

DEVELOPMENT PLANS FOR SATELLITE TOWNS  
& GROWTH CENTERS-2025



Achrol

Bagru

Bassi

Bhanpur Kalan

Chomu

Jahota

Jamwaramgarh

Kalwar

Kanota

Kukas

Watika

Bagwara

Chonp

Pachar

Shivdaspura

& Chandlai



## PREFACE

The Plan is a dynamic instrument that will be augmented, from time to time by more detailed Sub Plans that can address specific scenarios of site, program, infrastructure, and other factors.

The plan calls for the establishment of a broad framework that will guide the physical development of the community over the horizon year in terms of land use, open space, density of development, primary circulation systems, and linkages with the surrounding community.

Master Development Plan-2025 covers Jaipur Region but within Jaipur Region have many satellite towns and growth centers. In order to have balanced regional development, the MDP-2025 identified 11 satellite towns and 4 growth centers within Jaipur region.

The following are Satellite Towns and Growth Centers:

### Satellite Towns:

Achrol, Bhanpur Kalan, Jamwaramgarh, Bassi, Kanota, Watika, Bagru, Kalwar, Kukas, Jahota and Chomu.

### Growth Centers:

Bagwara, Chonp, Pachar and Shivdaspura & Chandlai.

The detailed profile and proposals of all satellite towns & growth centers in Jaipur region is provided in this volume which consist of introduction, profile of the towns, existing scenario and Master Plan policies & proposals with focus on demography, economy, infrastructure and land use in detail.

Satellite towns are expected to act as counter magnets to the main mother city. However, experience of the past has proved otherwise. A satellite town ultimately ends up being an extension of urbanisable area of the mother city in the long run. The interdependence of the two city areas marked with frequent to & fro movement essentially generate intensive ribbon development along the movement corridor. With the present scenario of enforcement which, by and large, is common to all development Authorities; such ribbon developments grow almost unhindered. Even if the controls are very strong, the economic pressure leading to growth of such urban activates force them to come up sooner or later. Organic development has irrefutable economic logic and backing which makes itself sustainable. This phenomenon can be noticed in every metropolitan city.

The very purpose of working development plans for each satellite towns and growth centers is to make self sustained development plans with economic inputs and in a way to provide a continuum to the mother city. The development of satellite towns and Growth centers would be helpful in reducing the population pressure on Jaipur city area and will encourage economic growth of these satellite towns and growth centers.

# INTRODUCTION

Master Development Plan-2025 of Jaipur region have been prepared as the Existing Master Development Plan-2011 has already completed its horizon year and Jaipur being the state capital and also getting closer to National Capital region. With the development of faster transport modes the region is being looked upon as a major economic destination. The Master development Plan-2025 of Jaipur region envisages 2940 Sqkm area covering 725 notified villages and will accommodate population of nearly 75 lakh by the horizon year 2025.

In order to have balanced regional development, the MDP-2025 prescribed 11 satellite towns and 4 growth centers within the Jaipur region. These satellite towns will help in reducing migration and urban infrastructural pressure to the mother city. Development of these towns will encourage economic development thereby creating economic opportunities for the town and the villages in the vicinity.

## AIM AND OBJECTIVES

The Aim to prepare the development Plans of settlements for the horizon year 2025 so to fulfill the spatial, economical and socio-cultural needs of the settlement in a sustainable manner.

The broad objective of the Master Development Plan-2025, as enumerated in the Jaipur Development Authority Act, is to ensure development of Jaipur region in a planned manner. In order to meet the vision, the specific objectives for development of these settlements are as follows:

- to lay down broad proposals and directions for growth to seek balanced development of the settlement.
- to fulfill the Spatial needs of the settlement.
- to determine the hierarchy of roads and access ways
- to Determine and achieve the standards for social infrastructure facilities such as education, health & other social needs of the resident population.
- to Identify the social and physical infrastructure requirements of the settlement for the horizon period.
- to Identify the need for conservation of historic, ecologically sensitive and aesthetically important areas.
- to develop a mechanism for sustainable developments that harmonize both the needs of the environment and of development, as well as guidelines for such development.



### SCOPE AND LIMITATIONS

The scope of this Development Plan-2025 is to prepare a document which would translate the economics and balanced growth concept for the town. The base for the analysis of the Region is mainly the Census of India-2001. The map used has been prepared using Quick bird images with the outer areas mapped through Carto SAT images. All physical data is limited to the quantitative inputs for the villages. The extents of the villages are limited to the mapping of village maps developed by DoIT, Jaipur. This however, may do not correlate correctly to the khasra maps of the villages. The various boundaries are defined as per these village boundaries as there are no maps available which co-relate both the khasra maps and village boundaries. Thus, in this context, it is limited. Though the maps are correctly geo-referenced, their actual positions on the ground may still vary, and need verification while attending to use zones and use premises for real time.



**Satellite Town**

**ACHROL**



**Jaipur  
Development  
Authority**

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# 1 PROFILE OF THE TOWN

NORTH LATITUDES

27°08'

EAST LONGITUDES

75°57'





## 1.1 LOCATIONAL ATTRIBUTES

Achrol is located near National Highway-8 at a distance of 30 Kms north of Jaipur. The town is located at 27°08'N latitude and 75°57'E longitude. The existing settlement is situated towards the west of NH-8. It is a gram panchayat headquarter and have a revenue area of 33.51 Sq. Kms. The settlement is restricted in the North-West direction due to the presence of hills. Gomti ka nallah passes 1 km away from the town in the northern direction. The town has an ancient Fort with step-wells and several famous temples.

## 1.2 GENERAL PROFILE

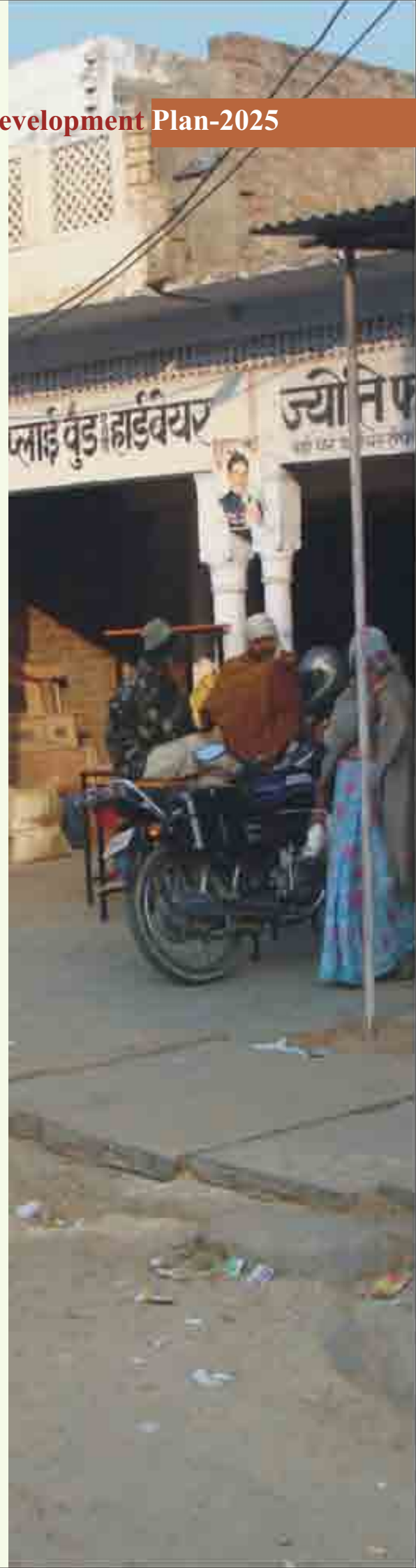
### 1.2.1 HISTORICAL BACKGROUND

Achrol received its name after a farmer named Achala Meena. He resided here due to availability of fertile land and later on other people also joined him. Earlier, the village received the name Achala Ka Bas which came in to present name Achrol. the existing developed area of Achrol is 0.79 Sqkms.

### 1.2.2 RELIGIOUS FAIRS AND FESTIVALS

Bhomiya mandir, Chamunda mandir and Tejaji ka Mandir are the famous temples in this settlement and are located in the foothills within the town. On the hillock, the temple of Achleshwar Mahadeva (Lord Shiva) is very famous.

Every year, during Monsoon, Tejaji-ka-mela is held in which people from nearby areas participate.



## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

As per the Indian Meteorological Department, the mean minimum temperature of the settlement recorded in the month of January which is 7.8°C and maximum in the month of May and June is 40.3° C. Annual mean rainfall recorded is 673.9 mm. the months of July and August receive maximum rainfall.

### 1.3.2 SOIL

The settlement of Achrol is situated on rocky and yellow soil. The areas around this settlement also falls under this soil type.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 40-55 feet. The quality of water is good and is suitable for drinking.



## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

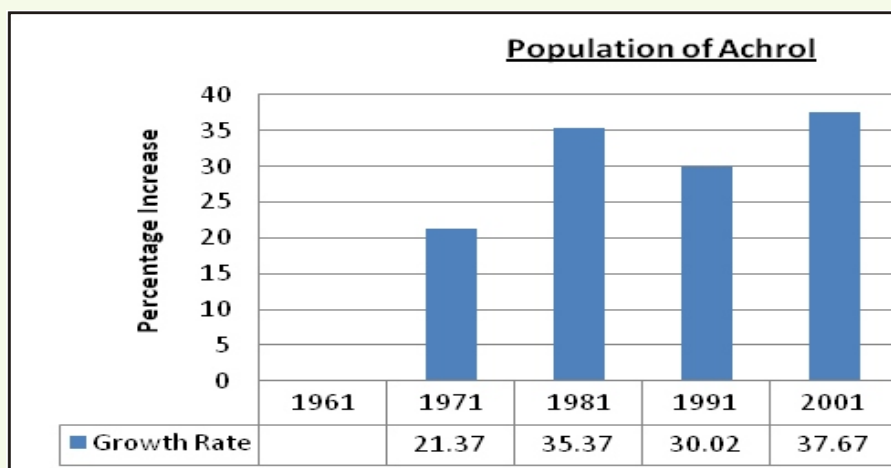
Achrol witnessed an average population growth rate of nearly 31% during the last three decades. The lowest population growth rate of 21.37% was seen in the decade 1961-2001 and the highest growth rate was witnessed in 1991-2001 which stood at 37.67%, which is above the average population growth rate of the district i.e.35%. The decadal population growth is shown in the table below.

**Table: Population Growth Trend Achrol (1961-2001)**

| Year | Population | Population increase | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 1961 | 4351       | --                  | --                    |
| 1971 | 5281       | 930                 | 21.37                 |
| 1981 | 7149       | 1868                | 35.37                 |
| 1991 | 9295       | 2146                | 30.02                 |
| 2001 | 12796      | 3501                | 37.67                 |

Source: - Census of India

**Table: Population Growth Rate (Decadal)**



Source: - Census of India

### 1.4.2 DENSITY

The population density of Achrol was 277 persons per Sq.kms in the year 1991 which increased to 382 persons per Sq.kms by 2001.

