

- 1) Chamba – Pathankot State High Way No. 33 connecting Chamba on one side and Chamba –Bharmour on the other side. This is the major road passing through the town especially Sultanpur, Julakari, Mugla, and Hardaspura & Karian wherein commercial, administrative activities are located along it.
 - 2) Chamba –Tissa Road which connects Chamba-Tissa.
 - 3) Chamba –Saho road which form bye pass to Saho bound and pathankot bound traffic via Baloo Bridge.
 - 4) Chamba –Zumhar District Road which connects Chamba temple and Zumhar. Zumhar is a beautiful tourist place amidst lush green Deodar forest.
 - 5) Chamba – Chowari –Khajjiar State Highway-27
- All these above roads form as the arterial roads.

13.1.2 The Local Roads

The local roads are important in the internal flow of traffic as these inter connects the major/prominent areas of work, business and residential to each other. The description of these roads as under:

1. This road starts from bus stand and ending at District Hospital covering Deputy Commissioner Office, Court Complex, Chaugan Bazar, General post office, Museum.

2. This road starts from bus stand and goes via Rangmahal, Akhand Chandi goes via palace and ultimately returning from Sita Ram temple and again Join Chaugan Road.
3. Third road starts from Akhand Chandi and goes via palace and returns from Sita Ram temple and again meeting at a point near Bansi Gopal temple. Only light vehicles are allowed to ply on these local roads. There are numerous lanes and by lanes which are interconnected to each other and connects the different Mohallas of the town. Due to topographical constraints these roads/lanes do not form any definite pattern as on today although main local roads were constructed during the Raja's period are now encroached upon by the local residents and being converted in narrow lanes.
4. Other local roads start from Bus Stand and passes through Dharog Mohalla, from circuit House near Chaugan via Kasakra Mohalla and ultimately meeting at Chamba – Pathankot road near Jail, from district Hospital to Baloo bridge and from Chountra Chowk to T.B Hospital meeting at Chamba –Saho road. The newly developed areas like Hardaspura, Mugla and Karian on Chamba –Bharmour road and Sultanpur on Chamba –Pathankot roads are internally connected by pedestrian lanes and access roads/path. Although these local roads are sufficient to cater the needs of local population but are suffering from the problem of road side parking reducing the effective width of road and creating traffic problem. There is only one entry point to the main town from Bus Stand. The existence of Bus Stand at this point create traffic congestion and bottle neck during the peak hours which needs to be shifted. There is need to make the road starting from Hospital to Baloo bridge Jeep able road in order to ease the traffic movement. In absence of parking spaces the roads are over burdened due to unauthorized parking. There is only one parking space (0.208 hac) having capacity of 50 vehicles, where as no. of vehicles in the Chamba planning area are 3085, which are doubled during the tourist season. Therefore road side parking is a common phenomenon.

13.2 TRANSPORT:

Being a district headquarter of the District and oldest Town of Chamba District enriched with Heritage and religious monuments and tourist nature of town and physiographic conditions, there is abundance of light two and four wheelers vehicles an are being used as a means of transportation in absence of adequate mass Transport system . As per survey conducted, there are 7.2 % taxies and 27.74% buses as means of

transport per day. However during the peak season of Tourists and Manimahesh Yatra the number of cars/taxis and buses are increased 5 times to ten times respectively.

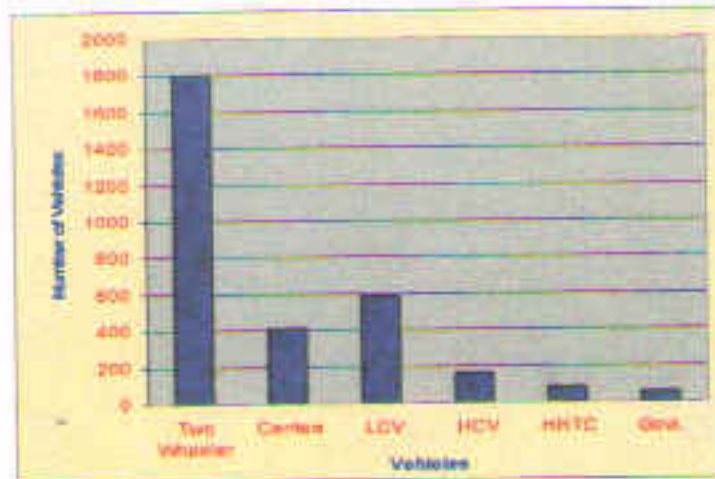
Table 13.1

Growth of Vehicles

Type of vehicles	No. of Vehicles
Two Wheeler	1803
Car/taxi	412
LCV	583
HCV	158
HRTC	79
Govt.	50
Total	3085

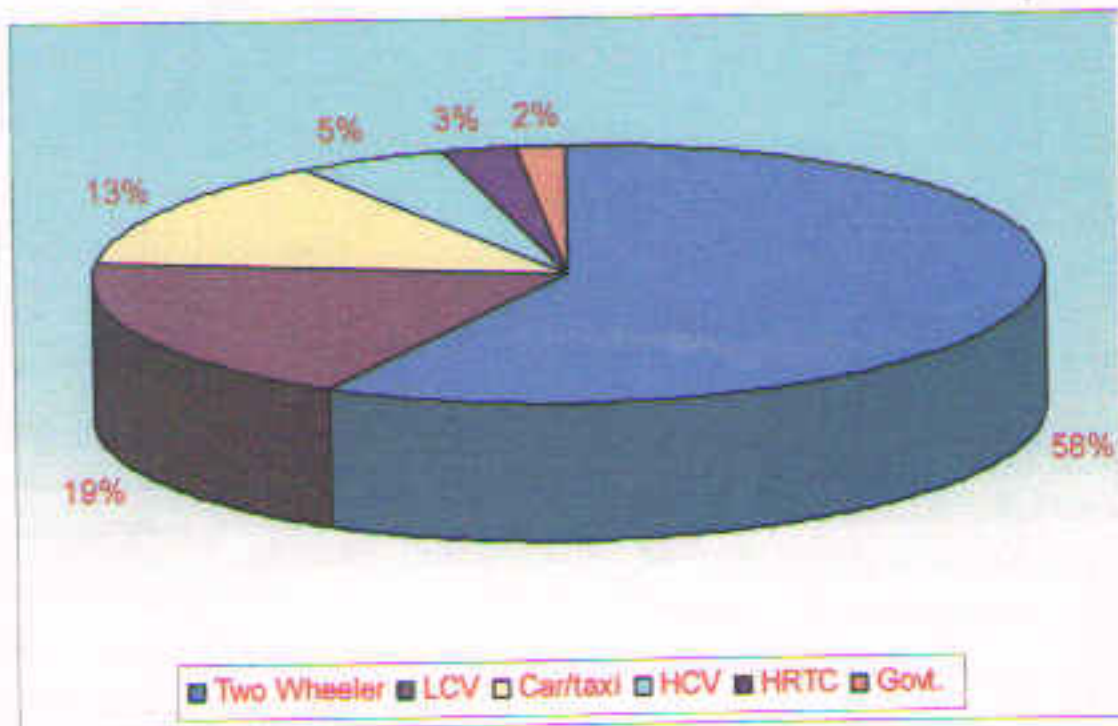
Figure 13.1

Growth of Vehicles



Source: District Transport Office Chamba

Figure 13. 2 Compositions of Vehicles in Chamba Planning Area



13.3 TRAFFIC VOLUME

Traffic volume surveys were undertaken at the following three locations during the hours 9.00 AM to 11 AM and 4.00PM to 6 PM in May, 2004:

- 1) Sultanpur Chowk
- 2) Zero point Chowk
- 3) Main Chowk in Changan Bazar

Junction	Two wheeler		Four wheeler		Four wheeler		Four wheeler		Total	
	M	E	M	E	M	E	M	E	M	E
Sultanpur Chowk	202 .5 (19.51)	101.2 5 (15.17)	160 15.42	110 16.48	298 28.71	190 28.46	377.4 36.36	266.4 39.90	667.6 5 (100%)	1037.90 (100%)
Zero Chowk	168 .75 (16.04%)	87.75 (15.14%)	182 (17.30%)	73 (12.59%)	70 (6.66%)	160 (27.60%)	629 (59.80%)	259 (44.67%)	1051 75 (100%)	579.75 (100%)
Main Chowk	291 (55.59%)	366.7 5 (57.90%)	113 (21.58%)	157 (24.78%)	116 (22.15%)	106 (16.73%)	3.7 (0.71%)	3.7 (0.71%)	523.7 0 (100%)	633.45 (100%)

Source: Survey conducted by H. p. Town & Country planning Department, May 2004

Maximum traffic volume @ Zero point in the morning hours is 1052. Passenger car units (PCU'S) where it is also maximum in morning hours as 1038 P PCU'S in Sultanpur Chowk. Because of inner part of the town, the volume of two wheeler is maximum i.e. 367 PCU'S in the main Chowk of Changan Bazar and maximum i.e. 291 PCU'S also in the evening. The four wheelers are maximum i.e. 182 PCU'S in the morning hours at the Zero Chowk being the entry point to the main town. The four wheelers are maximum i.e. 298 PCU'S in Sultanpur in morning hours whereas Heavy Vehicles are maximum on 629 PCU'S in the morning in the Zero Chowk.

From the study of road Geometries and traffic volume it is clear that roads and intersections in the town area particularly require engineering improvements and better management including removal of encroachments and unauthorized parking on roads in order to have smooth flow of traffic. The numbers of vehicles in the town are increasing in the town day by day but road width being remaining the same, meaning thereby adding fuel to the fire of traffic and parking problem.

13.4 PARKING FACILITIES

Parking of vehicles particularly of the private ones, trucks and taxis is a sever problem. The vehicles are parked anywhere on the roadside in the town in a haphazard manner, particularly in central commercial area i.e. Chaugan Bazar of the town and near the public places in the morning and evening peak hours. Such unauthorized and haphazard parking reduces the effective width of road, thereby hindering the smooth flow of traffic.

Parking survey was conducted at the following locations at 11.15am on 18.04.2004.

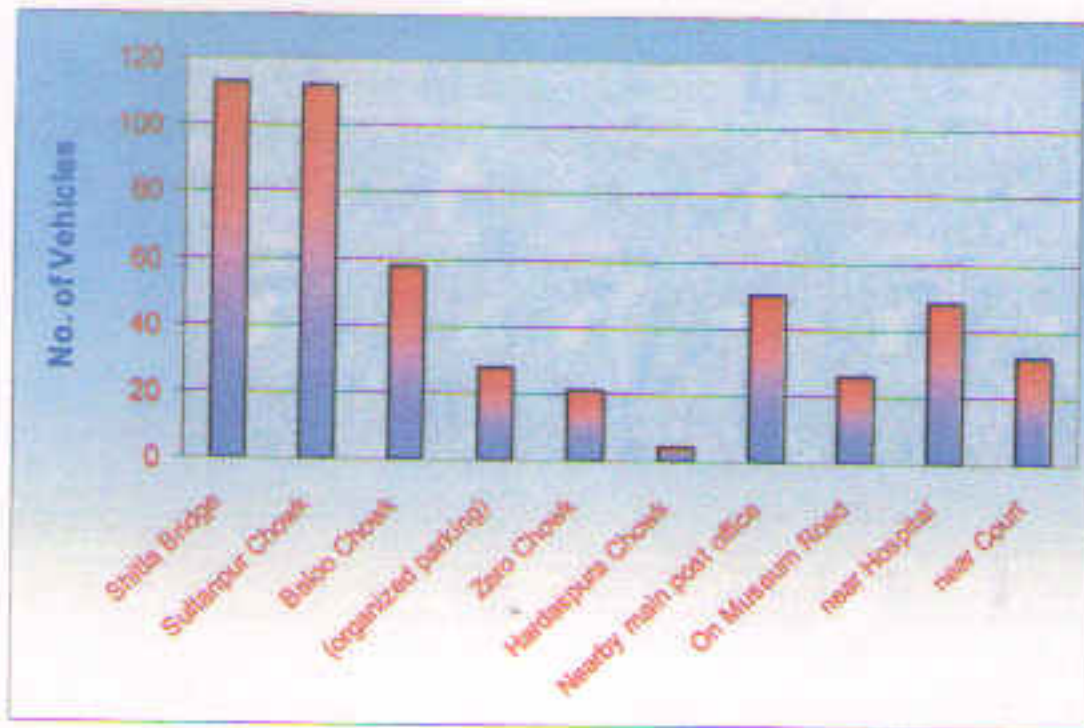
13.3 Parking Status in Chamba Planning Area

Sr. No.	Location	Two Wheeler	Four wheeler (LV)	Four wheeler (HV)
1	Nearby Sheetla Bridge on Chamba Pathankot road	48	50	15
2	Nearby Sultanpur Chowk	25	63	24
3	Baloo Chowk area	20	25	13
4	Zero Chowk (organized parking)	4	10	14
5	Zero Chowk on Chamba - Bharmour road	3	12	6
6	Hardaspura Chowk	2	1	1
7	Nearby main post office	35	15	
8	On Museum Road	15	11	
9	On Chaugan Road near Hospital	35	13	
10	Parking near the District Court	28	4	

Source: Survey conducted by H. p. Town & Country planning department, May 2004



Figure 13.3 Parking Status in Chamba Planning Area



The town has only one organized parking space with area of 300 sq. meters near Zero Chowk which is also quite insufficient to meet the need of parking in peak tourist season and during Minjar Festival and Manimahesh Yatra. So the parking is the more acute problem in Chamba town. Roads are used for parking of vehicles by individuals at the cost of enormous inconvenience to the masses. Haphazard parking of mini trucks and other vehicles in the Chaugan Bazar and along museum road in front of District Hospital is creating lot of problems to the local as well as patients. Parking of vehicles in front of Hospital should be strictly avoided. Space in front of Hospital should be reserved only for Hospital's vehicles.