Chart : Population Density of town

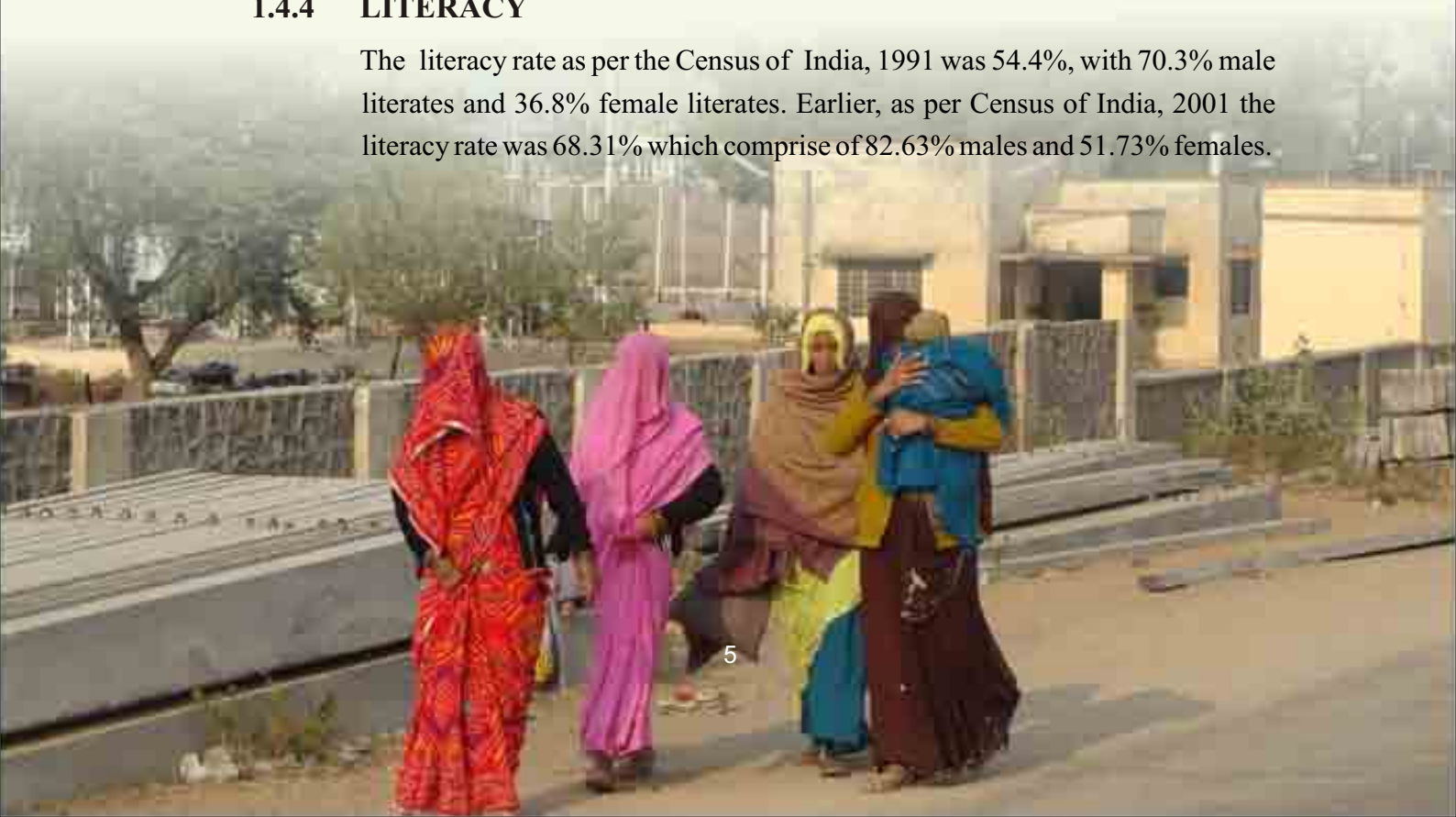


### 1.4.3 SEXRATIO

According to the Census of India, 1991 the sex ratio stood at 1000:901 whereas in the year 2001 this ratio has increased to 1000:920 which is lower than the National average of 1000:933 and the State average of 1000:922 and higher to the District figures of 1000:897.

### 1.4.4 LITERACY

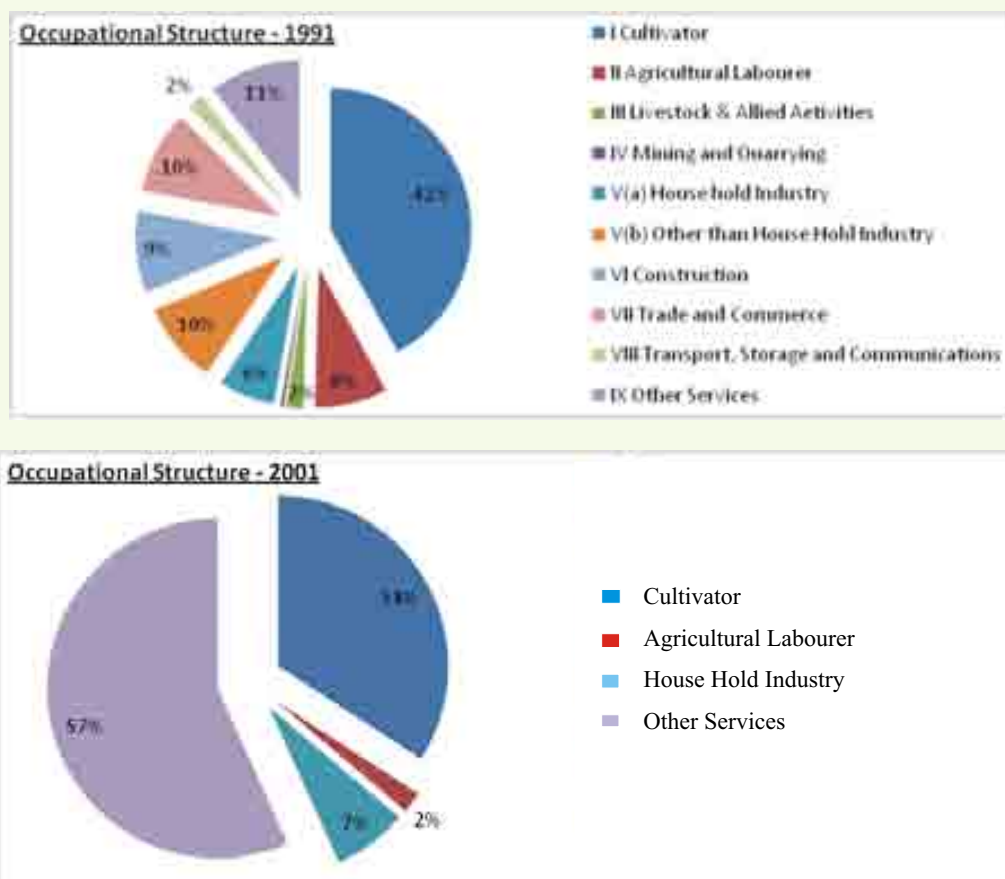
The literacy rate as per the Census of India, 1991 was 54.4%, with 70.3% male literates and 36.8% female literates. Earlier, as per Census of India, 2001 the literacy rate was 68.31% which comprise of 82.63% males and 51.73% females.



### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

The Work Force Participation rate (WFPR) in the year 1991 was 37.24% which decreased to 32.35 % in the year 2001. The percentage of main workers for the year 1991 was 28.67% which further decreased to 25.57% by the year 2001.

Chart : Occupational Structure of town 1991 & 2001



Source: Census of India, 2001

## 1.5 ECONOMY

The town's economy generally revolves around agriculture, animal husbandry and craft. The main crops grown in this area are Wheat, Bajra, small millets and Mustard. Few horticultural crops like berries and lemon are also grown in this area. Agricultural crops are irrigated through wells / Tube-wells. There are several craftsmen who are manufacturing wooden products like beds, frames, cupboards, etc. Some of the workers are engaged in making metallic utensils from metals like iron and brass. Carpet making is also seen in some of the households.





# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Achrol-2009**

| Land use                    | Area (in ha) | Developed Area % | Total Area (%) |
|-----------------------------|--------------|------------------|----------------|
| Residential                 | 42.08        | 64.51%           | 53.32%         |
| Commercial                  | 5.81         | 8.91%            | 7.36%          |
| Mixed use                   | 2.46         | 3.77%            | 3.11%          |
| Public/Semi-public          | 5.59         | 8.57%            | 7.09%          |
| Industrial                  | 1.23         | 1.89%            | 1.56%          |
| Circulation                 | 7.87         | 12.06%           | 9.97%          |
| Recreational                | 0.19         | 0.29%            | 0.24%          |
| <b>Total Developed Area</b> | <b>65.24</b> | <b>100.00%</b>   |                |
| Agricultural                | 10.32        |                  | 13.08%         |
| Vacant Area                 | 3.36         |                  | 4.26%          |
| <b>Total Area</b>           | <b>78.92</b> |                  | <b>100%</b>    |

## 2.1 | EXISTING LAND USE

### 2.1.1 RESIDENTIAL

Residential land use dominates other uses of the town and comprises 64.51 % of the developed area. The houses are generally low rise and haphazardly situated along narrow streets. Similar scenario is witnessed in the old settlement as well as in the opposite side of the National Highway.



### 2.1.2 COMMERCIAL

The city has six main markets known as the Purana Bazaar, Chaukhati Bazaar, Naya Bazaar, New market, Bhagwati Market and the Tambi bazaar all of which are established along the narrow lanes and are interconnected to each other. Other Commercial establishments include the UCO Bank , the Kraya-Vikraya Sahakari Samiti and another rural bank. The settlement lacks any organized or specialized markets. However, the total area under commercial land use is adequate for the town.

### 2.1.3 INDUSTRIAL

The town has various types of industrial establishments such as Electric Pole manufacturers and Flour Mills.

### 2.1.4 PUBLIC & SEMI PUBLIC

The town has various government and semi-government offices such as Patwar Circle, PHED, JVVNL, agriculture supervisor officer, Forest department, Public Health Officer, Co-operative Society, Police Station, Gram Panchayat etc. Besides these, the settlement also has schools and colleges with large playgrounds.

A new scheme known as the “Science-Tech city” is planned with an area of 2.8 Sqkm by the Jaipur Development Authority in the north of this settlement on the western part of the National Highway area has been round for large number of institutions along with an international library, provision for an exhibition ground and a convention centre.

## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

The settlement has two Government senior secondary schools, nine government primary schools and six private secondary schools, a college for girls and Industrial training institute (I.T.I) along with a private B.Ed. College.



### 2.2.2 Health

The settlement has a five-bedded primary health center, an ayurvedic clinic, an allopathic clinic and a veterinary hospital. A Medical college is located 7 kms from the town.

### 2.2.3 Tourism

The settlement besides being surrounded by Aravalli hills also has a Fort which at present is in ruined condition. The growth of the settlement on the west side is restricted due to undulated topography which is generally used for agricultural purposes. The area exudes serenity and intertwined in a sense in unison with nature. Thus the hinterland boasts of hotels and resorts. This sector has plenty of growth potential in this settlement. it has potential to grow further due to proximity of NH-8.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

Water is supplied by Public Health and Engineering Department in this town. The following table gives the number of water supply connections.

Table 3 Water connections in Achrol - 2009.

| Category     | Number of Connections |
|--------------|-----------------------|
| Domestic     | 638                   |
| Commercial   | 268                   |
| Public       | 1                     |
| <b>Total</b> | <b>907</b>            |

### 2.3.2 SEWERAGE AND DRAINAGE

Sewerage system lacks in the settlement. Septic tanks are present in the houses having toilet facility. The settlement has a natural slope from south to north-east which assists the grey water to flow into the Ban-Ganga river

### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the chocking of drains. The town lacks waste collection and disposal system.





### 2.3.4 POWER

JVVNL is supplying electricity to the settlement through its 33 K.V. grid-station situated at Achrol.

**Table 4:** Position of Electricity connections in Achrol town - 2009

| Category    | Number of Connections |
|-------------|-----------------------|
| Domestic    | 1625                  |
| Commercial  | 11                    |
| Agriculture | 352                   |
| Industries  | 3                     |
| Total       | 1991                  |



## 2.4 TRANSPORTATION

The town is located on National Highway-8. The settlement has very good connectivity with Jaipur through road in the form of private buses plying on Delhi road and some local bus services as well besides the State transport buses plying between Alwar Jaipur and Delhi Jaipur. The roads inside the settlement are generally 5 to 8 meters wide.

The nearest Railway station is located in Jaipur Town which is at a distance of 35 kms and the nearest Airport is in Jaipur at a distance of 42 kms.





# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town Achrol.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use so as to bring flexibility in planning afterwards.
3. To develop with institutional land use by making it institutional destined town.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view the development inputs.
3. De-congestion of existing roads including highways.

### **Environment measures**

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To conserve heritage structures
3. To develop areas of ecological importance as a natural tourist areas and major recreational facilities and to make it as a tourist destination.
4. To develop Parks /Open spaces /playgrounds in the settlement.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Achrol with work centers and keep provision for utility services and community facilities.
2. Promotion of U2 and U3 areas for economic inputs.
3. Planning and Development of the settlement to be controlled through flexible development control regulations.



## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Achrol (2011-2025)

| Year | Population | Population increase | Projected Growth Rate% |
|------|------------|---------------------|------------------------|
| 2011 | 17658      | -                   | -                      |
| 2021 | 24369      | 6711                | 38.00                  |
| 2025 | 28073      | 3704                | 38.00                  |

*Source: As per estimates*

As per Master Development Plan-2025 the population projected at 28073 for the horizon year 2025 and assigned population added 25,000.

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this satellite town is 5000 person/sq km. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town in the region.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A **systematic** development of infrastructure will further attract a working population to Achrol from nearby villages. The population living in Achrol is projected to be 17658 by the year 2011. It is estimated that the target population of Achrol will reach 28073 by the horizon year 2025.

Drawing the inspiration from District proposals Achrol town population which shall reach 28073 by 2025, is assigned additional population 25,000 is planned with 53073 population. The density of the @ 5000P.P. sq. km. (50 P.P.Ha)

**In view** of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** do not have definite use zones but can accommodate certain urban activities as enumerated is D.P.C.R.
- **U3 area** along NH provided with 1 km.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area as per requirement provided for
- **Ecological Area**

The draft plan was revisited and by accommodating clarity visa with Development Promotion Control Regulations correction have been effected.



### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Achrol will accelerate the development of the town. Keeping in view the basic need of a satellite town and the approaches being developed in Achrol, the land-use distribution are provided as under:

**Table : Land use Distribution-2025**

| Land Use             | Area (Ha)      | Percentage    |
|----------------------|----------------|---------------|
| Residential          | 185.54         | 16.35         |
| Commercial           | 23.43          | 2.06          |
| Public & Semi Public | 582.06         | 51.30         |
| Industrial           | 0.95           | 0.08          |
| Circulation          | 146.06         | 12.87         |
| Recreational         | 196.68         | 17.33         |
| <b>TOTAL (U1)</b>    | <b>1134.72</b> | <b>100.00</b> |

The prescribed land use takes into account all the necessary land uses necessary for sustainable development of the town/settlement. The existing residential development is given extension on the eastern side of NH8.

Majority of the commercial land use is planned along the National highway. Commercial land use has been assigned up to single plot depth, inside the settlement. The area abutting National Highway accommodated commercial land use. The public/semi public use is provided on the eastern part of the prescribed town intertwined with provision of large recreational areas and suitable connectivity. A major portion of the land use of the town falls under JDA's Science-Tech city which is destined to be premier educational hub on Delhi road.

An efficient road network is suggested by new roads, connecting the missing links and widening the existing congested roads. The settlement, in addition to the NH (90mt) is provided with 60m, 48mt and 30mt roads. Inter connectivity further provided with 24 and 18 mt roads. The internal roads of the settlement are kept at 9.0m. This settlement is an ecologically important area in the Jaipur region hence, industrial use is not promoted in the plan.

The hierarchy of roads in urbanisable area is as under. In addition to give continuity roads have been provided with following length.

**Table : Hierarchy of Roads**

| ROAD WIDTH          | PRESCRIBED ROAD Length (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH Mt.    |
|---------------------|------------------------------|------------------------------------|---------------|
| 18MT.               |                              | 881050                             | 881050        |
| 24MT.               | 2650                         |                                    | 2650          |
| 30MT.               | 9416                         | 1282                               | 10698         |
| 48MT.               | 10253                        |                                    | 10253         |
| 60MT.               | 4924                         |                                    | 4924          |
| 90MT.               |                              | 10348                              | 10348         |
| <b>TOTAL LENGTH</b> |                              |                                    | <b>919923</b> |

A bus stand is prescribed in the north of this town on the highway and in the proximity of Science-tech city so that it can be easily accessible, both to the resident and floating population.

The largely undeveloped areas consisting of eco-sensitive areas, water bodies and water channels most of which are part of U2, U3, G1 and G2 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.

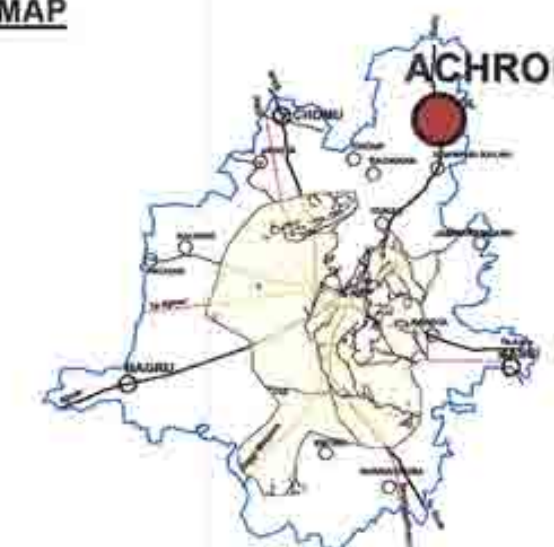


# LAND USE PLAN-2025

SATELLITE TOWN

## ACHROL

### KEY MAP



### LEGEND

- Residential
- Commercial
- Public/Semi-Public
- Cremation & Burial Ground
- Industrial
- Recreational
- Circulation
- U2 HIZ
- U2 LIZ
- U3 LIZ
- U3 HIZ

### Ecological Zone

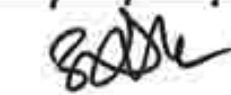
- G1 Drain/River/Waterbody
- Forest(R.F/P.F)/Hills
- G2 Ecological Area
- Existing Roads
- Proposed Road
- Proposed Road For Widening
- Contours
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:14,500



JDA/MP/MOP/LU/11/07

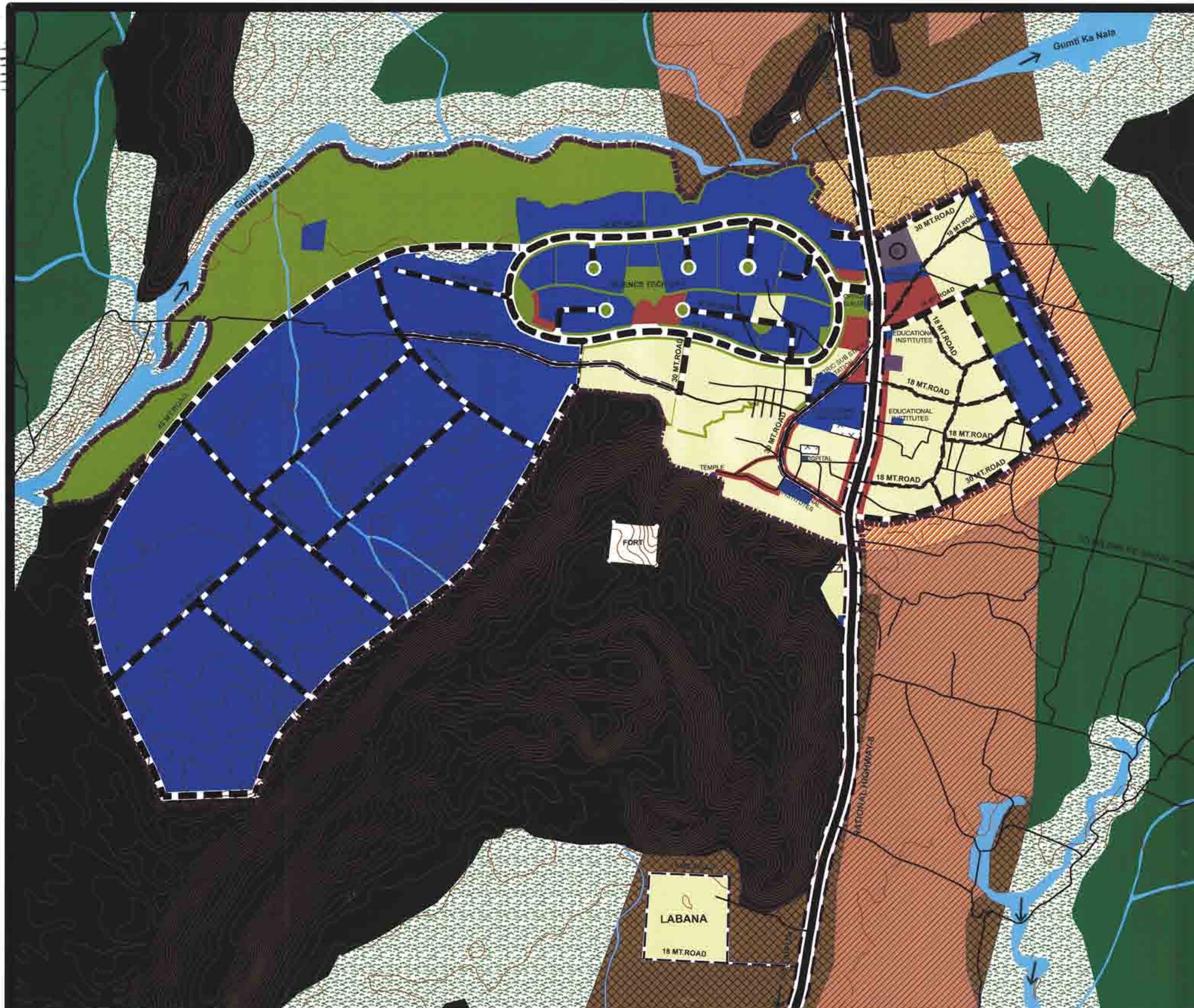
  
**ASHA AWASTHI**  
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MASTER DEVELOPMENT PLAN - 2025

  
**JAIPUR DEVELOPMENT AUTHORITY**





# Satellite Town **BAGRU**



**Jaipur  
Development  
Authority**



# Satellite Town BAGRU

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**Jaipur Development Authority**





Satellite Town Bagru

Master Development Plan-2025

BAGRU



# 1 PROFILE OF THE TOWN

**NORTH LATITUDES**  
26°48'07" to 26°50'18"

**EAST LONGITUDES**  
75°32'07" to 75°34'06"



## 1.1 LOCATIONAL ATTRIBUTES

Bagru (along with Dahmi Kalan) is considered as an important town within the Jaipur region.

The town is located in the Western direction of Jaipur City and is at a distance of about 30 Kms by road on National Highway (NH-8) towards Ajmer.

As per the revenue records the area of Bagru is 41.65 sq.kms. The town is located between the 26°48'07" to 26°50'18" North latitudes and 75°32'07" to 75°34'06" East Longitudes.

## 1.2 GENERAL PROFILE

Bagru is an important town in the Jaipur region and is famous for its cloth printing works. The print is commonly known as 'Bagru print.' The town has compact inhabited areas/streets occupied by various craft communities. This is one of the major town on the Jaipur-Ajmer road. Though the old town is 1 km off the National Highway-8 but presence of NH has forced the urban expansion towards it. Sadharia river, non-perennial, runs south of the town.



## 1.3 | PHYSIOGRAPHY

### 1.3.1 CLIMATE

Bagru is located in semi-arid zone. As per Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e. 40.3° C. Annual mean rainfall recorded is 673.9 mm. The months of July and August record maximum rainfall.

### 1.3.2 SOIL

The urban settlement of Bagru is situated on very deep, well drained, coarse loamy soils. The areas around this settlement falls under white and hard loamy soil.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 200 feet. The quality of water is not good and its having high fluoride content.





## 1.4 DEMOGRAPHY

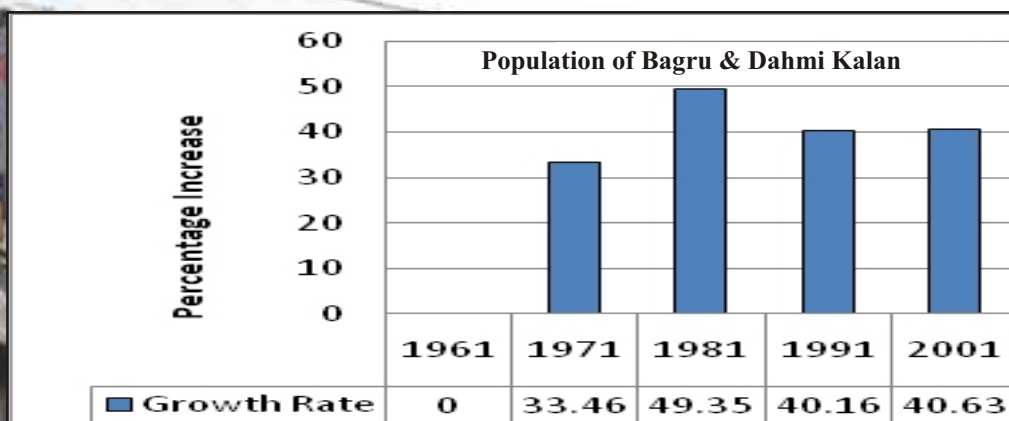
The population of Bagru town was 26,534 as per Census 2001. In 1991, the population of the town was 18,868 recording a decadal growth rate of 40.63%. The total number of households was 2,188 with an average household size of 7.08.

### 1.4.1 POPULATION GROWTH

Table: Population of Bagru (1961-2001)

| Year | Population | Population Increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 1961 | 6754       | -                   | -                    |
| 1971 | 9014       | 2260                | 33.46                |
| 1981 | 13462      | 4448                | 49.35                |
| 1991 | 18868      | 5406                | 40.16                |
| 2001 | 26534      | 7666                | 40.63                |

Source: - Census of India

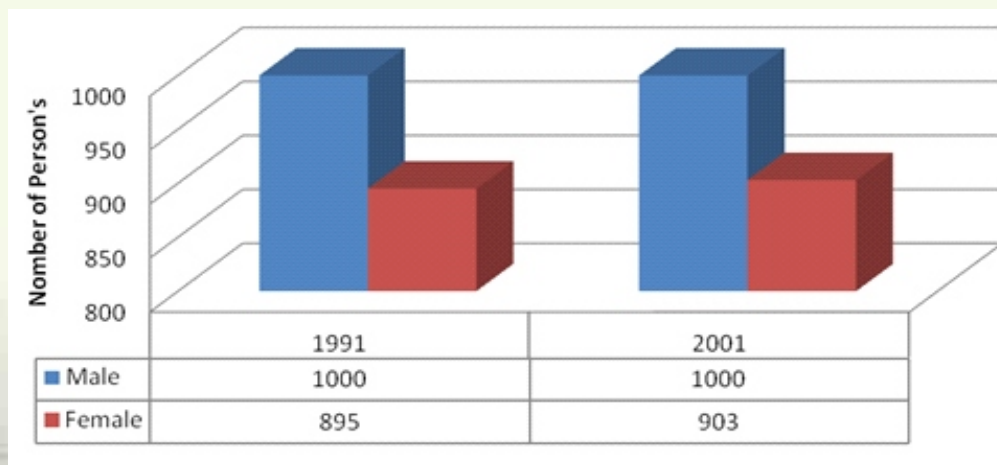


#### 1.4.2 DENSITY

As per 1991 census, the population density was 453 persons /Sq.km which increased to 637 Sq.km by the year 2001.