ORGANIZED PARKING SPACE



PARKING FRONT OF DISTRICT HOSPITAL

There is need to provide planned parking lots at suitable locations and near major places of traffic generation. Besides this, parking lots should be provided along

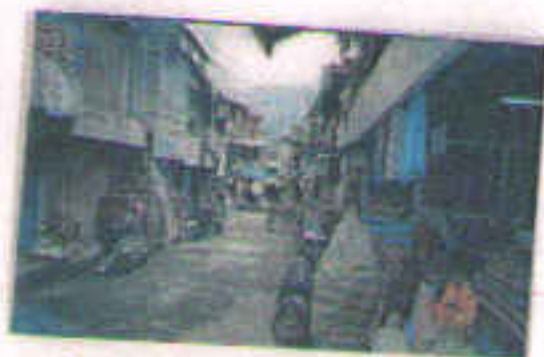
existing roads by way of widening and line marking. Regulation needs to be worked out for stream lining. The movement of Trucks through existing bazaars by resorting to time joining, speed limits or one way restrictions. All future constructions abutting road are to be allowed only after ensuring adequate parking floor where ever feasible. These provisions shall greatly help to solve the parking problem in Chamba Town in the Future. The following photographs depicts the parking problem in the Chamba town.



Roadside Parking in Absence of Truck Terminal



Roadside Parking near Existing Bus Stand



Roadside Parking & Encroachments



Unauthorized Parking near Museum



Authorized Parking on Chougan Road



Unauthorized Parking near Gandhi Gate

13.5.1 Terminal Facilities:

1) **Bus Terminal:** There is one Bus Stand in Chamba with insufficient space. The existing bus stand is located on the entrance of the Chamba main town. The area of existing Bus Stand is 700 sq. feet, which is inadequate and abutting the main road. The existing bus stand has a capacity



EXISTING BUS STAND

to accommodate 25 buses at a time. As per the information collected from the HRTC office the following is the frequency of buses per day to various routes as under:

- Towards Dalhousie, Tunuhatti, Kakira, Nurpur, Pathankot= 70 Buses
- Towards Holi, Bharmour = 50 Buses
- Towards Saho=50 Buses
- Towards Tissa= 80 Buses
- Towards Khajjiar, Chowari, Shimla, Mandi, Delhi, Sundernagar=10 Buses
- Towards Zumhar= 10 Buses

The existing bus stand is becoming busy and congested day by day and is no more capable of meeting with the increasing requirement of Chamba Town with the increasing induction of private buses. The over all pressure on the existing Bus stand has increased many times. So the bus stand needs to be relocated by keeping parameters in mind:

- The proposed bus stand must have sufficient area for parking of Govt. and private buses.
- Essential facilities like waiting Hall/platform, shops, Tea Stalls, one Restaurant/Canteen, Drinking water, rest house booking office, parking provision for two wheelers, taxis/cars should be created in and around the new bus stand. There is a proposal to construct new bus stand near Zero Chowk on Govt. land measuring 11149 sq yards on the pattern of Shimla Bus Stand. This bus stand will occupy 100 buses at a time. The proposal is under active consideration of the State government.

2) **Workshop:** there is one HRTC workshop exists near jail in Kasakra Mohalla along the Chamba Pathankot Road on area measuring 1100 sq feet. The present

workshop is sufficient to cater the repair need of the fleet of buses in Chamba HRTC Depot up to the year 2021.

3) **Truck Terminal:** there is no organized Truck Terminal in the Chamba planning area. Due to this Trucks are parked on roadside in different parts of the town especially in Sultanpur area. In order to have a planned traffic and transport system, it is proposed to develop the Truck Terminal in Sultanpur near Baloo Bridge on Govt. land measuring two Hectare and another in Mugla area on Chamba -Bharmour road subject to the availability of Govt. land.

4) **Traffic Regulatory System:**

1. No parking zone to be declared on the road starting from Police post upto the District Hospital and vehicles shall not be allowed to parking here and there except on earmarked roadside parking and unloading of goods shall be by two trucks and four Light Commercial Vehicles at a time near Church Library and D.C. Khanna Building on museum and Chowgan road respectively. The loading and unloading of goods from 9.00 am to 11.00 am in the morning and 4.00 pm to 6 pm in the market shall be completely prohibited.
2. Oneway traffic shall be allowed from bus stand via Chowgan, Dogra Bazaar, Rangmahal upto Bus stand.

13.5.2 MAJOR CONCERNS

Both horizontal as well as vertical constructions are taking place in built up areas. Vertical constructions are projecting upon streets/lanes storey by storey. The zig-zag revenue "khasra" are playing havoc with precious land resources. Non implementation of section 16-c of H. P. Town & Country planning Act, 1977 is resulting in unplanned fragmentation of land holding which is the root cause of every environmental hazards. As a result slowly and steadily zig - zag narrow streets take the shape. Streets are not in the position to cater services infrastructure requirement.

The total number of vehicles more than doubled over the past 5 -10 years. Roads are full of obstacles like vehicles parking manner, here and there on roads in a haphazard manner, repair activities of workshop, projection of the commercial establishments, and lack of basic amenities inside various establishments for users. Non-availability of land for parking of vehicles is the vital concern of today.

The organic growth of town has played havoc with the traffic and transportation network in main town due to disregard to the community cause, self centered approach of citizen's degradation of human values, lack of civic sense, lack of fear of law enforcing authorities and undermining of principles of town planning. Roads and drains are treated as disposal sites by common masses.

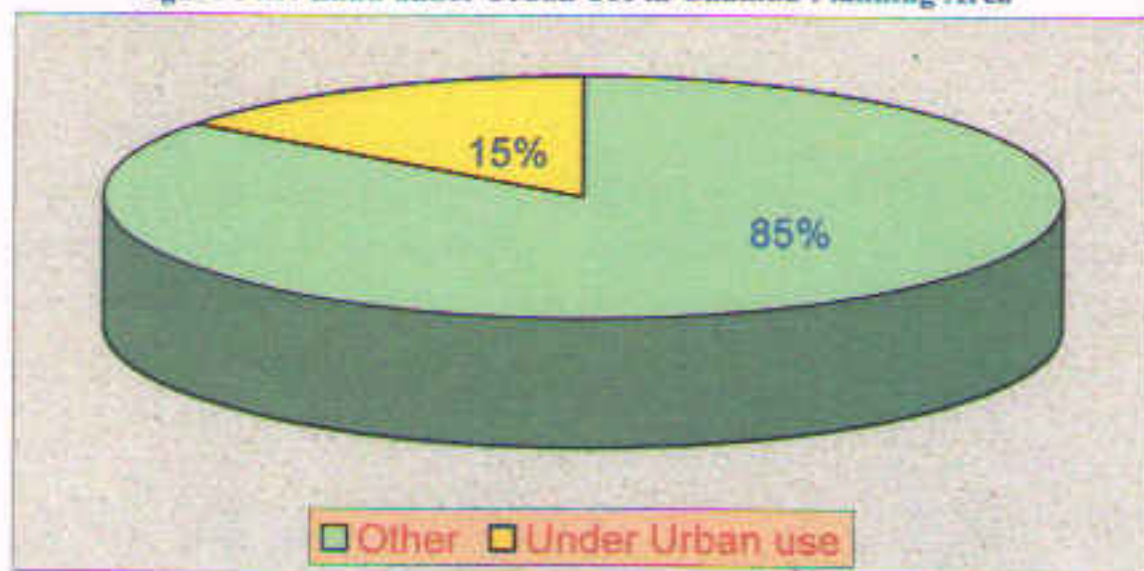
Even the portable rubbish Bins, provided here and there in the town by the local body are occupying the effective road width. The builders further add to agony of roads by either stocking construction material here and there on roads. The law enforcing agencies have to take stringent action against defaulters under their laws. Perspective planning approach is need of the day for ensuring on efficient transportation network and hazard free town. The building activities along the road side have increased. Due to non-availability of buildable and service land in the town, constructions are coming up along the Transportation lines emanating from the town. As these structures lacks setbacks, various pursuits pertaining to the requisite uses are performed right on the roads.

CHAPTER 14

EXISTING LANDUSE OF CHAMBA PLANNING AREA

For ensuring regulated and planned growth of the town, the State Government vide notification No. PBW (B&R) (B) 26 (32)/86 DATED 5-7-1986 extended H. p. Town and Country planning Act, 1977 (Act No. 12 of 1977) to Chamba planning area. Subsequently existing land uses of the planning area was prepared and adopted/frozen vide notification No. HIM/ TP-D Chamba/87-10149-299 dated 31-3-1988 which appeared in the official gazette on 28.05.1988. It was finalized after considering suggestions/objections of public received on draft development plan. Due to various unavoidable reasons it could not be approved by the Government of H. p. Later on due to certain reasons the planning area had to be revised in 1997 to exclude three revenue mohals which are separated by distinct physical barriers from the existing town. The Udaipur, Mangla and Suri Mohals were practically independent settlements and did not form an integrated part of the town. With this Act of exclusion, the Development plan was again revised accordingly. But due to certain unavoidable reasons, planning area has again been revised vide notification No. TCP-F(5)-I/2002 DATED, Shimla-2, 16-5-2002 by excluding the two mohals named Haripur and Sarol which were felt to be separated by distinct physical barriers from the existing town. With exclusion of these areas, the Development plan has now been redrafted. The land use wise description of various areas is given in the following paragraphs:

Figure 14.1: Land under Urban Use in Chamba Planning Area



14.1 RESIDENTIAL USE:

It comprises of 78.55 Hectares area, which works out to be 8.29 % of the Planning Area and 55.40 % of urban area. The residential areas are generally two to three storyed houses. The housing area can be divided into two distinct areas as core built up areas which are Main Town around Chowgan in form of Mohallas, Upper and Lower Julakari, Sultanpur and Obri area across the Sheetla Bridge. The other areas like Hardaspura, Mugla and Karian are experiencing scattered development. Residential use intermixed with commercial use is a common phenomenon. The tendency of constructing shops at road level/ground floor and remaining storeys are used as residential houses. These are physical constraints of Ravi River and mountains on both sides with land slides zone and sinking zone to grow in a contiguous manner. However developable land is available at Sultanpur, Hardaspura, Mugla areas which are suitable areas for expansion of the Town.

14.2 COMMERCIAL USE:

Majority of commercial establishments are located around Chowgan starting from S.B.I. / police post up to District Hospital on both side of road and along Museum road starting from main post office top to museum on both sides, Dogra Bazar and few scattered shops on Sultanpur along Chamba – Pathankot, Chamba Khajjiar road and in Julakari, Hardaspura, Mugla and Karian along Chamba –Bharmour road and one to two daily need shops at Mohallas level in various Mohallas of the town. The commercial use consist of 2.98 Hectares 2.1 % of urban area and 0.32% of the Planning Area.

14.3 TOURISM USE:

Tourism forms an integral part of the Industry. The Local Art and Handicraft and agro based Industrial units and Hotels are main Industrial units in Chamba Planning Area. The tourism is associated with heritage and pilgrimage tourism as the town is enriched with Heritage/Historical and religious monuments. An area of 1.29 Hectare is under this use which is 1 % of the urban area and 0.14 % of Planning Area.

14.4 INDUSTRIAL USE:

Industrial use occupies 2.33 Hectares of land which is 1.65% of the urban area and 0.25 % of Planning Area. The industries are mainly service and agro based and small scale industries.

14.5 PUBLIC AND SEMI PUBLIC USE :

Chamba being a District Headquarter is fully comprised by various facilities, services, Govt. & Semi Govt. offices and specialized institutions. Under public and semi-public use, the utilities including water supply, Electricity, sewerage, telephone establishments, garbage disposal sites, education, health , postal and services including police, firefighting, banking, Govt. and semi Govt. offices have an area of 28.95 Hectare which is 20.45 % of the Urban area and 3.05 % of the planning area. Facilities to organize seminar, conference Hall of Bachat Bhavan. Area under utilities & services is 11.59 Hectares and area under Govt. and Semi Govt. offices is 17.36 Hectares. Most of the offices are located in scattered form. The 85.5% Government and semi Govt. offices are housed in their own building whereas 14.5% offices are functioning from rented buildings.

14.6 PARKS AND OPEN SPACES

The organized parks and open spaces are in form of five Chowgangs in the main town and police ground/Stadium which occupies an area of 4.17 hectares which is 0.45% of Planning Area and 2.95 % of the urban area. The open spaces are serving as green lungs and areas for active and passive recreation. The towns enjoy unique physical setting with green patches in newly developed area.

14.7 TRAFFIC AND TRANSPORTATION USE:

The major roads including state Highway emanating from the town, local roads as well as by -lanes interlinking various mohallas in main town and localities in newly developing area, bus stand, work shop, parking lot have an area of 23.29 hectare which is 16.45 % of the total urban area and 2.47 % of Planning Area.

14.8.1 AGRICULTURE, FOREST AND BARREN LAND:

Agriculture, forest and barren land occupies 783.94 Hectares of land which is 82.78% of the total Planning Area.

14.8.2 WATER BODIES USE :

The area under water bodies includes rivers, Nallah and Khads. The area under water bodies is 21.50 Hectare which is 2.27 % of Planning Area.