#### 1.4.3 SEX RATIO

The town had a sex ratio of 1000:895 in 1991 which showed marginal improvement and rose to 1000:903 by 2001. This ratio is lower than the National level figures of 1000:933 but higher than the district level figure of 1000:897. In the age group 0-6 years the sex ratio was 1000:908 as per Census 2001.



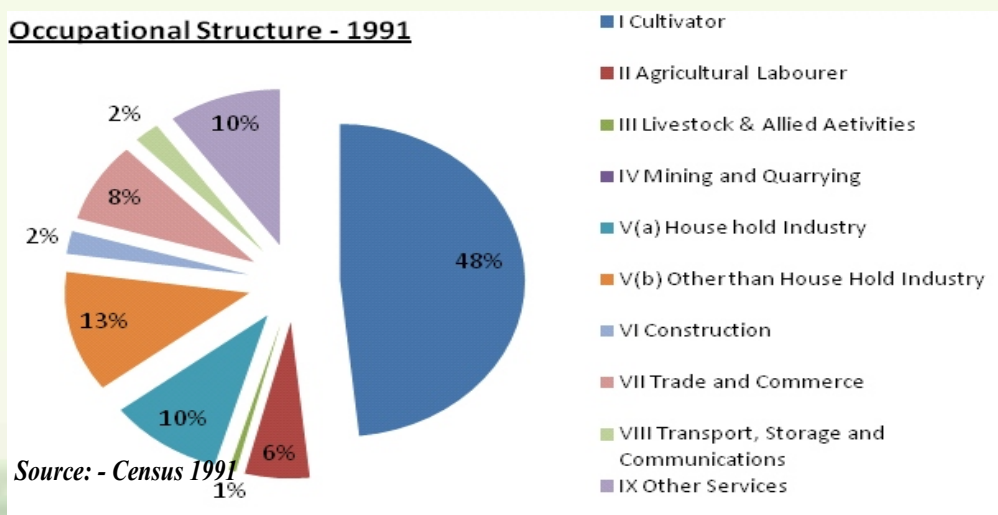
#### 1.4.4 LITERACY

As per the Census 2001, the literacy rate of the town was 64.75% which comprised of 80.90% males and 47.16% females.

#### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

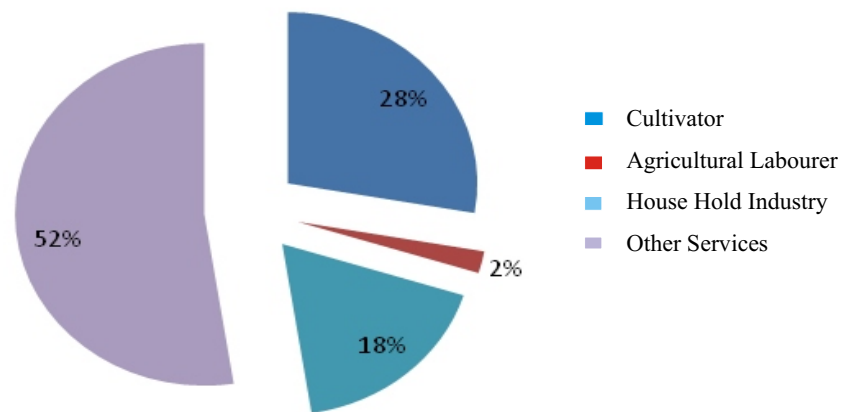
The work-force participation rate for the town was 36.16% in 1991, having 6,558 workers in the total population of 18,868. The male and female participation rates are 47.02% and 19.03% respectively.

**Occupational Structure - 1991**





**Occupational Structure - 2001**



***Source: - Census 2001***

## 1.5 ECONOMY

### 1.5.1 CROPS

The soil in the area is very fertile and farmers cultivate up to three crops in a year. The main crops sown here are Wheat, Jowar, Bajra and oil seeds. Vegetables grown are Peas, Brinjal, Cauliflower, Tomato, Chillies etc. The Tomatoes and Chillies are sent to Jaipur and some other towns in large quantity. On an average two trucks of tomatoes and 3-4 trucks of chillies are sold per day.

### 1.5.2 PRINTING

Hand block cloth printing work is the predominant activity being carried out in about 100 households units. The Bagru prints are quite popular in the international market. Besides printing, all other activities are less in number and pertain to “Lakh” work, Saw mills, Oil mills, Shoe making, etc.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Bagru-2009**

| Land use                    | Area (in ha)  | Percentage w.r.t. Developed Area % | Percentage w.r.t. Total area (%) |
|-----------------------------|---------------|------------------------------------|----------------------------------|
| Residential                 | 59.13         | 16.78                              | 7.33                             |
| Commercial                  | 5.75          | 1.63                               | 0.71                             |
| Mixed use                   | 10.54         | 2.99                               | 1.31                             |
| Public/Semi-public          | 5.13          | 1.46                               | 0.64                             |
| Industrial                  | 214.41        | 60.87                              | 26.59                            |
| Recreational                | 0.11          | 0.03                               | 0.01                             |
| Circulation                 | 57.16         | 16.23                              | 7.09                             |
| <b>Total Developed Area</b> | <b>352.23</b> | <b>100.00</b>                      | <b>43.68</b>                     |
| Agricultural                | 43.12         |                                    | 5.35                             |
| Vacant Area                 | 388.74        |                                    | 48.22                            |
| Water Body/River            | 22.17         |                                    | 2.75                             |
| <b>Total Area</b>           | <b>806.26</b> |                                    | <b>100.0</b>                     |



### 2.1.1 RESIDENTIAL

The Settlement area of the town is the primary residential area with a few uses in between. In Bagru town, the houses are generally low rise and haphazardly located throughout the old settlement. Some of the residential premises are used for commercial activities forming 2.99% area under mixed use. 59.13 hectare area falls



under residential land use which is expected to increase sharply. Most of the roads within the town are 5-8 m wide.

The outgrowth of the town is witnessed towards the National Highway and in south it is hindered by Sadharia river.

### 2.1.2 COMMERCIAL

The town has nearly 5.75 Ha area under commercial land use, short of the requirements of the town. The prominent commercial areas in the town are along the major roads approaching the old town from NH-8. Presently, the development trend is witnessed on both sides of National Highway-8.



### 2.1.3 INDUSTRIAL

Bagru town is dominated by industrial land use that is 60.87 % of total land use. The town has large RIICO Industrial area on the eastern side of the main settlement. Towards the west RIICO developed area in Chitroli, which is part of the plan.

## 2.2 | SOCIAL INFRASTRUCTURE

The town has a Public library, Reading room, cinema hall, five dharamshalas, post office, guest house, P & T department, etc.

### 2.2.1 EDUCATION

Bagru has one senior secondary school, one middle school (for girls), six primary schools and one Sanskrit Vidyalaya.

### 2.2.2 HEALTH

There are two government hospitals (one allopathic with six beds and one ayurvedic) and a private nursing home. Besides these hospitals, there are 8-10 doctors running private clinics. The educational and health facilities available in Bagru also cater to the needs of the surrounding villages.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

PHED is responsible for water supply in the town. the main source of water is ground water. water is supplied through hand pumps, open wells and tube wells outside area.

### 2.3.2 SEWERAGE AND DRAINAGE

There is no sewerage system in the settlement. Septic tanks are present in the houses having toilet facility. In absence of community toilets several families are outbound.

### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas of the settlement. At some places it is also dumped in open drains which results in the choking of drains. The town lacks waste collection and disposal system.

### 2.3.4 POWER

The electricity supply for the town is provided from the 33KV electric substation. There is a separate provision of power supply for the industrial area.





### 2.3.5 TRANSPORTATION

#### Roads

National Highway -8 passes from the northern direction of Bagru town. National Highway-8 flies over the existing development and the entry to the town is through service road. Major district road-81 passes north-south. The town has very good connectivity with Jaipur as RSRTC runs regular Bus Services between Bagru and Jaipur. Besides this, private buses are also operated on this route.

#### Bus Stand

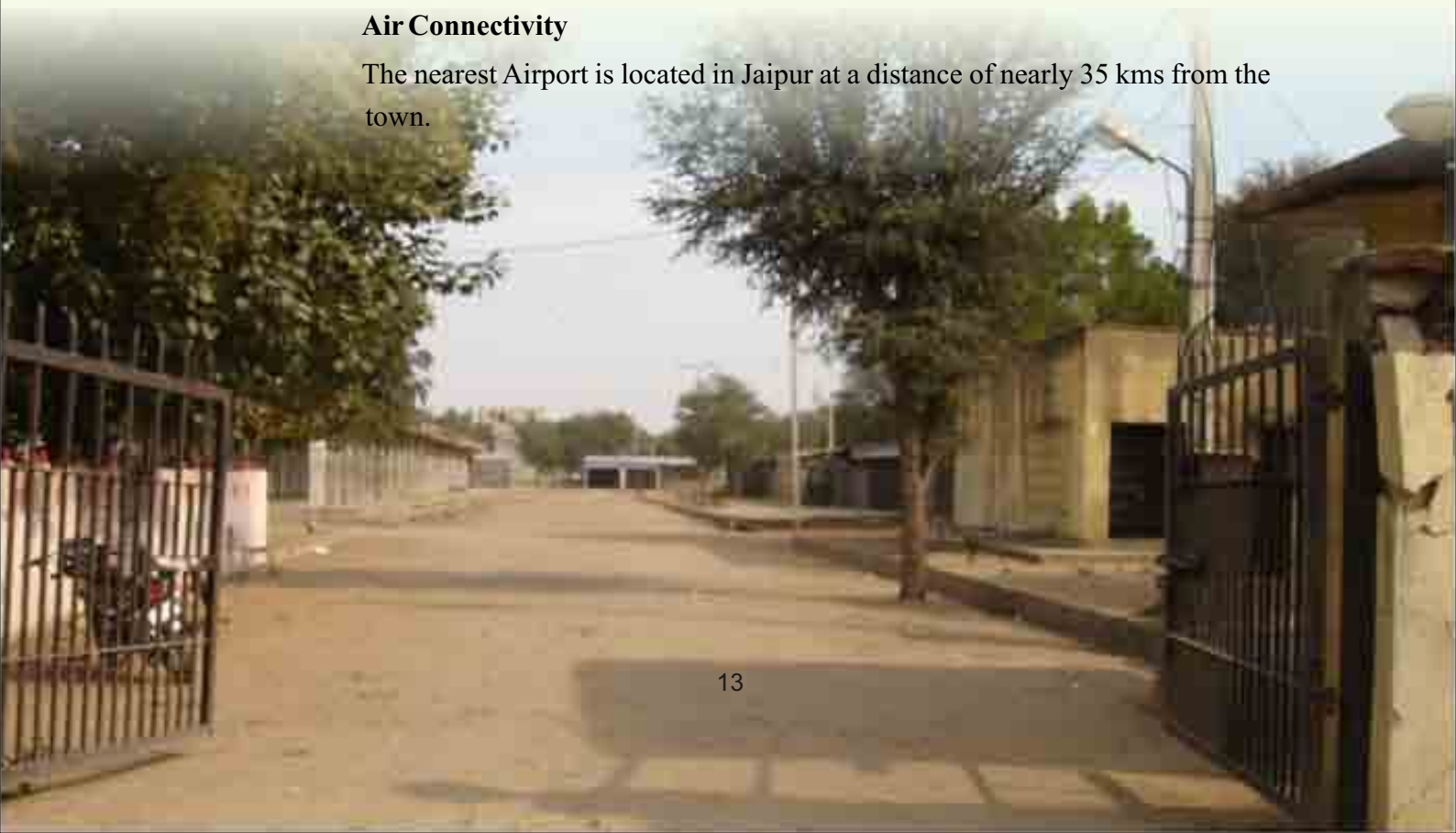
There is no formal bus stand in the Bagru. There is only a bus stop which is located on the approach road of the main settlement from the National Highway -8 near the main settlement area of the Bagru town. The informal and commercial sector come up in the vicinity of the bus stop to serve the needs of the commuters leading to the congestion on the main approaching road of the town.

#### Railways

The nearest Railway station is located in Dhankya which is at a distance of 12 kms from the town.

#### Air Connectivity

The nearest Airport is located in Jaipur at a distance of nearly 35 kms from the town.





# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025:-

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use so as to bring flexible planning approached roads.
3. To develop and provide compatible land utilization (U-2, U-3) in the plan to attract National and International investment.
4. To decongest the old city and provide avenues for economic inputs.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view of the developmental inputs.
3. Decongestion of existing roads including highway.

### **Environment measures**

1. To protect and conserve natural and built heritage
2. Conservation of Nadi/Nallah/Water bodies by providing buffer (G-2) areas along it.
3. To develop areas of ecological importance as major recreational facilities.
4. To develop Parks & Open spaces.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Bagru with work centres and provision of utility services and community facilities.
2. Planning and Development of the town to be controlled through development control regulation.



## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Bagru (2011-2025)

| YEAR | POPULATION | POPULATION INCREASE | DECADAL GROWTH RATE (%) |
|------|------------|---------------------|-------------------------|
| 2011 | 36061      | -                   | -                       |
| 2021 | 47826      | 11765               | 32.63                   |
| 2025 | 53342      | 5516                | 28.83                   |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this satellite town is nearly 4400 Person/Sqkm. It is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

**Planned** development of infrastructure will attract working population to Bagru from all over the region, and the number of people living in Bagru is projected to be 36,061 by the year 2011. It is estimated that the population of Bagru will reach 53,342 by the horizon year 2025.

Drawing the inspirations from the District proposals Bagru town assigned with additional 80,000 population and is placed at a density of 44PPH.

**In view of** the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which accommodate all the use zones such as residential, commercial, industrial, etc.
- **U2 area** do not have definite use zones but can accommodate certain urban activities as enumerated in D.P.C.R.
- **U3 area** along NH & SH with specified depth as per development proposals.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area along Sadriya Nadi (G1).
- **Rural area**
- **Ecological area**

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan corrections have been effected.

### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Bagru accelerate the development of the town.

The land-use distribution are provided hereunder:

**Table:** Landuse Distribution-2025

| Land Use           | Area (Ha)      | Percentage    |
|--------------------|----------------|---------------|
| Residential        | 607.29         | 20.00         |
| Commercial         | 121.25         | 3.99          |
| Public/Semi Public | 863.33         | 28.43         |
| Tourist Facility   | 0.93           | 0.03          |
| Industrial         | 972.56         | 32.02         |
| Recreational       | 59.85          | 1.97          |
| Circulation        | 411.84         | 13.56         |
| <b>TOTAL(U1)</b>   | <b>3037.06</b> | <b>100.00</b> |

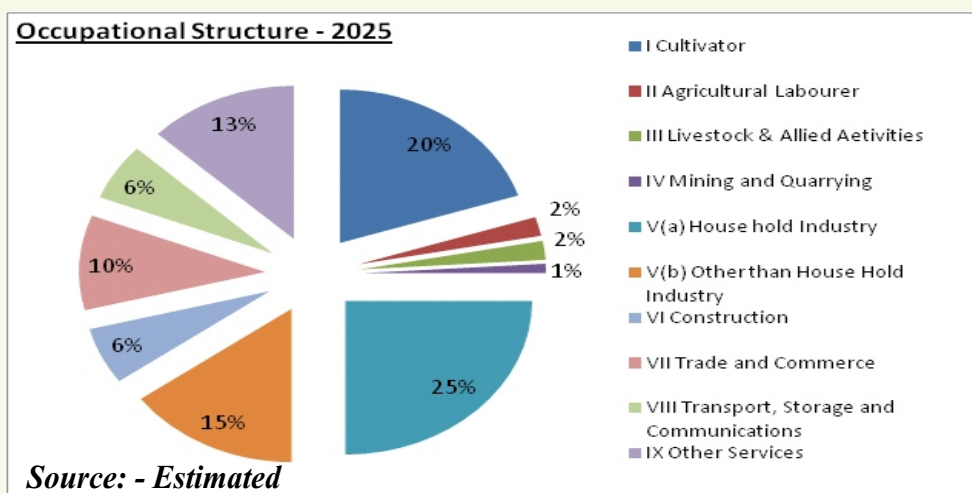
The land use plan takes into account all the necessary land uses necessary for proper development of the Town.

The industrial land use account for 32.02% with industrial proposals of RIICO and land around the industrial areas including Chitroli provided for in the urbanizable area under this use.



The existing residential areas spread on the south of the National highway-8 and extended in the north of National highway to give inclusiveness. The settlement Dahmi Kalan situated North of Bagru made part of the urbanisable area and Anupam Vihar residential scheme prescribed by JDA now become part of Bagru urbanisable area. In all residential use accommodate 20% at a density of 90 P.P.H.

The commercial land use has been assigned along the major roads. Further, commercial land use has been assigned to entry road of Bagru town to accommodate commercial establishments and mixed land use premises already present.



Institutional use provided specifically in the north to accommodate Manipal University and further generate Institutional areas. In all 28.43% figure for Institutional uses. This shall usher major educational hub for Bagru and surrounding areas.

Road connectivity has been improved in this plan with a perspective to interlink important activities. Higher order roads have been provided both in the south and east of this town. The linkage of Bagru and Dahmi Kalan with the rest of the region is further improved. Widening of roads and connectivity of missing links is also ensured in the land use plan-2025.

The existing Muhana road is connected to Bagru town. It is circumventing the whole town. The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

Bus stand and truck terminal locations revisited and are provided along the National highway-8 accommodating after ensuring commitments.

| ROAD WIDTH             | PRESCRIBED ROAD | PRESCRIBED ROAD FOR WIDENING | EXISTING ROAD | LENGTH MT.    |
|------------------------|-----------------|------------------------------|---------------|---------------|
| 24MT.                  |                 |                              | 27470         | 27470         |
| 30MT.                  | 135882          | 4460                         |               | 140342        |
| 60MT.                  | 55524           | 3003                         |               | 58527         |
| 75MT.                  | 31587           | 1961                         |               | 33548         |
| 90MT.                  | 8553            |                              |               | 8553          |
| <b>TOTAL OF LENGTH</b> |                 |                              |               | <b>268440</b> |

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN- 2025

## SATELLITE TOWN BAGRU

### KEY MAP



### LEGEND

- Residential
- Commercial
- Public Semi Public
- Industrial
- Recreational
- Circulation
- Tourist Facility
- U2 HIZ
- U2 LIZ
- U3LIZ
- U3HIZ

### Ecological Zone

- G1
- DRAIN / RIVER / WATER BODY
- G2
- Rural
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Jaipur Region Boundary
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:26,000

0 0.15 0.3 0.6 0.9 1.2 Kilometers

DA/MP/MDP/14/11/03

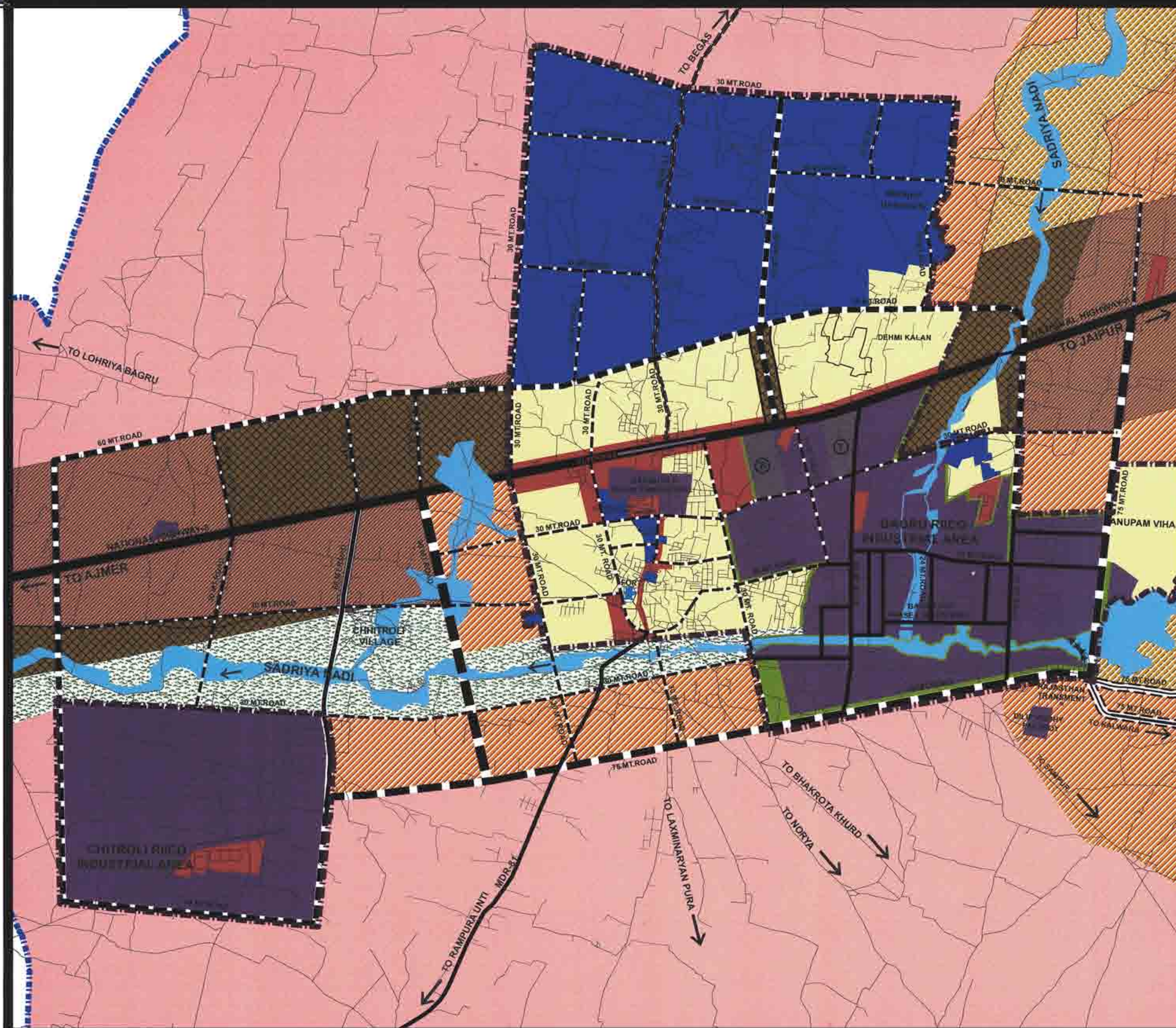
*ASHA AWASTHI*  
ASHA AWASTHI  
SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

*PARAVIND*  
PARAVIND  
ADD.CHIEFTOWN PLANNER  
MASTER PLAN CELL, JDA

*H.S SANCHETI*  
H.S SANCHETI  
DIRECTOR (TOWN PLANNING), JDA

MASTER DEVELOPMENT PLAN - 2025

  
JAIPUR DEVELOPMENT AUTHORITY





**Satellite Town**

**BASSI**



**Jaipur  
Development  
Authority**

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**Jaipur Development Authority**





# 1 PROFILE OF THE TOWN

NORTH LATITUDES  
27°02'30"

EAST LONGITUDES  
75°54'12"



## 1.1 LOCATIONAL ATTRIBUTES

Bagru is located 1km south off the National Highway (NH-11) leading towards Agra. The settlement lies at a distance of 26 Kms east of Jaipur. This town is located between Latitudes 26°49'36"N to 26°51'38"N and Longitudes 76°02'07"E to 76°03'39"E. Bassi is connected by railways and roads to the major towns of the state. State Highway-24 passes through this town and leads to Toonga. The existing settlement lies south of the railway line connecting Agra to Jaipur.

## 1.2 GENERAL PROFILE

### 1.2.1 HISTORICAL BACKGROUND

The name of the town has been derived from Veer Bida Ji whose temple holds great prominence in the town. The settlement also has ancient temples namely Surya Mandir, Venkateshwara mandir and Balaji Mandir. The town has stepwells and Akbar's 'Kos Minar' which are of heritage value. Earlier, Bassi was a Municipal town but later on it has been de-notified to Panchayat. The Tehsil and Panchayat samiti offices are located in Bassi town.

### 1.2.2 FAIRS AND FESTIVALS

In Bassi, Mela of Bida Ji Maharaj is held on “new moon” during Feb-march. Processions of various nearby cultural communities are seen in this fair. Haat Bazaar also held's during this in which various items of daily needs are purchased by the people. Second mela is held for Tejaji in the month of August. During this season, animal fair is also held.



## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Bassi is located in semi-arid zone. During summers, in May & June the average Minimum temperature is 22°C and Maximum temperature is 45°C. During winters, in December & January, the average Minimum temperature is 3°C and Maximum is 18°C. Annual mean rainfall recorded is 20-22 inches. The months of July and August records maximum rainfall.

### 1.3.2 SOIL

The urban settlement of Bassi is situated on very deep, well drained, fine loamy soils and is black-yellow. The areas around this settlement also falls under this soil type.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 50' to 85'. The quality of water is good and suitable for domestic purposes.



### 1.4.1 POPULATION GROWTH

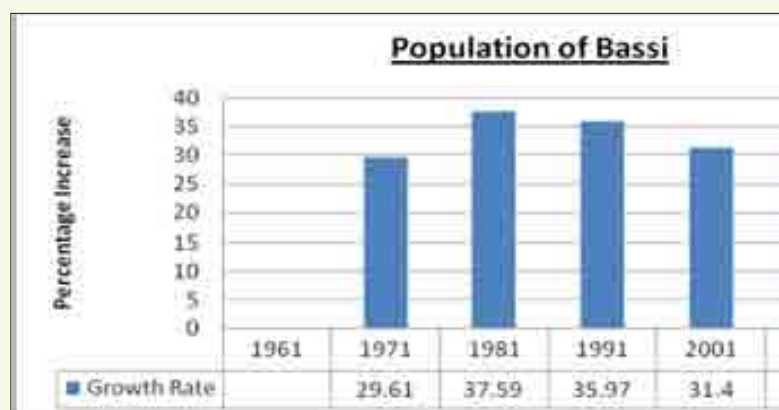
As per the Census 2001, it recorded a decadal population increase of 31.40% which is higher than National and state average.