Table 14.1 Existing Land use of Chamba Planning Area 2004

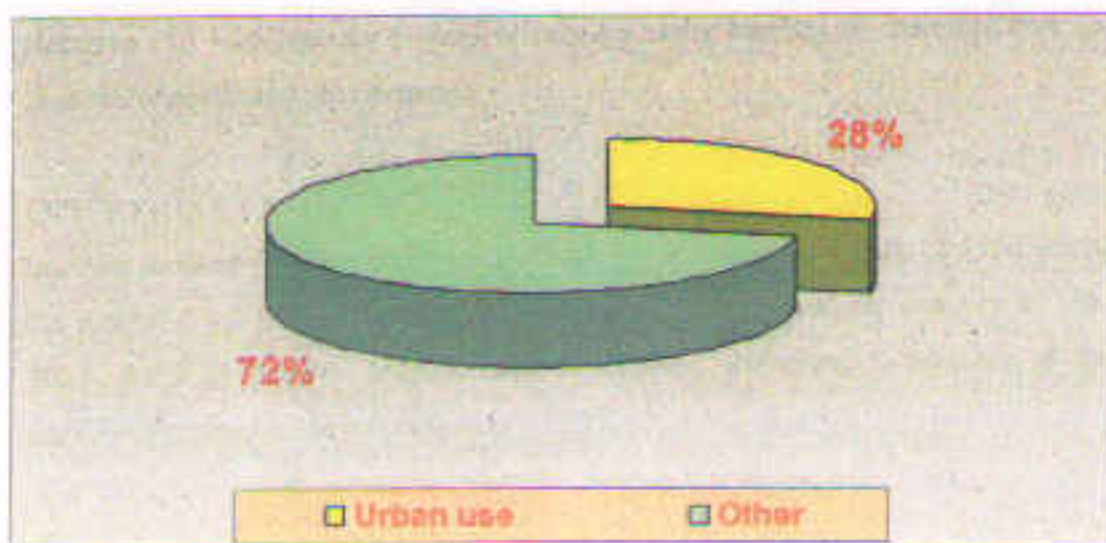
Sr. No.	Land Use	Area (in Hectare)	% of urban area	% of planning area
1	Residential	78.55	55.40	8.29
2	Commercial	2.98	2.10	0.32
3	Industrial	2.33	1.65	0.25
4	Tourism	1.29	1.00	0.14
5	Public & semi public	28.95	20.45	3.05
6	Recreational parks & open spaces	4.17	2.95	0.45
7	Traffic & Transportation	23.29	16.45	2.45
	Total	141.56	100.00	
8	Agriculture, Forest & Barren Land	783.94		82.78
9	Water bodies	21.50		2.27
Total		947.00		100.00

CHAPTER 15

PROJECTIONS AND REQUIREMENTS

Projections for the Development Plan have been worked out in view of the surveys and studies and in the anticipation emanated there of on one hand and public aspirations on the other. Population of Chamba Planning Area is anticipated to increase to 44103 by the year 2021. As 37.5% of the total population is anticipated to be work force, there are likely to be 16539 workers. This plan envisages allocation of developable land for various uses to meet requirements for year 2021 and is also contemplates component wise break up of proposals by taking into consideration factors such as availability of developable land in each sector, holding capacity of area in forms of population and other activities, existing land use of area development potential conformity of land use of its surrounding area, threshold population for facilities, location attributes of facilities and services and site characteristics, convenient distance of works areas from residential areas, socio-cultural aspects, preservation of natural landscape and ecology, land values etc. Out of 947 hectares of land within planning area 266.07 Hectares is earmarked under different uses e.g. residential, commercial, industrial, tourism, park and open spaces and recreational, public & semi public and traffic and transportation uses whereas 659.43 Hectares is left under agriculture, forest and barren & undevelopable Land.

Figure 15.1: Land use Classification for 2021



Land use wise projections and requirements are as under:-

15.1 RESIDENTIAL USE:

In order to cater for requirement of housing for the anticipated population of 44103 persons in the planning area by the year 2021 at the rate of five persons per family, 8821 dwelling units shall be required. In view of present density trend of residential density at the rate of 300 persons /Hectare 147 hectares residential area is required to cater planning area population. As 78.55 Hectares area is existing therefore 68.45 Hectares area is additionally required.

15.2 COMMERCIAL USE:

There are 790 shops in planning area. In view of increase in number of tourists and population, it is anticipated that 1640 shops shall be required by the year 2021. The land required for additional shops at the rate of 40 square meter area / shop which includes parking and circulation area also worked out to be 6.56 hectare. Besides this an area of 2 hectares of land is required for wholesale and warehousing activity. The total requirements worked out to be 11.54 hectares. As existing area under commercial use is 2.98 Hectare, therefore total additional requirement works out to be 8.56 Hectare.

15.3 TOURISM USE:

In order to cater for the anticipated 783 tourists in a day during the peak season by the year 2021, land required at the rate of 40 sq. meter area /tourist worked out to be 3.29 Hectares. As 1.29 Hectare of land is existing under tourism us therefore two hectare land is the additional requirement.

15.4 INDUSTRIAL USE:

In order to cater for the requirement of anticipated secondary work of 3550 workers at the rate of 5 sq. meters /worker, an area of 4.33 is required for industry by the year 2021. As 2.33 hectare addition area is existing, therefore, 2 hectares of land is additionally required to be provided.



15.5 PUBLIC AND SEMI-PUBLIC USE:

An area of 11.59 hectares is existing under utilities, facilities and services. It is anticipated that an area of 34.93 Hectare shall be required more for providing various facilities in planning area by the year 2021. It is assumed that number of workers in the Govt. and Semi- Govt. offices remaining being constant. The area is required only for these offices which are working in the private rented buildings. The existing area under Govt. offices is 17.36 Hectare. Additional 1.39 Hectare is required for public and semi public use.

15.6 PARKS AND OPEN SPACES/ RECREATIONAL:

The concept of organized open spaces is not new to Chamba town. The town has a vast organized open space in the heart of the town know as "Chowgan" and police ground Stadium. It is imperative to make provision for open spaces in the other sectors also. An area of 0.40 Hectare shall be suitably located in every sector as an organized space. Thus an area of 1.2 Hectare additional area is required for park and open spaces and recreation.

15.7 TRAFFIC AND TRANSPORTATION USE:

An area of 23.29 hectare is under the transportation work. Town level, sector level, and cluster roads are required to be developed in the planning area. An area of 2 hectare is required to cater the need of parking of trucks which at present are parked on road side here and there in Sultanpur. The New Bus is proposed near Zero Chowk and the present Bus stand shall be used for local buses and taxi parking. The proposed bus Stand will be sufficient to meet the needs of population by the 2021. The present workshop of HRTC is sufficient to cater the need of parking of H.R.T.C Buses. Parking of private vehicles is the main problem of the town and problem is becoming serious day by day. In order to ease the traffic pressure and to cater the parking requirements, it is imperative to develop parking lots at the strategic locations in the Planning Area. An additional area of 5.81 hectares is proposed under traffic and transportation use.

15.8 AGRICULTURE, FOREST & BARREN LAND:

An area of 124.51 hectares as shown in Table no. 15.1 below, in the additional requirement under different uses which shall meet out of 783.94 Hectares of existing agriculture use.

15.9 WATER BODIES USE:

The land under water bodies i.e.21.50 hectares shall remain as such.

The total additional area requirements are summed up as under:

Table 15.1 Additional Area Requirement of Urbanisable Area

Sr. No	Land Use	Area in Hectare	% of Urban Area
1	Residential	68.45	54.00
2	Commercial	8.56	7.00
3	Tourism	2	2.00
4	Industrial	2.17	2.00
5	Public & semi- public	36.32	29.00
6	Parks & open spaces	1.2	1.00
7	Traffic and transportation	5.81	5.00
	Total	124.51	100.00
8	Agriculture, barren & forest land	659.43	
9	Water bodies	21.50	
10	Existing urbanised area	141.56	
Total		942.00	

CHAPTER 16

DEVELOPMENT PROPOSAL

16.1 The Development Plan caters for the requirements of Municipal Area, Planning Area and influence zone. It envisages for the requirement of population of Planning Area, Dependent population and tourists during peak season. The proposals have been finalized in view of community operations. This development plan envisages allocation of land for different uses to meet requirement for year -2021. Various land uses have been proposed by taking into consideration factors such as availability of developable land in each sector, holding capacity in terms of the area, conformity of land uses to its surrounding areas. Out of 947 Hectares of land within planning area, 266.07 Hectares is earmarked for different urban uses. Where as 659.43 Hectare is left under agriculture, forest and barren land.

16.2 ALLOCATION OF LAND USES:

16.2.1 Residential Use:

An area of 147 Hectares has been earmarked for residential use in three sectors depending upon the availability of developable land. As area of convenient shopping, nursery Schools, sub post-offices, electric substations and local parks can not be detailed out in Development plan, their land use requirements have been included in Residential area which can be shown in the Sector plans.

16.2.2 Commercial Use:

For commercial development 8.56 Hectares area has been allocated in addition to existing central commercial area. The commercial area has been proposed in different sectors except central sector which is already over occupied and cannot hold any more commercial area. Allocation of land for commercial use also includes of land for wholesale and warehousing in Sector I and III serving as two corridors to the town.

16.2.3 Industrial Use:

Keeping in view the availability of basic infrastructure for industrial establishment, the transport facilities and suitability of land, the industrial area has been proposed in Sector III in Sultanpur on State High Way where already agro- based industries are existing. Total area under industries has been proposed as 4.50 Hectares in two different locations.

16.2.4 Tourism Use:

Chamba enriched with Heritage buildings and temples shall continue to be an attraction centre for tourists visiting surrounding tourist spots and halting station for tourist enroute to Bharmour, Holi and Manimahesh. As majority of tourists accommodations are below standard and lack basic amenities including parking, it is proposed to provide requisite infrastructure to cater for various economic groups of Tourists. The development of tourism in and around Chamba town call for systematic and planned development, check on encroachments, cleanliness of town, integration and publicity of locales well as surrounding attraction, development of commanding sites. An area of 3.29 Hectares including two Hectares as additional area has been proposed for tourism use.

16.2.5 Public and semi public:

The public and semi public use including utilities, facilities, services, Govt. and Semi Govt., garbage disposal sites etc and facilities like education , health, postal, police, fire fighting, banking etc besides Govt. and semi -Govt. offices etc. have been given one consideration for allocation of land for this purpose in the development plan. The existing land under utilities, facilities and services is 11.59 Hectares and under Govt. And Semi-Govt. offices is 17.36 hectares. Additional requirement of 34.93 Hectares is anticipated by providing utilities, facilities and services and for Govt. and semi Govt. offices 1.39 hectares is anticipated in the Chamba planning area by the year 2021.

Water supply:

Existing water resources are sufficient to cater the need of water for the Chamba Planning Area. Existing water requirement is 9.80 lakh gallons per day. Projected

water requirement for Chamba Planning Area for 2011 and 2021 is 10.09 and 13.06 lakh gallons/day respectively.

For Karian, Mugla and Hardaspura there is separate water scheme i.e. Jarangla Scheme. Presently there is no filter and sedimentary treatment plant. Therefore a Filter/Sedimentary Treatment Plant is proposed for these areas.

For Sultanpur and Parel areas water is distributed without any filtration/ and treatment. Therefore, water treatment plants are proposed for these areas.

The augmentation work of Galiyani Water Supply Scheme should also be expedited in the second phase of this Development Plan.

Sewerage System:

The Irrigation and Public health Department has provided sewerage network facility in the Core area only. Presently there is a capacity of 1737 connections, whereas utilization is only 1050. As there are 5361 households in the Planning area. Rests of Households are thronging sewage in open nallah/ depressions resulting in the deterioration of the healthy environment of Chamba Planning area. Therefore it is proposed to introduce sewerage system in Sultanpur, Hardaspura, Mugla and Karian areas.

Solid Waste Disposal:

Solid waste in the Chamba Planning area is collected from 32 points of garbage collection points by the M.C. Chamba and is being thrown in open on the bank of Ravi River without sorting and any kind of treatment. Presently there is approximately 18000 kilograms solid waste generation in the planning area, which is expected to be 21000 kilograms in 2011 and 24000 kgs in 2021. It is, therefore, proposed to construct a Solid Waste Treatment Plant in Sultanpur area.

Other Utilities & Services:

The requirement of Senior Secondary Schools, High Schools, Primary Schools, Nursery Schools, Primary Health centre, Local Parks, Library, reading room, club, community Hall, auditorium, police post, sub-post office etc has been worked out and additional area required for these Utilities is 34 Hectares. Their locations are not

identified as they shall be provided on the Government land on the basis of predominant land use.

65.27 hectares land is proposed for public and semi-public use. Area requirement for various utilities and services is given below:-

Table 16.1: Area Requirement for Various Utilities and Services For 2021

Sr. No.	Facility	Existing	Level	Future requirement	Area/unit in hectare	Total area	Existing area	Additional area (in hectare)
1	College	1	Regional Level	1	2.00	2.00	1.00	1.00
2	Sen. Sec Schools	3	10000-15000	1	1.5	6.00	.49	5.51
3	High Schools	5	5000-6000	3	1.00	8.00	.04	7.56
4	Primary schools	19	2000-2500	5	.40	9.60	.25	9.35
5	Nursery schools	1	Two in each Sector	5	0.10	.60	0.10	.90
6	Hospital	1	Regional level		2.5	2.5	1.50	.50
7	P. H.C.	1	5000-6000	7	.40	3.20	0.02	3.18
8	Vetinary Hospital	1	Regional		1.00	1.00	.10	.90
10	Local parks	2	Cluster level	4	0.01	.08	.016	0.044
11	Cinema	1	8000-10000	3	0.20	0.80	0.08	0.72
11	Library	1	Town level		0.20	0.20		0.20
12	Reading room	1	Sector level	2	0.01	.03	0.01	0.02
13	Community hall	1	Sector level	2	0.10	0.30	0.02	0.28
14	Auditorium	1	Town level	1	0.30	0.30		0.30

15	Club	1	Sector level	1	0.04	0.12	0.08	0.04
16	Art gallery	1	Town level		0.40	0.40	0.04	0.36
17	Swimming pool	1	Town level	1	0.40	0.40		0.40
18	Post & telegraph office	1	Town level		0.40	0.40	0.02	0.38
19	Sub post office		Sector level	3	0.01	0.03		0.03
20	Telephone exchange	1	Town level	1	0.40	0.40	0.03	0.37
22	Police station	1	Town level		0.40	0.40	0.02	0.38
23	Police post	1	Sector level	2	0.2	0.6	0.03	0.57
24	Fire station	1	Town level		0.40	0.40	0.02	0.38
25	Petrol/diesel filling station	3	Sector level	1	0.40	1.6	0.04	1.56

16.2.6 Parks and open spaces and recreational Use:

An area of 5.37 hectares has been proposed for organized open spaces and parks which also includes 4.17 hectares existing area and 1.2 hectares is required as additional area. The undevelopable land in the town and Shamdhar Hill is also serving as open green space.