Table : Population of Bassi (1961-2001)

| Year | Population | Population Increase | Decadal Growth Rate (%) |
|------|------------|---------------------|-------------------------|
| 1961 | 6242       | -                   | -                       |
| 1971 | 8090       | 1748                | 29.61                   |
| 1981 | 11131      | 3041                | 37.59                   |
| 1991 | 15135      | 4004                | 35.97                   |
| 2001 | 19888      | 6753                | 31.40                   |

Source: - Census of India

Chart : Decadal Growth Rate



Source: - Census of India

The population of Bassi town was 11,131 in 1981 which increased to 15,135 by the year 1991 and 19888 by 2001 with respective decadal growth rate of 35.97% and 31.40%. The total number of households in this settlement are 2,297 with an average household size of 6.59. Since, 1961 the population of the town has increased three-fold in 2001.

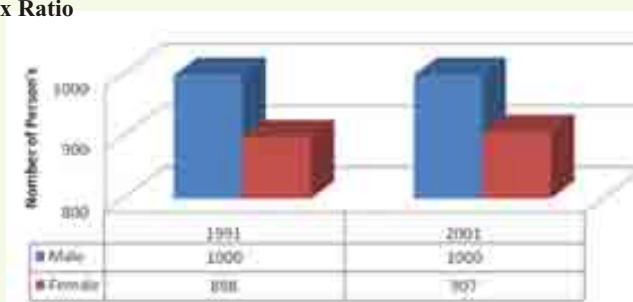
### 1.4.2 DENSITY

The town had an area of 20.40 sq.km and a population density of 975 persons / sq. kms in the year 2001. The population density is less as compared to most of the other towns of the state.

### 1.4.2 SEX RATIO

The sex ratio of Bassi was 1000: 898 in the year 1991 which increased to 1000:907 by the year 2001. However, this is lower than National Level figures 933 and State level figure 922 but higher than the District level figure of 897.

Chart : Sex Ratio



Source: - Census of India

### 1.4.3 LITERACY

In 1991, the literacy rate of the town was 52.81% out of which the male and female literates were 72.75% and 30.54% respectively. According to the Census 2001, the literacy rate increased to 69.74%. The male literates were 86.24% and female literates were 50.84% of the total population. These figures reveal that female literacy rate has bettered male literacy rate.

Chart : Literacy rate 2001 - Bassi

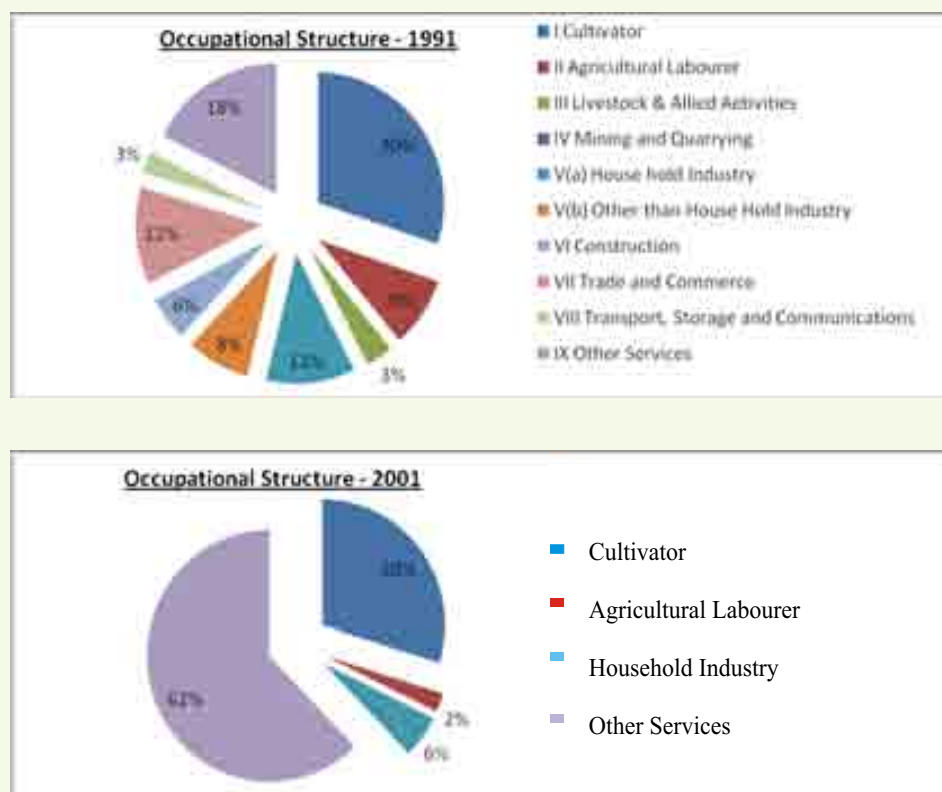


Source: - Census of India

#### 1.4.4 OCCUPATIONAL STRUCTURE

The number of workers as per 1991 census was 4688 which comprised to a work-force participation rate of about 31%. The Work-force Participation Rate increased to 32.98% by the year 2001. The participation rates among males and females were 44.93% and 15.43% respectively.

**Chart : Occupational Structure 1991 and 2001 projected**





## 1.5 ECONOMY

### 1.5.1 CROPS

The land in this area is fertile and groundwater is available at a moderate depth of 50-85ft. The main crops sown here are Wheat, Bajra, Gram, Groundnut and Oilseeds. Besides these crops, tomatoes are grown in large quantities. Other vegetables grown here are Brinjal, Lady's finger, Tinda etc.

### 1.5.2 ANIMAL HUSBANDRY

Agricultural activities are supplemented by animal husbandry. It has a animal breeding centre and cow shelters. Apart from these, a milk collection centre of Jaipur dairy is also present here.

### 1.5.3 OTHERS

After agriculture and livestock, the major contribution towards employment is from Khadi Gramodhyog.

Though RIICO has planned an industrial area in Bassi, Lack of industrial training makes Bassi residents loosing most of jobs to outsiders. The major workforce involved in the industrial area is from other areas.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

Table : Existing Land use Distribution of Bassi (2009)

| Land use                    | Area<br>(in Hectares) | Percentage (%) w.r.t<br>Developed Area | Percentage (%) w.r.t<br>Total Area |
|-----------------------------|-----------------------|----------------------------------------|------------------------------------|
| Residential                 | 123.29                | 59.42                                  | 40.33                              |
| Commercial                  | 5.4                   | 2.60                                   | 1.77                               |
| Mixed use                   | 10.68                 | 5.15                                   | 3.49                               |
| Public/Semi-public          | 13.93                 | 6.71                                   | 4.56                               |
| Industrial                  | 31.2                  | 15.04                                  | 10.21                              |
| Circulation                 | 23.0                  | 11.08                                  | 7.52                               |
| <b>Total Developed Area</b> | <b>207.5</b>          | <b>100.00</b>                          | <b>67.87</b>                       |
| Agricultural                | 53.0                  |                                        | 17.34                              |
| Vacant Land                 | 44.32                 |                                        | 14.50                              |
| Water body/river            | 0.9                   |                                        | 0.29                               |
| <b>Total Area</b>           | <b>305.72</b>         |                                        | <b>100%</b>                        |

### 2.1.1 RESIDENTIAL

A significant area, 59.42 % of the total developed area, of the settlement is under residential use. Bassi is developed in unplanned manner having narrow roads except few. The core area of the settlement is primarily having residential area with a few commercial shops opening on the major streets. The houses are generally low rise and haphazardly placed throughout the old settlement. The settlement lies on the junction of two major transport corridors i.e. NH-11 and SH-24. Most of the houses in this town are Pukka in nature. Further, in the absence of industrial housing, most of the workers have settled in the core area.



### 2.1.2 COMMERCIAL

The commercial activities in the town have cropped up along the State highway and South of Railway track. Due to the population growth over a period of time, unplanned commercial is developing leading to encroachments. In Bassi, there is lack of planned commercial areas. It has a grain market and vegetable market along Tunga road. Apart from wholesale markets several retail shops have come up at several places and significantly at an informal bus stop. Most of the narrow streets/roads of the town witnesses mixed landuse in the absence of planned commercial areas except the wholesale markets on Tunga road.



### 2.1.3 INDUSTRIAL

The town has a RIICO Industrial area on the North-Western side of the main settlement near National Highway-11. A significant part of this landuse falls under RIICO industrial area (15.04%). RIICO has planned Phase-I, Phase-II and future extension of the industrial area. Other than agriculture, people are mainly engaged in industrial, construction, dairy and certain other small scale activities like shoe making, etc. Most of the industries are related with manufacturing of clothes, soaps, carpets, toys, blankets, etc.





#### 2.1.4 PUBLIC & SEMI PUBLIC

The town is a Tehsil Headquarter and has various government offices located along the connecting road to National Highway. Some of these offices are Tehsil Office, Sub division office, Court, Post office, Police station, Animal Semen Bank, Veterinary centre, Animal husbandry, Jaipur dairy, Railway station, Patwar Ghar and Gram Panchayat.



#### 2.1.5 RECREATIONAL

For sports activities, a stadium is developed in Damodarpura at Bassi and a park is also prescribed at Nandolai talai for recreational activities.



## 2.2 | SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

There are three government senior secondary schools and six High schools present in this town. Private organizations are running four Colleges, 7 Secondary schools and 6 primary schools. For technical education there is a Computer Centre, ITI and a veterinary college.

### 2.2.2 HEALTH

There is a Primary Health Centre with 30 Beds which also have laboratory facilities and is assisted by 6 Doctors, 12 Paramedical and other staff. Apart from these, the town also has a Homeopathy Clinic, a Ayurvedic hospital and a Naturopathy centre. The town has a veterinary hospital for animal stock and a veterinary school for training of veterinary assistances. An Animal Semen Bank and Dairy are also provided in this town. The town has the Reproduction centre of imported animals which is the one and only in the state.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The water is supplied by PHED from ground water sources and the supply is tapped. Other sources of water supply in the town are hand pumps, open wells and tube wells in the area.



### 2.3.2 SEWERAGE AND DRAINAGE

There is no sewerage system in the settlement. Septic tanks are present in the houses having toilet facility. In absence of community toilets several families are outbound.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the clogging of drains. There is no collection system in the town.



### 2.3.4 POWER

The electricity supply for the town is from the 33KV electric substation which is located here and there is a separate supply for the industrial area.

### 2.3.5 TRANSPORTATION

#### Roads

The town is located on National Highway -11. The town has very good connectivity with Jaipur as RSRTC and private operators are running regular Bus Services between Bassi and Jaipur.

The roads inside the settlement are generally narrow while those in the Industrial area are black topped and range between 18-24 meters wide. The roads in the core settlement area are in haphazard manner with improper road widths.



**Bus Stand**

At present there is no bus stand in Bassi town. Most of the buses stop on an informal bus stop located near the core settlement area on the of State Highway-24 which approaches to Tunga. This bus stop is one of the causes of congestion on the Highway near the settlement along with the informal setup that has come up in the vicinity of the transport node to serve the needs of the commuters.

**Railway**

There is a Railway line passing in the north of the core settlement area which connects Jaipur and Agra. There is a small railway station in Bassi which is located in the North side of the settlement. The approach road of the railway station from the main settlement area is very narrow.

**Airport Connectivity**

The nearest Airport is located in Jaipur at a distance of nearly 34 kms from the town.



# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025:-

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use to usher a flexible planning approach
3. To develop and provide flexibility (U-2, U-3) in land use plan such that it attracts investment.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development.
2. Hierarchy of roads to be worked out keeping in view the development inputs.
3. Decongestion of existing roads.

### **Environment measures**

1. To protect and conserve natural heritage
2. Conservation of Nadi/Nallah/Water bodies to be given top priority by providing buffer (G-2) areas along it.
3. To develop areas of ecological importance for recreational facilities.
4. to develop parks/ open spaces/ playgrounds
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Bassi with economic inputs and provide for utility services and community facilities.
2. Planning and Development of the town to be controlled through development control regulation.

## 3.2 POPULATION PROJECTIONS

Table 3-1 Projected Population & Growth Rate Bassi (2011-2025)

| YEAR | POPULATION | POPULATION INCREASE | PROJECTED GROWTH RATE (%) |
|------|------------|---------------------|---------------------------|
| 2011 | 26252      | -                   | -                         |
| 2021 | 35924      | 9702                | 37.00                     |
| 2025 | 41241      | 5317                | 37.00                     |

*Source: As per estimates*

As per Master Development Plan-2011, 80,000 population was assigned but could not be achieved.

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this satellite town is 4000 person/sqkm. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.





### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work** force and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A systematic development of infrastructure will further attract a working population to Bassi from all over the region. The projected population of Bassi was 26,252 in the year 2011. It is estimated that the target population of Bassi will reach 41,241 by the horizon year 2025.