16.2.7 Traffic and Transportation Use

Total area of 29.10 hectares shall be occupied under traffic and transportation use which includes roads, HRTC workshop, parking area, bus and Truck terminal. New Bus stand is proposed in Sector I and truck terminal in sector III. Truck terminal is also proposed with an area of one Hectare in sector ii on Chamba -Bharmour road subject to the availability of Govt. land. For road network following right of way have been proposed:

Table 16.1 Proposed width of Roads

Sr. No	Name of Road	Proposed right of way (in meters)
1	Chamba-pathankot SH-33	24
2	Chamba- Bharmour Road	24
3	Old by-pass road	18
4	Chamba -Tissa Road	18
5	Chamba-Jot Road	15
6	Chamba -Saho Road	15
7	Main Sectoral Roads	9
8	Cluster Road	7
9	Other Access Road	5

- 16.3 Areas beyond urban use up to boundary of planning area have been kept as green agriculture, forest, barren land and under water bodies. Proposed land use has been worked out as under:

Table 16.2 Proposed Land use of Chamba Planning Area -2021

Sr. No.	Land use	Total Area	% of urban area
1	Residential	147.00	55.25
2	Commercial	11.54	4.34
3	Industrial	4.33	1.69
4	Tourism	3.29	1.23
5	Public & semi public	65.27	24.54
6	Recreational	5.37	2.02
7	Traffic and Transportation	29.10	10.93
Total area under Urban use		295.97	100.00
9	Agriculture, forest etc.	659.43	
10	Water bodies	21.50	
Total		680.93	
Grand Total		947.00	



Figure 16.1: Proposed Land use of Chamba Planning Area

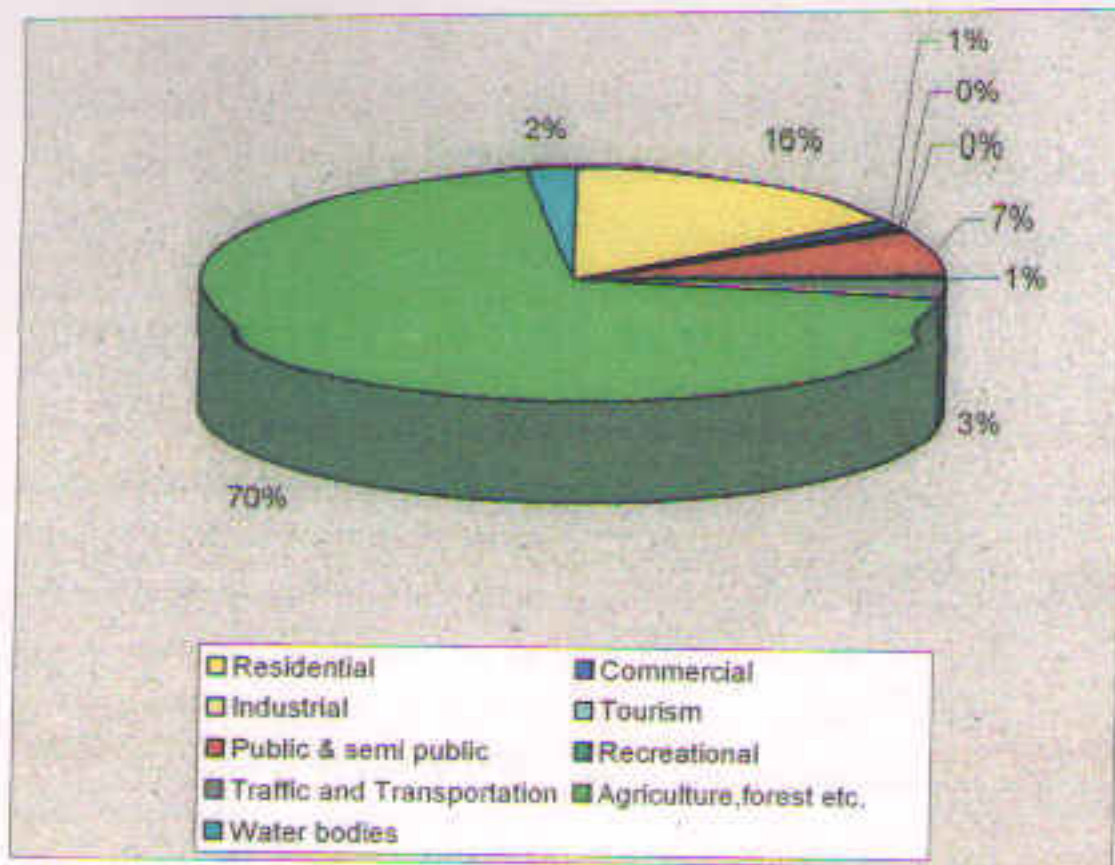
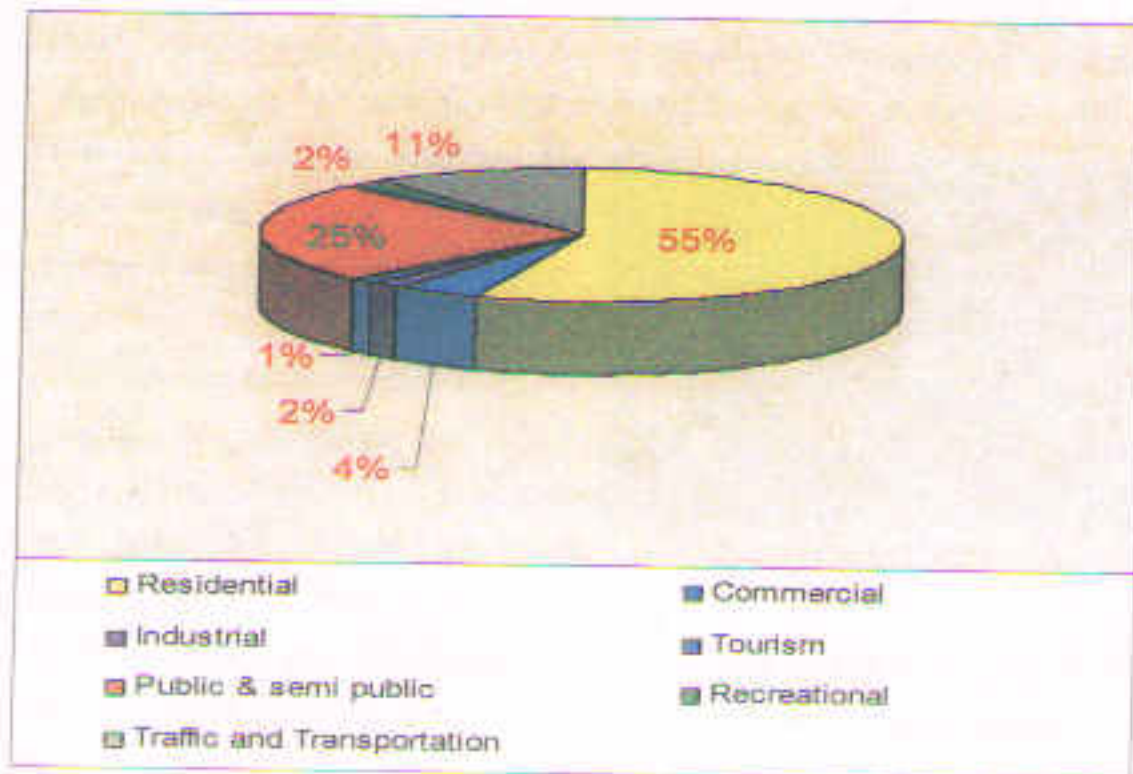


Figure 16.2: Proportion of Urban Uses



CHAPTER – 17

CONSERVATION OF HERITAGE OF CHAMBA TOWN

17.1 HERITAGE CUM CONSERVATION ZONE

Chamba town, the Capital of a culturally rich ancient hill state has been endowed with a number of monuments of varying antiquity. These landmarks, consisting of temples, palaces, stylish buildings of high aesthetical value and beautiful green spaces known as "Chowgan" have emerged through a long history with a thoughtful attempt of far sighted rulers of the erstwhile Chamba state. In the general public interest it is imperative to restore the lost glory and prestige of the urban design pattern of the town and



HERITAGE CUM CONSERVATION ZONE

to improve the visual outlook along with functional quality of the town.

The monuments like Akhand Chandi Palace, along with Zenana Palace, Laxmi Narain Temple, Rang Mahal and above all the majestic Chowgans are the valuable assets which have a strong potential to attract tourism to the town in a big way. Therefore in order to safeguard the character and sanctity of various historical monuments, the **heritage cum conservation zone** has been created and notified by the Government of Himachal Pradesh vide notification No. **TCP-F (6)52/94** dated **25.5.1995**. The heritage cum conservation zone for Chamba town comprises of the following areas: -



HERITAGE CUM CONSERVATION ZONE

EAST: - Starting from T.B. Hospital following old Saho road up to the point of start of steps to Chamunda temple including area between road and Chamunda temple.

SOUTH: - starting from steps down to Nar Singh temple, Sapri and further following the Municipal road upto Tatwani spring.

WEST: - Starting from Tatwani spring to telephone exchange following Municipal road and thereafter including Mohalla Chowgan, Mohalla Kashmiri and Pucca Talla.

NORTH: - From Pucca talla upto T.B.Hospital following northern slopes along river Sal.

17.2 THE TYPE OF HERITAGE

The heritage of Chamba is divided into following two categories:-

1. Built-up heritage. 2. Natural heritage.

17.2.1 Built-Up Heritage

The monuments of Chamba are generally situated within various residential Mohallas.

The location of the monument along with their nomenclature is given in the map 17.1.

As it is evident from the map that most of the ancient monuments are concentrated in the area east of the Chowgans.

1. Akhand Chandi Palace
2. Zanana Mahal
3. Rang Mahal
4. Laxmi Narain Group of temple
5. Sita Ram temple.
6. Bansi Gopal temple
7. Temples in the Kharura Mohalla.
8. Hari Ray temple.
9. Chamunda Devi temple.
10. Sui Mata temple.
11. temples in the Chountra Mohalla
12. Champavati temple
13. Temples in the Jansali Bazar
14. Gandhi Gate
15. The lord Shiva temple
16. Vajreshwari temple
17. The Chowgans
18. The Church



19. Shyam Singh Hospital
20. The Church library
21. Administrative buildings of the British period
22. The police line
23. Ran Noun
24. Pink Bungalow
25. Deputy commissioner residential building
26. Police post building
27. State Bank of India/Treasury office building
28. Bajir Palace
29. Shrichand temple
30. The lord Shiva temple in Obri

Akhand Chandi Palace and Zenana Mahal:

Visually the most dominant of monuments of Chamba these two buildings are physically contiguous and of the same architectural style and roughly the same period.

Location: Located on the upper hill side east of the Chowgan on a gradually sloping piece of land these buildings are accessible from the Chowgan by steep and winding streets. The street through the Dogra Bazar is used by vehicles although it has a very steep gradient.



ZENANA MAHAL

The immediate surrounding s consist of a series

of modern box type constructions on the western side, a series of shops standing on the palace foundations on its northern side, a green space constantly threatened with encroachments and some dilapidated structures some of which are privately owned, on the eastern side. On the southern side is the residential building of the Chamba family.

History: the oldest portion of the palace is the north –west corner known as Akhand Chandi was built by Raja Umed Singh sometime between 1748 A.D. and 1764 A.D. the palace was rebuilt and renovated in the reign of Raja Shyam Singh (1873 A.D.-1904 A.D.) with the help of British Engineer. Capt. Marshall built the Durbar Hall in 1879. The Zenana mahal was added in the reign of Raja Bhuri Singh.



Architecture: the palaces, begun in the era of Mughul influences in the hills brought to their present status in a later era when British influence was already evident in a number of Buildings. Thus the palaces are an amalgam of features of Mughul and British architecture.



AKHAND CHANDI

The sloping roof in the red colour introduced by the British, some column of the Doric order, multifold structural arches enclosing windows and doorways of the pointed horseshoe type, cornices and wooden eaves work. Some of the windows retain their original stained glass. While some of windows are arched others and rectangular.

The materials used are Deodar wood for support of roof and wooden floors and for doors and windows. The walls are stone dressed masonry in lime mortar finished in whitewash. The wooden floors are raised 3'-0" to 4'-0" above earth level and there are ventilators in the walls for preventing dampness. The Zenana Mahal is separated by a high wall which at some places is about 25'-0" high.

The noteworthy features of the architecture are thus, the use of elements from various styles, the lack of uniformity in the use of any element, the relatively imposing proportions and its visually strategic sitting above the Chowgans. The main façade of Zenana Mahal facing on to the Chowgan is most pleasing owing to the uniformity and symmetry of its elements. Other noteworthy elements are the painted room in the Akhand Chandi depicting various war and religions scenes on the walls. The entrance gate is on the eastern side perhaps because of the Surya Vanshi lineage of the rulings family.

Usage: the Akhand Chandi portion of the palace had since British times used as the office of the administration and contained the Darbar Hall (Marshal Hall). The Zenana Mahal was used as the living quarters of the ruling family and hence the separation of its garden by a massive wall from the Akhand Chandi Palace. The buildings are structurally in a sound state. The massive stone masonry and the solid deodar woodwork do not show sign of cracking or crumbling any spot. However, Repair of floors, replacement of windows stained glasswork, repair of ceiling woodwork, repair of various painted rooms, replacement of the crumbling wall papers, repair of minor

damage of plaster, repair of cupola windows and wooden eaves are the kinds of work which need to be carried out.

Significance of the Monument: for Chamba the palace certainly is one of the supreme achievements in the building arts and constitutes a major elements of the city's memory and a core propelling growth around itself. The Palace has a commanding view of the Chowgan from the room on the east, overlooks the Laxmi Narayan Temples on the north and the Rangmahal from some select rooms on the first floor.

Major Concerns:

- i) The use of the palace as a college is inappropriate and has contributed greatly to the physical malaise of the building. The palace is unsuitable for a college because it can not cater to the growing student population, provides for neither playgrounds, hostels or teachers residential facilities or for any expansion of educational facilities or auditorium.
- ii) Around the palaces including land in which its foundations are buried, has been sold to various private owners who are putting ugly brick and concrete construction along the palace boundaries. These unaesthetic constructions are not merely visually juxtaposed against the imposing structure of the palace thus diluting its visual impact, but now are tending to rise above the palace plinth level.

Temples of the Laxmi Narayan Group:

This group of temples comprises some of the more recent temples. The group as a whole is under the protection of the Archaeological Survey of India.

Location: this group of temple stands on the same terrace as the Akhand Chandī Palace to its north and above and east of the Chowgans. The main approach is through the Dogra Bazar and the streets winds around the periphery of the complex whose entry is on the eastern side.



LAXMI NARAYAN TEMPLES

History: the Laxmi Narayan temple which is the chief temples of the Chamba is ascribed to Sahil Verman who reigned in the 10th century A.D. and who brought about



the shift of the capital from Bharmour to Chamba. The Laxmi Narayan, the chief temple of the group stands to the north of the group and opposite the entrance. The temple known as Radha Krishna was erected late as 1825 A.D. by Rani Sadha, queen of Raja Jit Singh.

Architecture: these temples belong to the pseudo-North Indian style for the reason that they do not contain the full range of components of a North Indian Temple. Made of local stone with fairly elaborate carvings, these temples consist only of the vimana i.e. Shikhara and Garbh -Griha with a small Antralaya. Only the main Laxmi Narayan Temple has a structure which can be likened to the mandpa. The Dharmshala building is a plain brick and concrete construction. The store room building is in the style of Zenana Mahal with cornices and multifold arches.

Usage: although the temples are protected monuments under the Archaeological Survey of India they are open to the public. The temples are in physically sound shape and their maintenance is looked after by the ASI. However, the restoration and repair work carried out by ASI lacks authenticity and solidity. Original slate roofing is being gradually replaced by marble stone. The dharmshala building has been provided with a flat roof instead of a sloping one.

Significance of the Monument: although the Akhand Chandi palace and the Zenana Mahal, the temple group constitutes a major element of the built art of Chamba and is part of its urban history. The temple group constitutes a core attracting urbanization to it especially in the past when religious activity and rituals were more important than the present day.

Major Concerns:

Cleanliness, solitude and tranquility are the essential qualities of a religious complex. The vegetation which surrounded the temple complex in earlier years has been completely vanquished. On the eastern side the shops erected by the temple committee in the 1960's gives a commercial appearance both by the plainness of their construction and the use of large advertisement boards which get visually juxtaposed with the temple Shikhara.

Temple Bansi Gopal:

This temple is devoted to Lord Krishna. This temple is located on the north -east side of Akhand Chandi Palace.



History: this temple has no recorded history and thus nothing known about its makers or date of its establishment. This temple may be built in the 11th or 12th centuries A.D as we compare the similarity of its size and style to all other 1000 years old temples.

Architecture: the temple is in same style as the main Laxmi Narayan Temple and has a mandpa covered with a sloped roof on which the roof on which The Roofing material is slate.

Usage: it is obvious that this temple is being put to religious use and the premises to the residential use. The temple is in a physically sound state in general. Missing stones and broken plaster also needs to be replaced. Carved façade also needs to be cleaned and preserved.

Significance: the temples stand son the axis of the major street which skirts the rear of the palaces and stands at the beginning of another street which is a link to the old Mohallas of Jansali and Kharura. The Shikhara is visible from quite some distance all round, endows the place with a religious feelings and marks the eastern outpost of the palace complex.

Major Concerns: The problems in this monuments are yet to peak. A number of houses are clustered at the rear of the temple. Once these begin to add storeys as they must in order to overcome accommodation problems then the silhouette of the Shikhara would not stand as at present. This eventually must be prevented. Advertisements which are painted on the external walls must be removed to restore the dignity of the monument.

Temples in the Chountra Mohalla:

This is a cluster of four temples in the Chountra Mohalla. These temples are at the junction of these streets in the Chountra Mohalla and this location can be readily made out in the town map. There is no recorded history about the making of these temples.



TEMPLE BANSI GOPAL



TEMPLES IN THE CHOUNTRA MOHALLA



Architecture: three of these temples, as it apparent, are in the incomplete North Indian style and consist only of the vimana i.e. Garbh-Griha and Shikhara. The carvings on these stone temples are fairly elaborate.

Major Concerns: the temples are physically sound structures inspite of the fact that the three Shikhara temples have acquired a pronounced incline to the perpendicular as a result of an earthquake in 1905. The stone work has become blackened over the years. Advertisement spaces, the dumping of building materials and the poor planning of urban space around the temples are the problems afflicting them. Some shops have been opened in the adjacent buildings lending the space a commercial character.

Temples in Jansali Bazar:

Jansali bazar one of the oldest mohallas of the town, is strung out between the Bawri Gopal Temple and the Vajreshwari temple. The single main street which leads across this Mohalla is dotted with a number of small temples. None of these find a place in the



TEMPLES IN JANSALI BAZAR

historical records. These temples are minor version of Shikhara. The two temples standing side by side have to come to have a pronounced lean owing to an earthquake of previous years. Their stone work needs to be cleaned. As the scale and architectural significance of these two temples is minimal and hence their influence localized.

Major Concerns: Negligence, ignorance and careless of local people, local body, Chamba Heritage Committee /welfare association are the major problems from which these temples suffer. The land around them is used as a dumping ground for building materials.

Temples in the Kharura Mohalla: these temples are situated on the street from the Chountra Chowk running through the Kharura Mohalla. There is no written historical records of these temples. Of the five temples two are of the North-Indian Shikhara style. These temples are minor in scale as compared to the main temples of the town such as Laxmi Narayan Temples. They are situated in the midst of open space,

a rarity in this otherwise congested town. The presence of these temples helps to individualize the character of this street. The unsophisticated architecture and the smallness of the scale of these Temples localize their influence.



TEMPLES IN THE KHARURA MOHALLA

Major Concerns: these temples are as yet not beset by any serious problem. It is important however, to ensure the continued preservation of the open spaces around the temples and improve them for the benefit of the residents.

RANG MAHAL:

Rang Mahal is one of the largest of the old monuments. The monument is surrounded on three sides by the Surara Mohalla. It has streets on three sides (east, west and north) while on the fourth side is the residence of Wazirs of the former ruling family and some private green space.



RANG MAHAL

History: the origin of the Rang Mahal is attributed to Raja Ummed Singh

(1748 A.D.-1764 A.D.) who laid its foundations. According to the Gazetteer the Superstructure which is in brick is probably of a later date. The southern portion was built around the year 1860 by Raja Shri Singh. The building has suffered from fire which destroyed its roof. Since then the attic height has been raised to make it habitable and the wooden roof replaced by galvanized iron corrugated sheets.

Architecture: the palace is an amalgam of the Mughul style of architecture as well as features owing their origin to British influence. Thus, while the turrets are shaped like those of an English castle some of the openings and entrances are in the form of multifold arches. The building is striking not because of its architecture but because of its relatively imposing size because of that it makes a mark on the skyline of Chamba. The building architecture is neither rich nor sophisticated and its appearance has further suffered owing to the neglect and misuse in recent years.



Usage: A branch of royal family used this palace for residence in the past. On handing over the palace to the State Government it has come under the Handicrafts Department which has converted the palace as a factory for the making of shoes, Chappals and rumals. The Rang Mahal thus finds its various rooms put to use as leather and cloth stores, finished goods store, workrooms and administrative offices. To enable this activity a number of internal partition walls have been put up and ill-ventilated toilets have been created.

The structure of the palace is in a physically sound state. Owing to the fact that this palace was primarily a residential building of the ruling family it remained functionally peripheral in the lives of the people.

Major Concerns: crowding of structures on to the palace and its approach through narrow lanes prevents the Rang Mahal from having a powerful visual impact on the viewer. Its use as a handicraft production centre, neglect and poor maintenance owing to paucity of resources has caused its physical deterioration to the point that it looks dilapidated. This historical building should be available for non-commercial functions.

Others Temples:

Some of significant temples of the town are Sita Ram Temple, Champavati Temple, Chamunda Temple, Vajreshwari temple. All of these temples have similar type of problems as mention above. All of above temples are in a state of ignorance, poor maintenance, obstruction of its views due to unplanned and haphazard buildings construction.



CHAMUNDA TEMPLE



HARI RAY TEMPLE



VAJRESHWARI TEMPLE

Gandhi Gate:

This gate was built in 1900 to welcome Lord Curzon the Viceroy. This stone structure has been unfortunately situated in front of Hari Ray Temple. It has been coated with a saffron colour in recent years which has made it look unduly prominent. The gateway defines the north-west corners of the main Chowgan.



GANDHI GATE BUILT IN 1900

Police Lines

A small contingent of 330 men of the Chamba state forces was raised by the British and in the early 1890's a series of barracks were erected on the Hardaspura side to house them. These barracks are simple, elegant and well proportionate buildings which have survived in their original state.



POLICE BARRACK BUILT IN 1890

These barracks now houses the state police.

Church

The Church of Scotland maintained a mission in Chamba the site of which is on the east of the Chowgan towards the northern end. The mission compound contains two mission houses, a dispensary and a church is the only building visible from the Chowgan and the church tower is visible from many other monuments. It is now closed owing to the very small number of users but mainly owing to an internal dispute of the missionary family.



CHURCH OF SCOTLAND

The church building is almost 100 years old. It is a well made building with fine stone work and buttresses and lancet arch windows. In winters when the trees have shed their leaves church can be seen quite clearly from the Chowgan. Some of the temporary shopping shacks mentioned earlier are lined up on the road along the church compound and this has contributed to the overall feature of the neglect of the church.



Church Library:

The church library building is located within the row of shops on the west of the Chowgans with its back to the Kashmiri Mohalla. This building has its own distinct façade and may be called a minor visual land mark leftover from history. Owing to the dispute within the church the library building remains closed.



CHURCH LIBRARY

Its front façade has become dilapidated and its Verandahs used by neighboring shopkeepers to store wooden crates. This library was perhaps started by Raja Shyam Singh in 1892 was a public reading room.

BUILDING OF THE BRITISH PERIOD:

These plain buildings are distinctive owing to their being in the European style of Architecture consisting of the following features:

- (a) They have sloping roofs in slate stone or GI sheeting.
- (b) They have deep verandahs.
- (c) They have eaves and cornices running all around their façade.
- (d) They are all whitewashed from outside while their woodwork is green.



OFFICE OF D.C. CHAMBA

The buildings make a distinct impression because of their distinct style and their comparatively larger scale which distinguishes them from the other structures. These building are associated with the discharge of state powers and are namely the Post



THE SHYAM SINGH HOSPITAL

Office building (now rebuilt on old lines), police station, the treasury and the office of the Deputy Commissioner. All these buildings are two storeyed.

All these buildings came up in the late 1880's or early 1890's. The circuit house which originally came up as the residency in 1870 is located at the Southern end of Chowgan.





A VIEW OF PINK BUILDING



POLICE STATION, TREASURY & DPRO OFFICE



THE RAJ NAUN- Natural Spring





SNOW VIEW BUILDING



MUSEUM REBUILT ON OLD LINES

17.2.2 NATURAL HERITAGE

(a) Socio cultural spaces and parks

1. Chowgan from number 1 to 5.

2. Police ground.

(b) The open green patches, slopes, woodland in heritage zone not covered in (a) (1) above.

The extent of conservation and improvement along with methodology shall be worked out at the time of preparation of sectoral plan of the central sector/project report on heritage zone separately. The study shall be carried out in order to arrive at understanding of the nature, architectural merit and role in the urban context

of the monuments of Chamba and the causes and nature of their present decline. Further monument wise study will also explore the possibilities of the sustaining and enhancing their future urban role and examine the means of restoring their physical vitality both internal and external. So that they may continue to play their role, exerting the influence which their original builders intended while at the same time harmonizing with the urban requirement of the day.



VIEW OF POLICE GROUND

The Chowgans:

The Chowgan constitute the second of the two terraces of Chamba town and overlooking the Ravi River. The real origin of the word Chowgan is the Sanskrit word "cho" meaning four sided. The Chowgans are large flat green spaces stretching north to south all along the west of the old town. These large green spaces are an outstanding feature of Chamba town and the focal point of town life.



CHOWGAN A PUBLIC PROMENADE

History: The first mention of the Chowgans occur in G.T. "Travels in Jammu, Kashmir and Iskardo" 1839). During his meeting with the Raja his tent was pitched in open space overlooked by the palace. According to legend at one time Ravi used to flow over the area. The Chowgans were used for playing hockey. In the 1890,s the leveling of Chowgans was done and they became a public promenade, a place for recreation (the British used to play Cricket in these fields) and a place for State ceremonial and parades. The leveling of Chowgans (1892) and the almost simultaneous erection of a number of buildings on its periphery not only Chowgans but also formalized the peripheries of the Chowgans. This rigid formation having been maintained, inviolate by the British until 1927 has attained the force of tradition.



Over the time the paths crossing the Chowgan and running around it, too got firmed up, dividing the Chowgan into five different spaces. A number of structures came up in the previous century around the Chowgan.



A VIEW OF CHOWGAN IN WINTER

The British created a formal green space and guarded it by freezing its edges by the erection of buildings with disciplined facades and a different architecture style which shut out the organic architecture of the mohallas and their unhygienic lanes. Various pressures have operated over the years to overcome the neatness and organization of the Chowgans. In 1947 some of the post partition refugees came to Chamba and as a measure of relief, the government allowed them to set up temporary shops in the Chowgans. This problem has snowballed over the years completely ruining the outlook of the Chowgans and opened the gates to numerous commercial operators introduced allied activity and resulted in increased pressure of population on the Chowgans. The number of these shops has gone up from 50 to 239 approximately.

Major Concerns:

With the event of partition of India, some refugee found their way to Chamba and Punjab Government allowed them to set up shops in Chowgans on a temporary basis as a measure of relief. 50 shops were allowed to set up originally. Over the years on some flimsy ground or the other, the M.C. has allowed the number of shops to go upto 239 approximately although it could not

be withheld and was under no compulsion to allow further shops.

These shops are now occupying most of the smaller Chowgans and a little of the main Chowgans and are spreading along all entries and exists from the Chowgans. The mushrooming of these shopping



HISTORICAL CHOWGANS ENCREACHED BY KHOKHAS

establishments have done immense harm to the Chowgans. Firstly, the green space of the Chowgan has vastly shrunk in area. Apart from the two extreme Chowgans the three Chowgans in the middle can not longer be called green spaces. The spaces between these shops are used to through wastes, cooking preparations and small manual repairs. The aesthetics of the Chowgans have not only suffered due to erosion of greenery but also because of the dilapidated look of these shops and complete lack of any architectural discipline. With the concentration of most shops of the town in and around the Chowgan this space has become the hub of commercial activity of the town. These temporary shops occupants have now become a powerful political lobby and are clamouring to be permanently accommodated in the Chowgan itself. The Minjar Fair is held in the Chowgan which attracts thousands of people and commercial activity. With this the Chowgans become completely devoid of greenery and the lack of sewage disposal and public toilets arrangements makes itself felt.

The main Chowgans also contains a non-descript structure called the Kala Kendra mean for performances. This is of tubular construction meant for supporting a tarpaulin cover on occasions and below the RCC stage is a basement for storage and rehearsals. A cricket pitch for practices is sited next to this Kala Kendra and in the Chowgan. This activity could be easily carried out in the police grounds.

17.3 Causes of the Decline:

The general causes of the decline can be seen as:

- (i) Forced and accelerated development without the guiding framework of Planning.
- (ii) Ignorance and lack of understanding of the intentions of the original builders.
- (iii) Lack of co ordination and interaction between M.C., Town planning, district administration, Heritage Committee and other town welfare committee.
- (iv) The comparatively high expenses of providing serviced land and the scarcity of suitable land for urbanization.
- (v) Lack of awareness among local people and the carelessness and inactive role of local body, Heritage Committee and other town welfare Associations.