Drawing the inspiration from District proposals, assigned population of 50,000, therefore total population up to horizon year-2025 shall be 91241. The density according would be around 90 P.P.H.

In view of the concept discussed in the Master Development Plan-2025, Jaipur Region the following categories have been provided in this town.

- **U1** accommodate area which includes all the use zones such as residential, commercial, industrial, etc.
- **U2** area do not have definite use zones but can accommodate certain urban activities
- **U3** area along NH & SH with specified depth.
- **G1** area is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2** area is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited by the committee to accommodate existing commercials commitments suggestions and to give clarity is reading the plan corrections have been effected.

### 3.4 PRESCRIBED LAND USE

The plan prepared for Bassi accelerate the development of the town. Keeping in view the basic needs of a satellite town and the approaches being developed in Bassi, the land-use distribution are provided hereunder:

Table : Land use Distribution-2025

| Land Use             | Area (Ha)      | Percentage    |
|----------------------|----------------|---------------|
| Residential          | 463.95         | 45.34         |
| Commercial           | 60.69          | 5.93          |
| Public & Semi Public | 244.02         | 23.85         |
| Industrial           | 97.12          | 9.49          |
| Recreational         | 25.77          | 2.52          |
| Circulation          | 131.81         | 12.88         |
| <b>TOTAL (U1)</b>    | <b>1023.37</b> | <b>100.00</b> |

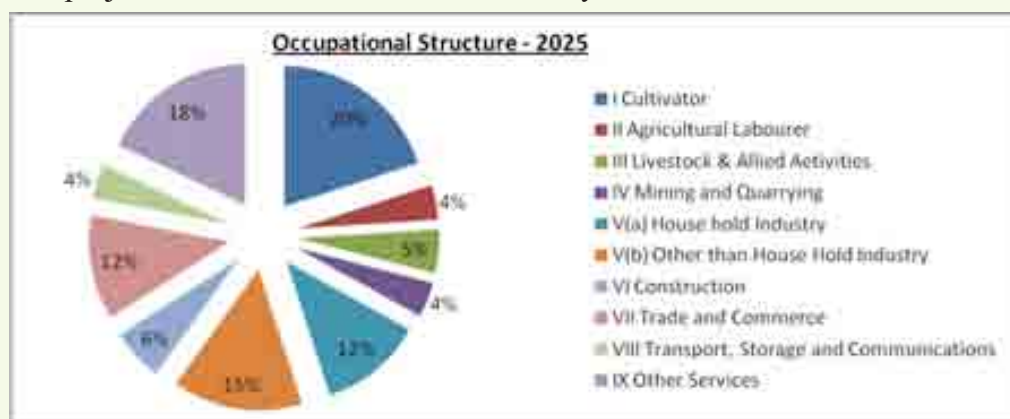
The plan takes into account all the necessary land uses necessary for sustainable development of the city. The existing residential areas lie on the south of the National Highway-11 and below the railway line. the extension of residential areas are provided majorly on the eastern and northern direction of the existing development.



The urban growth is expected towards the NH-11 accordingly along with better connectivity. The Urbanisable area U1 extended up to the National Highway-11 providing suitable land uses. U1 area accounts for 1023.37 Hec.

Residential use extended around the existing town. The residential use account for 45.34 %

Commercial land use is provided on all the roads of the existing town in which commercial and mixed use activities have already developed. in furtherance commercial land use provided on NH-11 and on the western side of the settlement. Anaj mandi is retained on Tunga Road (SH-24) along with extension. The projected WFPR is 33% for the horizon year-2025.



Existing institutional areas have been indicated for public and semi public purpose and existing of Institutional use provided in the work.

Road connectivity is improved in this plan with a perspective to interlink important activities. Alternate road links have been developed to decongest the existing roads. Several higher order roads have been prescribed both in the east and the western side of this town. Widening of roads and connectivity of missing links is also ensured in this plan. A lower order 18 mt. link indicated in the G2 area sandwiched between land use bus stand and Truck terminal are prescribed along the provided 90mt. wide road approaching from National highway-11 so as to bypass the traffic from the town.



The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

Table : Hierarchy of Roads

| ROAD WIDTH          | PRESCRIBED ROAD (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH Mt.     |
|---------------------|-----------------------|------------------------------------|----------------|
| 18MT.               | 4111                  |                                    | 4111           |
| 24MT.               | 1794                  |                                    | 1794           |
| 30MT.               | 25918                 | 8593                               | 34511          |
| 60MT.               | 1279996               |                                    | 1279996        |
| 90MT.               | 4995                  | 6487                               | 11482          |
| <b>TOTAL LENGTH</b> |                       |                                    | <b>1331894</b> |

Recreational areas have been provided in the north-west as well as the south-east of the existing settlement.

RIICO industrial area is present in the north-western direction of the settlement. The extension of this RIICO industrial area is provided in this land use plan-2025. The existing approach road from the National Highway is kept for widening up to 30m. Further in the South - West commitment of Industrial use is accommodated.

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region.

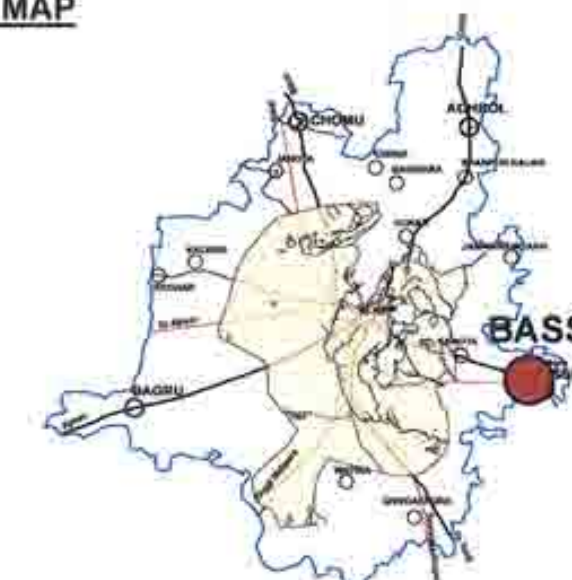
The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN- 2025

## SATELLITE TOWN BASSI

### KEY MAP

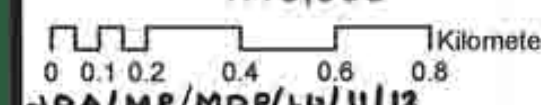


### LEGEND

- |                            |                        |
|----------------------------|------------------------|
| Residential                | U2 HIZ                 |
| Commercial                 | U3 LIZ                 |
| Public/Semi Public         | U3 HIZ                 |
| Cremation & Burial Ground  | <b>Ecological Zone</b> |
| Industrial                 | G1                     |
| Recreational               | Drain/ River Waterbody |
| Circulation                | Forest(R.F/P.F)/Hills  |
| Railway Station            | G2                     |
| Existing Road              | Ecological Area        |
| Proposed Road              |                        |
| Proposed Road For Widening |                        |
| Railway Line               |                        |
| Highway Control Belt       |                        |
| U1 Area Boundary           |                        |

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:16,000



JDA/MP/MDP/LU/11/12

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SENIOR TOWN PLANNER  
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DIRECTOR (TOWN PLANNING), JDA

**MASTER DEVELOPMENT PLAN - 2025**

**JAIPUR DEVELOPMENT AUTHORITY**





# Satellite Town **BHANPUR KALAN**



**Jaipur  
Development  
Authority**



# Satellite Town BHANPUR KALAN

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**Jaipur Development Authority**

# 1 PROFILE OF THE TOWN

NORTH LATITUDES

26°04'00"

EAST LONGITUDES

75°58'00"



## 1.1 LOCATIONAL ATTRIBUTES

The settlement is located towards the North of Jaipur city. It is situated at a distance of about 30 Kms from Jaipur and three Kms east of the National highway (NH-8). Dhund River passes east of this settlement. This settlement is located at 26°04'00"N latitude and 75°58'00"E longitude.



## 1.2 GENERAL PROFILE

Bhanpur Kalan is a small settlement with an existing developed area of 0.27 Sqkm in the north of Jaipur city. It received its name after a farmer named Bhanu. With time many other families settled in this village. The settlement has a valley and four step-wells in all directions of this town. There is a historical temple of Lord Shiva known as 'Vimleshwar Mahadev' & of Lord Hanuman which are attended by devotees.

The town is located on ravines of Dhund River and it becomes picturesque setting during monsoon season with lush green.





## 1.3 | PHYSIOGRAPHY

### 1.3.1 CLIMATE

Bhanpur Kalan is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature is recorded in the month of January i.e. 7.8°C and maximum in the month of May and June i.e. 40.3° C. The annual mean rainfall recorded is 673.9 mm. The months of July and August records maximum rainfall.

### 1.3.2 SOIL

The soil in Bhanpur Kalan is very deep, yellow loamy soil and shows slight to moderate erosion.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 80-100 feet. The water quality is good and suitable for potable purposes.



## 1.4 DEMOGRAPHY STRUCTURE

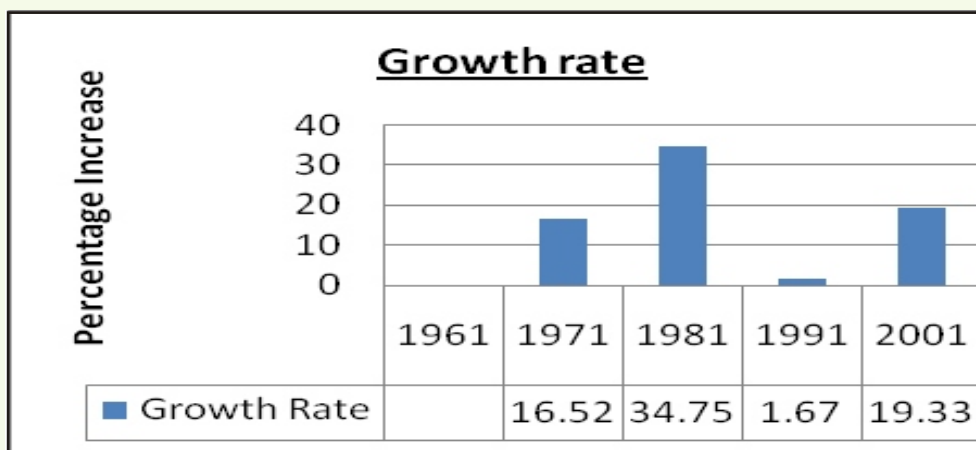
### 1.4.1 POPULATION GROWTH

The settlement has a very low growth rate of population i.e. 1.67 % in the year 1991 which increased to 19.33% by the year 2001. The settlement with GDP inputs is likely to achieve the status of town by 2025

**Table: Decadal Population (1961-2001)**

| Year | Population | Population increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 1961 | 2294       | -                   | -                    |
| 1971 | 2673       | 379                 | 16.52                |
| 1981 | 3602       | 929                 | 34.75                |
| 1991 | 3662       | 60                  | 01.67                |
| 2001 | 4370       | 708                 | 19.33                |

*Source: - Census of India*



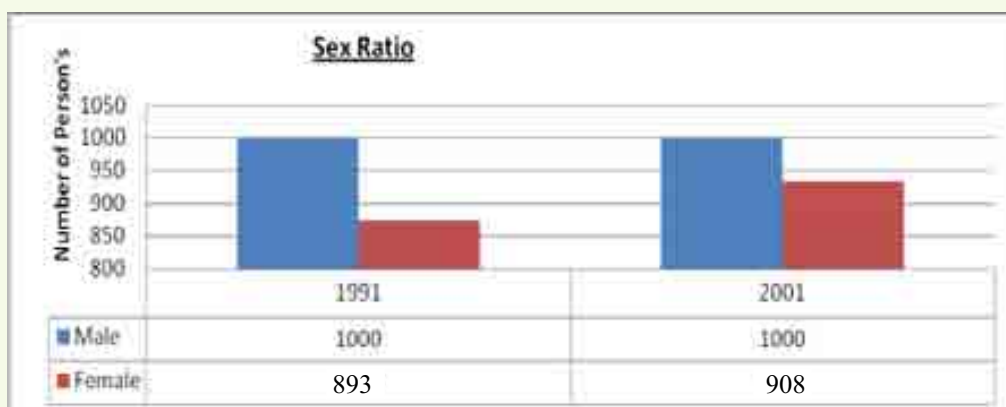
*Source: - Census of India*

#### 1.4.2 DENSITY

As per the Census 1991, the population density was 514 persons / Sq. kms which increased to 614 persons / Sq.kms by the year 2001.