17.4 RESULTANT PROBLEMS & SUGGESTIONS:

The above causal factors have given rise to the following problems:

- (i) The loss of the solitary dignity of the monuments, the dilution of their visual impact owing to insignificant constructions.
- (ii) Excessive congestion in the historic section of the town with high population density and intensive built up area with the situation rapidly worsening.
- (iii) The loss of the urban design discipline around the Chowgans as planned in the previous century.
- (iv) The misallocation and misuse of historic buildings.
- (v) The adhoc additions to the buildings housing government offices.
- (vi) The growing irrationality of land use.
- (vii) The non-availability of developed land leading to the growing demand for commercial space in and around the Chowgans, being the only commercial viable location.
- (viii) The increased population and commercial pressure leading to a malfunctioning of the Chowgans from the point of view of traffic and parking.

17.4.1 Suggestions: This section outlines the general objectives towards which the planning recommendations should aim in order to improve the conservation prospects of the urban artifacts. These remedial operations must seek to:

- a) Restore or enhance the visual impact of the monuments and their symbolic value.
- b) Rationalize the use of historic buildings and available land.
- c) Restore the Chowgans and their edges to their original state of visual discipline.
- d) Relieve the population pressure and building pressure on the old section of the town by restrictive measures as well as by offering alternative development sites.
- e) Rationalize land use and land management.
- f) Rationalize traffic and parking management.
- g) Improving byelaws, making them comprehensive and specific and strengthening the instruments of their implementation.
- h) Building up a data base on the urban system and its regional context so as to provide analysis and decision makers a sound basis for their work.



NOTE: The preparation of the conservation plan and report of the heritage monuments shall cover following aspects in detail in sequence:

- (a) Mohallas, monuments and location
- (b) Urban history of Chamba
- (c) Monuments, format of study, individual monuments
- (d) Analytical summary of the study of the individual monument
- (e) Directions : Recommendations for conservation of monuments(monument-wise) shall be at three level:
 - (i) Monument level recommendations
 - (ii) Heritage zone level recommendations
 - (iii) Town level recommendations

17.5 RULES AND REGULATIONS FOR HERITAGE CUM CONSERVATION ZONE

17.5.1 The following zoning regulations shall be applicable in the heritage zone:-

- i) Pre requisite for building permission: For building permission of the construction of new building on vacant sites, detailed architectural drawings/maps in the scale of 1:50 shall be prepared showing all architectural features with size and material proposed to be used along with two photographs of 15 cm x 25 cm size of heritage building. In case of reconstruction on old lines the detailed architectural drawings/maps in the scale of 1:50 shall be prepared showing all the architectural features ;with the size and material proposed to be used along with old architectural drawings along with two photographs of 15cm x 25 cm size of old building.
- ii) The existing number of storeys and floor height shall be same as in old building.
- iii) The original façade shall be maintained. The façade shall have the mixture of wood, stone, glass, slate and tiles as in the original buildings. If natural materials are not available, the alternative once shall be given the same touch.
- iv) (a) The roof of the building to be constructed on vacant site shall be sloping and with the maximum height of 2.50 meters with single or continuous dormer.
(b) The sloping roof, slate or corrugated iron sheets, plain galvanized iron sheet. Highpolymer plastic tiles shall only be used. Primary colours either post office red or green shall be used for roofing.



- v) The aesthetics of way windows in the existing building shall be enhanced by the winding boxes for flowers. In case of reconstruction of building, way window shall essentially be provided to enhance aesthetics and functionality. Maximum 45n cm projection of way window shall be permitted on the set backs.
- vi) The false chimneys shall be provided on the roof of the new buildings keeping in view of the designs of the chimneys of the surroundings old buildings.
- vii) Only two storied building construction shall be permissible on the vacant sites subject to F.A.R. and that the height of the building does not exceed the height of heritage surrounding buildings and also does not obstruct view in any way.

17.5.2 OPTION FOR ARCHITECTURAL ELEMENTS:-

The applicant seeking building permission for reconstruction or construction of buildings in heritage zone shall follow the architectural elements or maintaining aesthetic of the existing surrounding buildings namely:

- i. Dormer
- ii. Windows
- iii. Doors
- iv. Way windows
- v. Façade
- vi. Chimneys
- vii. Roofing
- viii. Temporary kiosks

17.5.3. NATURAL HERITAGE AREA:

- i) No construction shall be allowed on green patches in the heritage zone.
- ii) No construction shall be allowed along the all four sides of all five parts of the Chowgan including the escarpment of Chowgan No.1.
- iii) No construction above road level shall be allowed along Chamba-Saho road starting from the rain shelter near steps to Chamunda temple upto the T.B.Hospital.
- iv) No use of Chowgan (1 to 5) shall be allowed for private and commercial purposes, however, temporary use of Chowgan for special occasion can be made by the

Municipal Council, the District Administration, Chamba with the approval of the Committee.

17.5.4 STREET FURNITURE:

Street furniture in natural heritage area shall be provided in following manner, namely:

- Cast iron benches.
- Decorative lighting at two level.
- All the drainage system shall have half around stone where pipes of the various sizes according to the quantum of run off of water along with stone edging.
- The design of recreating water drinking spots made of cast iron shall be got approved by the Municipal Committee with the approval of Public Representatives.

17.5.5 SERVICES:

All the electric and telephone wiring shall be concealed to improve the overall look of the heritage zone.

17.5.6 SIGN BOARDS:

- iii) Brass plates of size of 2' x 1'-6" inscribing history of the building shall be displayed at strategic points of historical buildings.
- iv) The sign boards and holdings to be provided at strategic locations shall be in accordance with National Building Code. They shall not occupy more than 10% of façade in any case.
- v) For the sign boards, for the shops and business and business houses the heritage conservation advisory committee shall assist M.C.Chamba in formulating guidelines for the same.

17.5.7 ADDITIONAL AND ALTERATIONS:

Any addition or alteration in the existing historical buildings shall be in conformity with the existing building and subject to the approval of the heritage conservation advisory committee constituted.



17.5.8 OTHER REGULATIONS:

- 1) Conservation of Heritage buildings, rehabilitation of khokawalla or owners of unpleasant uses and removal of nonconforming uses, shall be followed.
- 2) Where building lines has to be strictly maintained, as far as possible, roads/streets shall be made wide enough to cater to the needs of increasing vehicular and pedestrian traffic.
- 3) Organizing parking shall be created at strategic points, so that vehicular/pedestrian movement is not obstructed.
- 4) The slopes on either side of roads shall be covered with green cover.
- 5) No further permission for new construction shall be allowed where it could result in the obstruction of view.
- 6) No compounding or retention shall be allowed in Heritage Zone. Any violation in this zone shall be dealt with strictly in accordance with the provisions of section 39 Town & Country planning Act, 1977.
- 7) The new buildings, which do not conform to the architectural stile of heritage buildings, shall be face lifted in accordance with their original stile or adjoining features.
- 8) Only such Architects shall be allowed to prepare and submit drawings pertaining to the Heritage Zone who are registered with council of Architecture, New Delhi.
- 9) The registration of Architect shall be treated cancelled and sanction shall stand withdrawn, if construction is carried out in violation of sanction plan. The Architect and owner shall furnish an undertaking to this effect, at the time of seeking planning permission.
- 10) No new construction shall be allowed in the premises of heritage buildings.
- 11) No addition/alteration shall be allowed in the heritage buildings except repairs to the original structure with proper architectural guidance and permission from the competent authority.
- 12) Akhand Chandi palace, the main heritage building in the heart of the Chamba town must be maintained with all its archeological splendor and aesthetic beauty.
- 13) As per decision in the meeting of advisory group for preservation of environment and historical buildings of Chamba held on 19.12.1988 under the Chairmanship of Hon'ble Chief Minister of Himachal Pradesh as per item No. 2, it was decided to



ban construction around the Akhand Chandi palace especially in west and north-west of palace and keep the construction below plinth level of the palace, so that view of palace from Chowgan may not be obstructed. But the building have come up above plinth level violating the decision and exceeding in terms of height i.e. 3 storeys should be, demolished so as to make the view of the palace obstruction free and to owner the condition of agreement made in this regard. As per decision No. 6 taken in the meeting of advisory group for conservation for preservation of environment and historically important buildings of Chamba held in H.P. Secretariat Shimla on 25.10.1985 under the Chairmanship of Hon'ble Chief Minister in which it was decided that no permanent structure addition to be made on the stage of Kala Kendra situated in South-West corner of Chowgan No.1. However, angle iron and pipes etc. should be used to provide stand for temporary roof which can be screwed before any performance and unscrewed /removed after the performance. The Kala Kendra which has been constructed in utter violation of the decision and breach of agreement made in this effect to keep the stage 3' - 6" of height above ground level of Chamba. The structure constructed in violation of decision and breach of agreement should be removed.

- 14) Sinking area falling in heritage zone which comprises of area starting in South side from the house of Sardar Gurcharan Singh (Gopal Niwas) in Mohalla Chowgan, following the lane/path to Kashmiri Mohalla then to the back of Bhuri Singh museum including Shyam Singh Hospital on rear side in the North-West, then following the Chowgan road towards Church in North-East following the path abutting Church, then following path up to back of Laxmi Narayan Temple to Mohall Hatnala, Jansali and Ramgarh then following the Jansali Bazar up to I.T.I. near Bhuri Singh power house. In this sinking area only maintenance of existing buildings/ houses and reconstruction on old line shall be allowed after taking the structure stability certificate from the applicant duly signed by qualified structure Engineer.

→ general regulations already in force, in heritage zone shall also be operative therein.

CHAPTER -18

PLAN IMPLEMENTATION

The Development Plan contains provisions for a projected population of 44103 people, which is anticipated to occupy Chamba Planning Area by the year 2021. The total area of Chamba Planning Area is 947 hectares. 177.56 hectares of land covered under forests and 21.50 hectares under water bodies has been retained as such. An acute shortage of developable Government land for public purposes, scarcity of private land for development is a great challenge to the administration to ensure sustainable development pattern. It has, therefore, been proposed to adopt a public participatory approach for an optimum attainment. It will only be possible with the joint efforts of the Development Authority, Nagar Parishad Chamba, Gram Panchayat, Heritage Conservation Advisory Committee and Department of Town and Country Planning, which is nodal agency for planning in the State.

Out of total of 947 hectares of planning area, an additional area required for various uses up to year 2021 works out to be 124.51 hectares. Though phasing, costing and implementation of Development Plan is contemplated keeping in view development priorities to meet the needs of growing population, yet in view of socio-economic dynamics likely to persist after every five year on one hand in consonance with the national policy of preparation of rolling plan on the other. The implementation of each successive phase has to be worked out in view of review at an interval of five years. Time frame i.e. after each phase. For implementation of development plan, services and service land have necessarily to be developed in view of planning provision for stream line growth of the town according to the Development Plan. In implementation of this Development Plan, Nagar Parishad Chamba and Karian Panchayat and development Authority are proposed to play a vital role. For bulk services, however the State Govt. is to make allocation either to the Development Authority or to the Infrastructural Departments.

18.1 PHASING:

The development plan is a regulatory document to guide the development in the years to come, since it is not possible to clearly foresee the entire scenario with reference to

the financial aspects, i.e. that is likely to emerge over such a long period, therefore the development plan is considered to be a long term policy document which serve as a guide for development and must be reviewed after every five year to incorporate all the changes on priorities. The first phase is very important as it leads to the development pattern which is to be followed in subsequent phases. To implement the proposal in a phased manner following phases have been proposed:-

Phase-I 2005-2010

Phase-II 2011-2016

Phase-III 2017-2021

Components	Area/ length (in hectare/ in kms).	Cost Dev. Construction acquisition	land Responsible Agency/ Deptt./ Authority.
1.	2.	3.	4.
Ist Phase			
Development of Bus Stand	1.00 Hectare	5 Crores	Bus Development Authority H.P.
Construction of Truck Terminal	2.00 Hectares	2 Crores	
Construction of Garbage Treatment Plan	2.00 Hectares	96 Lakhs	M.C. Chamba
Construction of Sedimentary Treatment Plants for Karian, Mugla & Sultanpur Areas		50 Lakhs	I&PH Department
Renovation & Maintenance of Heritage Monuments		4.00 Crores	ASI/H.P. Tourism
Parking near Dharog Mohalla on	150sq. meters	2.00 Lakhs	H.P.P.W.D.
IInd Phase			
Provision of Sewerage & Drainage System		5 Crores	I&PH Department
Upgradation of Existing Water Supply System		50 Lakh	I&PH Department
IIIrd Phase			
Strengthening/widening of roads			
Chamba Pathankot Road	5.00 kms	125 lakhs	M.C/HPPWD
Chamba Bharmour Road	3.00 Kms	50 lakhs	M.C/HPPWD
Chamba Khajjiar Road	1.00 km	12 lakhs	M.C/HPPWD
Chamba Saho Road	2.00 kms	20 lakhs	M.C/HPPWD
Chamba Jhumhar Road	2.00 kms	20 lakhs	M.C/HPPWD
Chamba Sahoo (Bye Pass)	3.00kms	35 lakhs	M.C/HPPWD
Total Cost:		20.60 Crore	

18.2 COSTING

The plan envisages that the residential development is to be ensured by the land – owners by sub-divisions of land, Nagar Parishad Chamba, Karian, Mugla and Sultanpur Mohals through mechanism of land Pooling and reconstitution. The 5 meters and 7 meters wide roads are to be developed by M.C. Chamba/Panchayats by raising funds from beneficiaries. Roads with width of 9.00 meters and 12 meters are to be implemented by the Development Authority by raising development charges through implementation and realization of remunerative uses. However, the cost of arterial roads, augmentation of water supply, electricity, sewerage and drainage and disposal of solid waste is to be borne by obtaining funds through plan allocation from the State Govt. and the same is to be realized subsequently from the beneficiaries.

18.3 FINANCING:

The cost of residential development including road network, sewerage, drainage, electrification, parks, open spaces, parking lots, local/convenient shopping etc. is to be borne by the land owners in respect of their land holding or by the way of land pooling and reconstitution mechanism in respect of small irregular holding of different owners. The benefits likely to be occur by the way of sale of plots by virtue of enhance of land values due to planned efforts would be more than sufficient to meet 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 & Country Planning Department, H.P. The land owner may get advance from the likely purchaser for the development purposes.

The organized wholesale market 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 the development of industrial area. Similarly, the respective departments /Govt. undertaking 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 Govt. and semi Govt. offices are to be developed by the respective departments either by raising their own resources or obtaining funds from the Govt. Town and Sector parks may be developed by the Development Authority by arranging land for the

purpose. The truck terminal near Sach Nallah near Chamba-Pathankot Road and Bus stand proposed at Zero Chowk is to be developed by the Development Authority by raising funds from the private sector and beneficiaries by charging parking fee etc.

18.4 IMPLEMENTATION:

Besides landowners, Nagar Parishad Chamba and Development authority shall be responsible for creation of serviced land and various departments concerned shall be responsible for development of infrastructure related to their departments. However, overall control of implementation of rules and regulations for various land uses and sub-division of land shall vest with the Director, Town and Country Planning Department, H.P. to assess the achievement of each phase and to orient the Development Plan according to Changing needs as well as to cater for various factors, it is envisaged to review this plan after completion of period of each phase.

CHAPTER-19

ZONING AND SUB-DIVISION REGULATIONS

19.1 REGULATIONS:

19.1.1 Procedure:

Applicant seeking permission for development shall furnish the following documents namely: -

1. Location plan in the scale 1:1000 indicating the land in question, main approach, roads, important physical features of the locality/ surrounding area.
2. Site plan in the scale of 1:200 indicating the proposed site, approach road, adjoining buildings, the existing sewerage and drainage, showing the built and open area clearly. Site must tally with the shape and dimensions of the plot shown in the tatima. Otherwise, suitable revenue documents/ verifying the change in shape and area to be enclosed.
3. Four sets of plans, elevation and sections in the scale of 1:100 or 1:50 duly signed by the competent registered Architect. Planner/ Engineer/ Draughtsman along with his/her copy of registration certificate with Director, H.P. Town & Country Planning Deptt., H.P.
4. Copies of Treasury Challan form vide which requisite fee has been deposited.]
5. Latest original khasra map showing khasra numbers of land in question, adjoining khasra numbers from all sides of plot and approach path with dimensions.
6. Ownership documents such as copy of latest jamabandi and attested photocopy of registered deed, if any.
7. 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.
8. A certificate from the Nagar Panchayat/ Nagar Parishad 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 available by the owner of such land and where no public road or path exists.



9. For the plot abutting National Highway, State Highways bye-passes and other Public Works Department scheduled road, the No Objection Certificate (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

10. 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
HPSEB

11. Demarcation Certificate/report from revenue authority shall be submitted.
12. 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.



19.1.2 General Regulations

The following general regulations shall apply to all development activities in the Chamba Planning Area:-

- (i) No building or structure shall be erected, re-erected or materially altered without the permission of the Director.
- (ii) 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. 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 is not available at site and if it is lesser in width then the owner should surrender the remaining area from his plot to make the path 3.00 metres wide.
- (iii) Areas under 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.
- (iv) 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, towers and other projections not used for human occupancy may ~~extend above the prescribed~~ ^{extend above the prescribed} height limits. The cornices and windowsills may also project into any required yard.
- (v) In the public interest and in the interest of town design or any other material consideration, the Director may permit change of land use on specific ground(s) in restricted area and may relax minimum size/area of plot, plot coverage, set backs, buildable width, number of storeys and floor area ratio (F.A.R) etc. The decision of the Director shall be final.

- (vi) Natural nallah which passes through land involving division shall be developed and maintained according to discharge of water.
- (vii) 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.
- (viii) 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 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.
- (ix) No wall fence and hedge along any yard or plot shall exceed 1.80 metres in height.
- (x) 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.
- (xi) No planning permission for development shall be granted unless the road/path on which land/plot abuts is properly demarcated and developed.
- (xii) In case of existing area the front and rear set backs need not to left and existing building line can be maintained provided further that the existing buildings are approved by the competent authority (s).

- (xiii) In case of plot or land abutting existing road or path, width of the same shall be increased to make 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 be bound ~~have binding~~ with this provision to effect all registrations as per approved layouts from the Director Town & Country Planning or through authorised officers. Registering authority shall be affecting transfer of mutations of surrendered lands for public roads, paths and facilities on the name of Development Authority or Local Body.
- (xiv) The constructions conforming to the traditional Hill Architecture with conical roof should be encouraged in hilly areas.
- (xv) Roof Slab, projections, chajja projection over door/window openings shall be limited upto 0.45 metres over minimum required set backs on all sides.
- (xvi) Maximum height of plinth level shall be 4.00 metres in case of plots situated on hill slope and shall not be applicable in case of flat land.
- (xvii) The set backs shall not be applicable to services like Electric Sub-Station, road side infrastructure, facilities, such as rain shelters, landscaping etc. which are specifically permitted by the H.P. Public Works Department on the acquired width of a road with temporary structures.
- (xviii) In case of Petrol filling station the layout plan/norms of the Oil Companies 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 Oil Companies then the minimum sides and rear set backs shall be 2.00 metres.

- (xix) 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.
- (xx) 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.
- (xxi) Minimum size of different parts of a building shall be as under:-

Table: 19.1

a.	Habitable 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 m
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 m
f.	Corridor	For residential	1.00 m wide minimum
		For other uses	1.20 m wide minimum
g.	Stair	(i) For residential	1.00 m 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 <i>Without nosing</i>	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 Stair Case	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.	
l.	Balcony projections	1.20 m wide balcony complete open at two sides with restriction up to 50% of building frontage where minimum front set back is 3.0 m shall be permissible.	

- (xxii) 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 to 2.50 metres. This parking floor shall be over and above the permissible FAR limits.
- (xxiii) 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.
- (xxiv) Minimum and maximum height of floor shall be 2.70 m and 3.50 m respectively (for all 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.
- (xxv) Height of sloping roof zero at eaves and maximum $\frac{1}{4}$ th of the span at centre shall be maintained.
- (xxvi) Construction in terraces shall be allowed to have a provision of storeys as permissible subject to fulfilment of F.A.R. provision.
- (xxvii) $\frac{1}{3}$ rd area of the top floor shall be allowed as open terrace and rest shall be sloping roof.
- (xxviii) Minimum front set back from the line of acquired width of 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 in 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.

- (xxix) The competency for preparation of structural design and its certification shall be as under:-

Table: 19.2

(a)	For residential buildings to be constructed/completed on plot area up to 500 sqm and up to 3 storeys or 11.00 m height	Registered Architect
(b)	For building to be constructed/ completed on plot area up to 500 sq meters and up to 4 storeys or 16.00 m height	Graduate Civil Engineer having minimum 3 years structure practice with design and field work

- (xxx) Building shall not be put to use prior to issue of completion certificate by the Executive Officer, Municipal Council, Dalhousie.

- (xxxi) 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.

- (xxxii) 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.

- (xxxiii) 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.

- (xxxiv) Reconstruction shall be permissible on old lines. Any addition, if required, shall be allowed subject to fulfilment of other planning regulations.



19.1.3 Sub Division of Land Regulations

- (i) The application for sub-division of land shall be submitted as per procedure laid down under regulation 19.1.1.
- (ii) The general regulation as laid down under regulation 19.1.2 shall be kept in view while permitting sub-division of land.
- (iii) 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 alignment, wind direction and other environmental requirements. 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.
- (iv) 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.
- (v) 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 m^2) on one particular access, the minimum vehicular access shall be 5.00 metres width. In case of plots exceeding 20 in number (3001 m^2) the minimum width of road shall be 7.00 metres.
- (vi) 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.
- (vii) 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.

- (viii) 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 120 sqm. and 90 sqm. respectively.
- (ix) *Semi-detached house construction shall be allowed on plot upto 120 sqm. or more area and row housing on plots up to 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 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.*
- (x) 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.
- (xi) Minimum area of a plot for residential development in Group Housing Scheme shall be 0.50 Hectares (5000 sqm.)
- (xii) The minimum area for open/green space for the scheme having more than 5 plots (750 m²) shall be 10% of the scheme area. Where a sub-division of land involving plots exceeding 10 in number (1500m².) 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 ~~19.1 (iii)~~ and necessary entry to this effect shall be made in the revenue records. 19.1 (XIII)

- (xiii) 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.
- (xiv) Minimum area for septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

19.1.4 Zoning Regulations :

19.1.4.1 **Zone Emarked For Sectoral Development** - development shall take place either in the private or in the Govt. sector. The H.P. Housing and Urban Development Authority and Municipal Council, Chamba shall be the key agencies for fostering planned development in Chamba Planning area. These agencies shall provide serviced land by planning and developing residential, commercial as well as other schemes since this will only delay the process of creating adequate stock of serviced land. The said authorities shall also develop sites for bus stops, parking lots, parks & open spaces, community facilities etc.

19.1.4.2 The zoning regulations in respect of various zones proposed in the Development Plan are given here under. It is to be clarified that the land use categories are only general rather than rigid in ^{themselves} ~~themselves~~. Incidental uses can indeed be permitted considering merits of each case. Thus mixed land uses can be permitted unless otherwise a particular activity or land use is hazardous, non-conforming and incompatible with the predominant or proposed land use of an area. However while considering such cases adequate care shall be taken to ensure that there is no compromise on various technical aspects e.g. coverage, set-backs, storeys, parking provision etc.

19.1.4.3 (A) for purpose of zoning regulations the residential zone has been divided into following categories:

- (i) **Core Residential Area**
- (ii) **Other built-up Area**
- (iii) **New Residential Area**

19.1.4.2 (A) i) **Core Residential Area** - The entire residential area falling within Heritage cum Conservation zone shall comprise of core residential area. The Chamba Heritage-cum- Conservation zone has been created and notified vide Govt. notification No. TCP-F (6) 52/94 DATED 25.5.1995 which comprises of the following boundaries:
EAST: - starting from T.B. Hospital following old Saho road up to the point of start of steps to Chamunda temple including area between road and Chamunda temple.

SOUTH - starting from steps down to Nat Singh temple, Sapri and further following the Municipal road up to Tatwani spring.

WEST - Starting from Tatwani spring to telephone exchange following Municipal road and thereafter including Mohalla Chowgan, Mohalla Kashmiri and Pucca Talla.

NORTH - From Pucca talla up to T.B.Hospital following northern slopes along river Sal.

(B.) Following shall be regulations applicable to this zone except sinking area falling in this zone:

- (i) Front set back shall be determined by the existing building line, sides and rear set backs shall not be compulsory and shall be determined by site conditions provided.
- (ii) Coverage shall not exceed 80% for plots up to 150 sqm, 70% for plots between 150 to 300 sqm. and 60 % for plots above 300 sqm. F.A.R shall not exceed 2.50.
- (iii) Number of storeys shall not exceed two in any case. However, where a plot ~~abuts~~ ^{abuts} a vehicular road, an additional floor of 2.30 meters shall exclusively for parking purpose can be allowed.

(C) Sinking area falling in heritage zone which comprises of area starting in south side from the house of Sardar Gurcharan Singh (Gopal Niwas in Mohalla Chowgan, following the lane/ path to Kashmiri Mohalla then to the back of Bhuri Singh Museum including Shyam Singh Hospital on rear side in the north west, then following the Chaugan road towards church in north east, following the abutting church, then following path up to back of Laxmi Narayan Temple lane to Mohalla Hatnala, Jansali, Ramgarh then following the Jansali Bazar up to ITI near Bhuri Singh Power House.

(D) In this sinking area/ zone only maintenance work of existing building/houses and reconstruction on old line vertically and horizontally shall be allowed after taking the structural stability certificate from the owner/ applicant duly signed by the Structural Engineer.

19.1.4.2 (A) ii. Other Built-up residential area:

(A) The following area shall fall under this zone:-

- (i) Upper Julakari Area: - in the north bounded by path starting from ~~Chamunda~~ ^{Chamba} Bharmour road near State Bank of Patiala building up to the meeting point of Jhumhar - Chamba road. Then on the east side Chamunda-Jhumhar road up

to below Jhumhar Nallah, then bounded by Jhumhar Nallah on south side up to meeting point of Chamba - Bharmour road on western side up to path near State Bank of Patiala building.



- (ii) **LOWER JULAKARI AREA:-** in the north area bounded by path starting by Chamba - Bharmour road in between Petrol Pump and shop of Sh. Narbahadur passing in front of the path with the Chamba-Pathankot road near S.P. office then on the west side bounded by the police area up to Minjar Park. Then bounded by path passing in between the police colony and house of Sh. Kartar Singh Jaiswal, then up to the house of Sh. Sant Singh excluding police colony then towards south following the outer boundary of Dayanand Math Building, house of Sh. Jeet Ram, house of Sh. Bubbai then up to the shop of SH. Chaino tire repair shop on Bharmour road. Then on the eastern side bounded by Bharmour road starting from the shop of Sh. Chaino up to the path in between Petrol pump and shop of Sh. Narbahadur.

- (iii) **DHAROG MOHALLA:-**
On the eastern side, area bounded by Chamba-Pathankot road starting from Hotel Chamunda up to the Dr. Marol Clinic, then bounded by PWD, Forest and IPH residential colony on all the three sides.



DHAROG MOHALLA

- (iv) **Mai Ka Bagh & Obri Area:-** on the south bounded by path Chamba-Pathankot road in front of house of Sh. Parkash Chand and up to the house of Sh. Kewal Krishan Soni, then on the western side bounded by M.C. Path starting from house of Sh. Kewal Krishan Soni up to the house of Iqbal near bridge on Bhathi ki khad, then bounded on north side by Bhathi Khad down stream starting from house of Sh. Iqbal up to the Chamba-Pathankot road.

Then on the east bounded by Pathankot-Chamba road starting from the confluence point of Bhathi ki Khad up to the path staring in front of Sh. Parkash Chand.

(B) Following shall be the regulations applicable to this area:-

(i) Front set back shall be determined by the existing building lines. In case of semi-detached building rear set back shall be 2.00 meters and side set back on one side of plot shall be 2.00 meters. In detached building, the front set back shall kept 2.00 meters, rear set-back 2.00 meters and side set back 1.5 meters.

(ii) Maximum permissible coverage shall be as under:-

For Plots up to 200 sqm.	75%
For Plots up to 200 to 400sqm.	60%
For Plots up to 400 sqm.	40%

(iii) F.A.R. shall be as follow:-

For Plots up to 150 sqm.	2.25
For Plots up to 150 to 250sqm	2.00
For Plots 250 sqm. to 500 sqm	1.75
For Plots above 500 Sqm	1.50

19.1.4.2 (A) iii. New Residential Area :

All area other than defined above shall be subject to following regulations:-

Table 19.3

Sr. No.	Plot size in sqm	Type of construction	Coverage (in %)	Setbacks			FAR	Maximum Height of building excluding roof height (in meters.)
				Front	Side	Rear		
1	Upto 120	Row	75	2.0		2.0	2.0	10.70
2	121-150	Semi-detached	75	2.0	2.0	2.0	1.75	10.70
3	151-250	Detached	60	2.0	1.5	2.0	1.75	10.70
4	251-500	do	50	3.0	2.0	2.0	1.50	10.70
5	Above 501	do	40	5.0	3.0	2.0	1.0	10.70

- (i) The maximum covered area, set backs and F.A.R shall be governed by above table:-
- (ii) Maximum permissible coverage shall be subject to the fulfillment of prescribed set-back.
- (iii) In case of corner plots width of plots and sides set backs shall be increased by 2.00 meters for providing proper sight distance on the curve.
- (iv) For plots having side set-backs of 3 meters and more construction of garage up to 5.5 meters depth in ground floor shall be permitted touching the rear boundary of the plot provided that no construction shall be allowed above the garage and no opening is left on the sides of Adjoining plots. However, coverage shall not be counted in F.A.R.
- (v) Minimum projection of 1 meter for balcony (complete open on atleast both sides) shall be permitted where a minimum front set- back of 3 meters is left with restriction on length upto 50% of frontage of building.
- (vi) Roof slab/Chajja projection over door/ window opening shall be limited up to 45 cm over set back on all sides.
- (vii) A front set-back of 5.00 meters on all National Highways and State-Highways shall be applicable and on the other arterial roads as may be specified in the Development Plan.
- (viii) Minimum and maximum floor height for residential building shall be 2.70 meters and 3.50 meters respectively.
- (ix) The areas of mumty to the extent permissible for houses on individual plots will not be reckoned in the floor area ratio.
- (x) No projection and opening shall be provided on the sides of common wall in case of row and semi-detached houses. However, the owner plots of either sides shall have an option to construct a common wall.

19.1.4.2 (B) Commercial Use :

19.1.4.2 (B) (a) Existing bazar area falling within Heritage-cum-conservation zone ~~were~~ as described under the clause 19.1.1.1 (a) 1, A and 19.1.4.2 (A) 2, A.

(b) Following regulations shall be applicable to these areas:-

- (i) The front set-back in the existing bazar area as detailed above shall be determined by the existing building line. Rear set-back of at least 2.0 meters shall have to be maintained provided depth of plots is not less than 8.00 meters. However, in case of new construction or re-construction by demolishing old one, the 2.0 meters to 3.0 meters wide arcade (depend on shop size) in front of shop shall be provided
- (ii) F.A.R shall not be applicable but the existing skyline shall be maintained.
- (iii) Number of Storeys shall not exceed three in any case.

Note: only such plots as to abut the bazar areas under the purview of heritage-cum-conservation zone.

19.1.4.2 (C) New Commercial Area ;

19.1.4.2 (C) (a) Minimum Size and requirement of plot:

The minimum size of plot for shopping booths shall be 20 sqm including covered corridor (arcade)/pavement in front with minimum plot width of 2.50 meters. The ratio of depth to width shall not be more than four.

19.1.4.2 (D) Organised Shopping Centre :

- (i) The maximum coverage of the commercial area shall not be more than 50%. The remaining area of shopping centre shall be used for parking lots/movement space and recreation. The layout plan indicating location of parking areas shall depend on the size of the commercial centre and its location and design which shall be approved. Maximum permissible built up area for individual plot shall not be more than 80% at the ground floor.
- (ii) Maximum permissible F.A.R. ^{for these} ~~FOR THESE~~ shopping centre shall be 2.

19.1.4.2 (E) Cinema:

The plot area required for cinema is directly related with its capacity, adequate vehicular parking within premises, incidental shops and open spaces around the building for ventilation and safety measures against the fire hazards. The area required for the cinema plot shall be at the rate of 3.7 sqm per seat capacity. The permissible coverage of the total area shall be 50% of the plot. Front set-back will depend upon the location of cinema plot and shall be between 8 to 10 meters. The side and rear set back shall be 5 meters. Adequate parking space for cars, scooters and cycles not less than 1.5 E.C.S (Equivalent car spaces) per 200 sqm of floor area.

19.1.4.2 (F) HOTELS/ GUEST HOUSES:

19.1.4.2 (F)(a) Hotels/Guest houses shall be allowed in an area provided following regulations or requirements are met with:-

- (i) The proposed guest house/hotel must have a vehicular access (width not less than 3 meters).
- (ii) The proposed guest house/ hotel must have a parking ^{space} ~~space~~ atleast equal to the half of the number of suits proposed.
- (iii) The proposed guest house/ hotels must have congenial environment including open spaces around and should not in any manner be disturbing to the residential houses around.
- (iv) Each suit as present should have an attached independent toilet.
- (v) The minimum and maximum floor height for hotel building shall be 3.00 meters and 3.50 meters respectively.

19.1.4.2 (F)(b). Some considerations as stated above shall be applicable while allowing conversion of an existing residential or commercial or office building into hotel/guest house.

The set-backs, coverage & F.A.R in case of hotels shall be as follow:-

TABLE: 19.4

Sr. No.	Size of plot(in sqm)	Coverage IN %	Minimum Set backs			F.A.R.	Maximum Height of building excluding roof height (in meters)
			FRONT	SIDE	REAR		
1	500-750	50	5.00	3.00	3.00	1.75	13.90
2	751-1000	45	8.00	5.00	3.00	1.50	13.90
3	ABOVE 1000	40	12.00	5.00	3.00	1.30	13.90

Note:-

- Maximum permissible coverage shall be subject to the fulfillment of prescribed set-backs.
- Minimum and maximum floor height shall be 2.70 meters and 3.50 meters respectively.
- An additional floor of 2.20 meters height can be allowed purely for parking purposes along vehicular road.

19.1.4.2 (G) Group Housing Scheme

- Not more than 60% of the scheme area shall be built upon. Remaining area shall be reserved for parks, open spaces, paths/roads and open parking. Such reserved area can not be built upon and shall not be sold, leased or transferred in any manner. Its ownership shall vest with the developer, society or the local body.
- An individual building block shall not have a plinth area of more than 180 sq metres.

19.1.4.2 (H) Industrial Use ;

19.1.4.2 (H) 1. For Industrial use /activities following regulations shall be applicable:-

(i) Minimum area of Plot.

- The minimum area of an industrial plot for small scale industry shall be 250 square meters.

- (b) The service/light manufacturing industries shall have plot area between 500 sq. metres to 1000 sq. metres.
- (c) The minimum area of medium industry shall be from 1001 sq. metres to 5000 sq. metres.
- (d) The minimum plot area for a heavy industry shall be above 5000 sq. metres.
- (e) The plot area ⁶⁰~~25~~ mentioned in clause (a) to (d) above would not be applicable in cases of wherein the subdivision of land has taken effect before the commencement of this Development Plan.
- (f) The individual plots, if any, created/ allotted by the Himachal Pradesh Industrial Development Corporation on any Authority prior to coming into force of the 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 industry and shall be got approved from the Director.

19.1.4.2 (H) 2. Height of Building -

The minimum floor/ storey height of industrial building shall be 3.60 metres and sloping roof height shall be 2.50 Metres

19.1.4.2 (H) 3. The plot size/area, maximum coverage, setbacks and Floor Area Ratio (F.A.R) shall be governed by following table:-

Table: 19.5

	Type of Industry	Minimum Plot Size (in Sq. metres)	Maximum Coverage
1.	Small scale Industry	250-500	60%
2.	Service/Light Industries	500-1000	60%
3.	Medium Industries	1001-5000	55%
4.	Large and Heavy Industries	Above 5000	50%

Table: 19.6

Sr. No.	Minimum Set back (in metres)				Maximum F.A.R	Maximum Height (in metres)
	Front	Left	Right	Rear		
1.	5	6	7	8	9	10
1.	3.00	2.00	2.00	2.00	1.50	
2.	5.00	2.00	2.00	3.00	1.25	12.00
3.	10.00	5.00	5.00	5.00	1.00	12.00
4.	15.00	7.50	7.50	7.50	0.60	12.00

Note:- (i) Maximum Height of industrial shed shall be 12.00 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) Minimum width of path/road abutting one side of plot shall be 5.00 metres. In case the plot is located on existing or proposed roads/ path having following right of ways, the minimum Front Set Back shall be left as under:-

Table: 19.7

Sr. No.	Proposed Right of Way	Minimum Front Set Back
1.	24 Metres	5.00 Metres
2.	18 Metres	5.00 Metres
3.	12 Metres	4.00 Metres
4.	09 Metres	4.00 Metres
5.	03 Metres to 07 Metres	3.00 Metres

These regulations shall come into force from the date of publication in the Himachal Pradesh Rajpatra.

By Order,

Sd/-

Secretary (TCP)



19.1.4.2 (I) Facilities, Services and Government & Semi-Government offices:

- 19.1.4.2 (I) 1. In case of plots for assembly occupancies like college, higher/high schools/hospitals etc. in existing built-up areas, the minimum width of plot shall be 30 meters and it shall have front on a street of width not less than 5.00 meters. In case of newly developed areas outside existing built-up area, the width of plot shall not be less than 50 meters and shall have front on a street of width not less than 7 meters provided set backs and coverage of plots are such so as not to create nuisance to the residential area, with minimum 10 meters set backs from all sides of the dwelling units. The permissible coverage, set-backs and F.A.R. in the facilities/services, Govt. & Semi Govt. offices shall be as under:-

TABLE: 19.6

Sr. No.	Description	Coverage (in %)	Setbacks			FAR	Maximum Height of building excluding roof height (in meters.)
			Front	Side	Rear		
1	Educational Building	40	5.0	3.0	4.5	1.00	17.50
2	Police station/ fire station	40	5.0	3.0	4.5	1.00	17.50
3	Medical	40	5.0	3.0	4.5	1.00	17.50
4	Community hall/library/religious building	40	5.0	3.0	4.5	1.00	17.50
5	Govt. & semi-Govt. offices	50	5.0	3.0	4.5	2.00	17.50

Note:

- Up to 50 % of open area shall be utilized for open parking and roads, and the rest shall be landscaped.
- 5 % additional coverage shall be allowed for garage and other vehicle sheds.
- A front set-back of 7.00 meters shall apply in all National Highway, 5meters on the State Highway and others arterial roads as ^{may} be specified in the development plan.

- (iv) In case of Petrol Filling Station the layout plan/norms of the Indian Oil Corporation shall be adopted. However, on National Highway the front set-back shall be kept 5 meters and on State Highway 5 meters. If the rear and sides set-backs are not mentioned on the layout plan (I.O.C.) then the side and rear set backs shall be kept 2 meters.
- (v) The set-backs shall not be applicable to services like electric sub-station, road side infrastructure/facilities such as rain shelters, landscaping auto services etc. which is specifically permitted by the H.P.P.W.D on the acquired width of a road.
- (vi) Minimum and maximum floor height for public building shall be 3 meters and 3.50 meters respectively.

19.2 AGRICULTURE BELT:

Agriculture as per definition under section 2(A) of the Act involves horticulture, farming, raising of annual or periodical crops, fruits, vegetables, flowers, grass, fodder, trees or any kind of cultivation of soil, the reserving of land for fodder, grazing or thatching areas, breeding and keeping of live stock including cattle, horses, donkeys, mules, pigs, breeding of fish and keeping of bees and the use of land ancillary to the farming of land.

19.2.1 Sub-Division of land in this zone can take place only for agriculture purposes. No permission of Director shall be needed for this.

19.2.2 The permissible uses in this zone shall as under:-

- (i) Construction of cowshed, green house, overhead or underground water tank, latrines, temporary or kuticha shed purely incidental to agricultural purposes and live stocks etc. pump-houses and biogas plants. No sanction of any kind shall be required for such activities.
- (ii) Pucca structures for self-residential use up to 200 sqm plinth area with 2 meters setbacks on all the four sides shall be permissible provided such building do not exceed 2 storeys including as attic/barsati. Construction of schools, libraries, religious buildings and public utility buildings shall also be allowed. None of such buildings shall exceed 2 storeys. For all such activities defined here, a

simple application shall have to be submitted to the Director before undertaking any construction. The application shall contain the following description:-

- (a) Name of the applicant and full address.
- (b) Detail of activity/construction proposed.
- (c) Description of land i.e. Khasra number, Mohall, revenue village etc.

(iii) single storey structures for self-employment activities e.g. shop, atta chakki, poultry farm, dairy farm, cold storage, godown for food, seeds, fertilizers, agriculture/horticulture equipments, service industry and small scale non-polluting industry promoting agriculture. A simple application shall be submitted to the Director before undertaking any such construction, at site. The application shall contain following description:-

- (a) Name of the applicant and full address.
- (b) Detail of activity/construction proposed.
- (c) Description of land i.e. Khasra number, Mohall, revenue village etc.

Each such application shall be accompanied with a recommendation of the Pradhan of concerned village Panchayat.

19.3 FOREST AREA:

- 19.3.1. Every effort shall be made to preserve and protect the existing forest areas. While Govt. Forests are expected to maintain their status quo, the private forests shall also be preserved and protected.
- 19.3.2. No sub-division of forest lands shall be allowed for urban functions.
- 19.3.3. Activities promoting afforestation, wild life, picnic and tourism alone shall be permissible. Under tourism only such activities shall be adopted whereby tented, temporary, small and ^{make shift} ~~mark-shift~~ accommodations are proposed. Massive hill cutting for constructions of approach roads would not be allowed. Felling of trees shall not be allowed for any of the activities mention^d above.

VILLAGE ABADIS:

Area coming under existing villages abadis falling outside the Municipal limits shall have separate regulations for them:-

(a) Construction of a residential house, shop, nursery, primary and middle school, building of public utility and service industry shall be permissible. No obnoxious activity as may be pose any danger to the living environment shall be permissible in such area.

(b) No building shall exceed 2 storeys in any case. A simple application shall have to be submitted to the Director before undertaking a construction. The application shall contain the following description:-

- (i) Name of the applicant and full address.
- (ii) Detail of activity/construction proposed.
- (iii) Description of land i.e. Khasra number, Mohall, revenue village etc.

Location Plan/site plan (not to scale).