#### 1.4.3 SEX RATIO

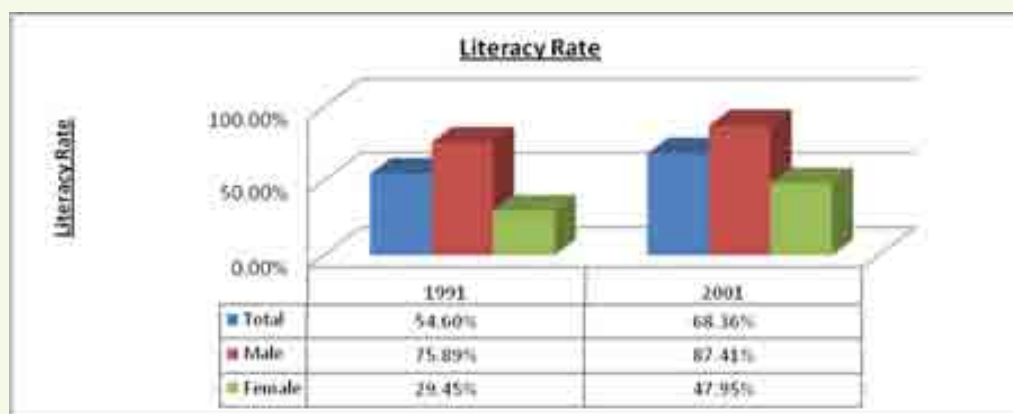
The town had a sex ratio of 1000:893 in 1991 which showed marginal improvement and rose to 1000:908 by 2001. This ratio is lower than the national level figures of 1000:933, State level of 1000:922 but higher than the district level figure of 1000:897. In the age group 0-6 years the sex ratio was 1000:908 as per Census 2001.



Source : Census of India 2001

#### 1.4.4 LITERACY

As per Census 1991, the literacy rate of the settlement was 54.60% of which 75.89% were males and 29.45% females. A significant increase in the literacy rate was witnessed during 1991-2001. By the year 2001, the literacy rate reached to 68.36% of which 87.41% were male literates and 47.95% were female literates).

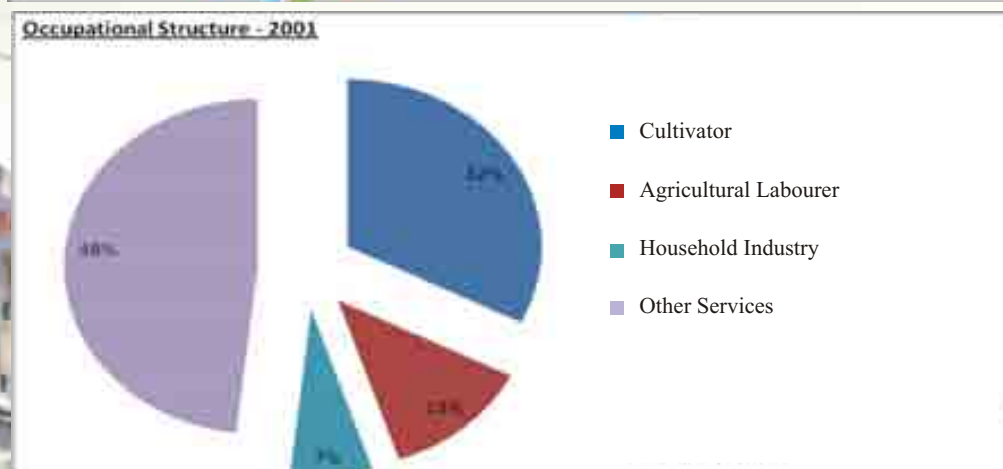
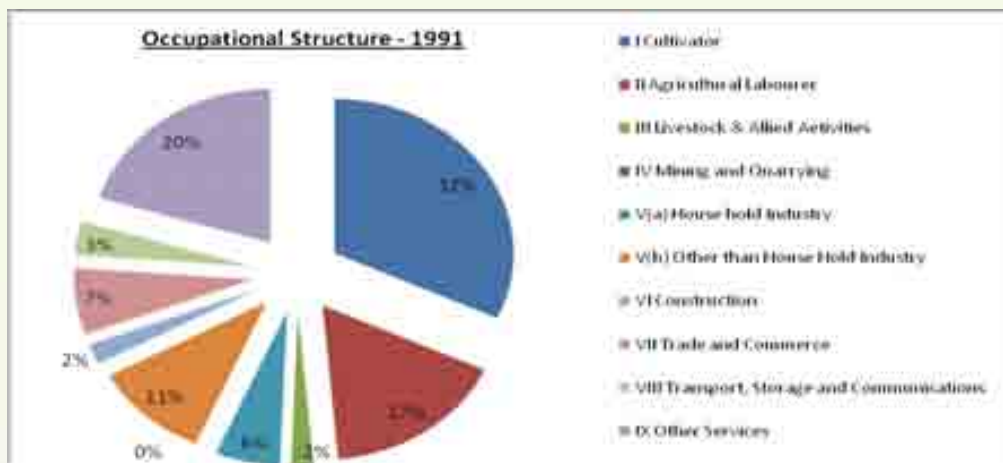


Source : Census of India 2001



#### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

The Work-Force Participation ratio of the town was 31.87% in the year 1991 which increased to 41.62% by the year 2001. The part of Main workers was 24.22% in the year 1991 which increased to 27.23% by the year 2001.



## 1.5 ECONOMY

The main crops of Bhanpur Kalan and its surrounding area are Wheat, Beans, Gram (Channa), Mustard & Bazra etc. For irrigation purposes, water is drawn from a small dam on Dhund river at a distance of 0.5 Kms from the settlement.

Apart from agriculture, animal husbandry is the other important activity in this town. Milk production is one of the major sources of earning for the people. Every day, nearly 500 liters of milk is supplied to the Jaipur Dairy and 1000 liters to Lotus Dairy. Nearly 5000 liters of milk is transported to Jaipur every day.

Bhanpur Kalan is surrounded from nurseries in three directions. In all, there are three nurseries and are located near the connecting road to NH-8, in Khari nallah and in Dhund river.

Several small-scale industries are located in Bhanpur kalan. Most of these are associated with agriculture related equipments and building construction materials. Brick kilns are also present in this settlement.





# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Bhanpur Kalan-2009**

| Land use                    | Area (in ha) | Developed Area (%) | Total Area (%) |
|-----------------------------|--------------|--------------------|----------------|
| Residential                 | 23.79        | 89.00              | 76.23          |
| Mixed use                   | 0.29         | 1.08               | 0.93           |
| Public/Semi-public          | 1.20         | 4.49               | 3.84           |
| Circulation                 | 1.45         | 5.42               | 4.65           |
| <b>Total Developed Area</b> | <b>26.73</b> | <b>100.00</b>      | <b>85.65</b>   |
| Agricultural                | 0.12         |                    | 0.38           |
| Vacant Area                 | 4.36         |                    | 13.97          |
| <b>Total Area</b>           | <b>31.21</b> |                    | <b>100.00</b>  |





## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

Bhanpur Kalan's residential development has come up in an unplanned manner. Most of the streets within this settlement are very narrow. As per the Census 2001, the town accommodated 621 households. The streets within the town are very narrow.

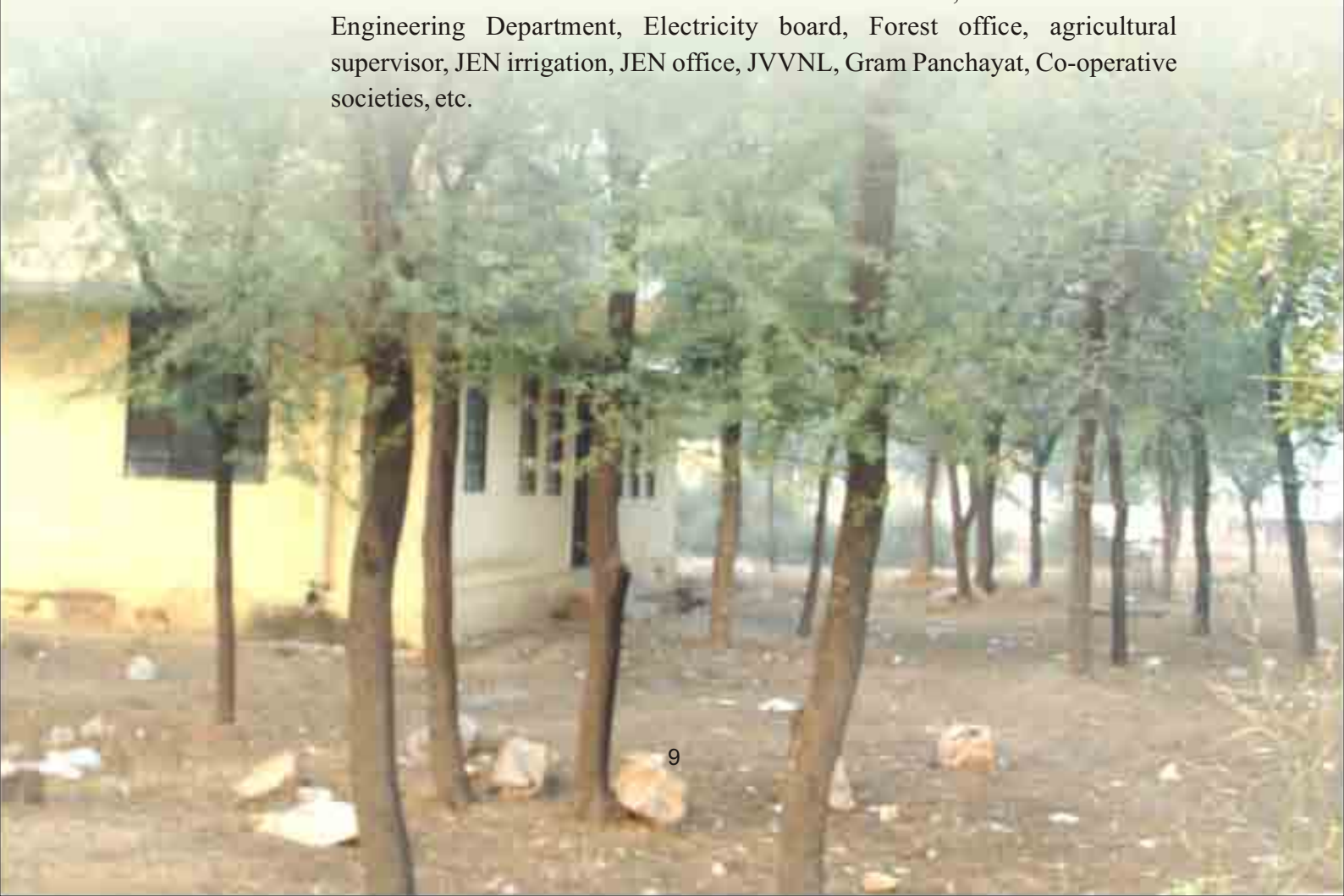
### 2.1.2 COMMERCIAL

The settlement lacks any planned markets. The commercial activities are carried out on both sides of the road connecting Jamwaramgarh and National highway-8. This market is called 'Holi ki khoot' where commodities of daily need are available. Several hand-pulled rickshaws are used for commercial goods.



### 2.1.3 PUBLIC & SEMI PUBLIC

The settlement has various offices such as Post office, Public Health and Engineering Department, Electricity board, Forest office, agricultural supervisor, JEN irrigation, JEN office, JVVNL, Gram Panchayat, Co-operative societies, etc.



## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

It has a Government Senior Secondary School, two private Senior secondary schools and 7 primary schools. The settlement also has a private college and a B.Ed. college.



### 2.2.2 HEALTH

It has a six bedded Public Health Centre (PHC). Jaipur Development Authority (JDA) has recently constructed an office building and staff quarters which also has family planning facility. This hospital has two doctors and sixteen supporting staff. This village is also having an Ayurvedic hospital with one Vaid and two supporting staff.

One veterinary hospital is present with one doctor and two staff members. To reduce mortality rate in animals & improve breed in animals, vaccination is provided to various animals.

### 2.2.3 OTHERS

Jaipur Development Authority (JDA) has recently developed a community centre and a playground (referred as Mini stadium by the local residents.)



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The settlement has an Over head tank of 50,000 Liters capacity which supply water to the settlement for 1.5 hours per day. The sources of water supply to Over Head Tank are 6 tube wells. There are nearly 600 connections, 578 are of which are for households.



### 2.3.2 SEWERAGE AND DRAINAGE

The settlement lacks proper sewerage and drainage system. In certain houses septic tanks are present however most of the houses do not have these and are instead outbound.



### 2.3.3 POWER

Jaipur Vidhut Vitaran Nigam Limited is supplying electricity to the town.

### 2.3.4 TRANSPORTATION

Bhanpur Kalan is well connected by public transportation due to its proximity to Jaipur city. The town is situated near an important National highway-8 which connect Jaipur with Delhi. Buses of RSRTC as well as private agencies are running on this route. The frequency of buses and other private vehicles is good which makes it an important settlement in the north of Jaipur city. This settlement is not connected to any railway line and the nearest railway station is located at Jaipur at a distance of 29kms.





# 3 MASTER DEVELOPMENT PLAN 2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town- Bhanpur Kalan.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generated land uses so as to usher flexible planning approach

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads should be worked out keeping in view the Master plan-2025.
3. Settlement being situated west of prescribed ring road.

### **Environment measures**

1. To protect eco-sensitive areas like forests and water bodies.
2. To conserve heritage structures of baoli (Step wells).
3. To develop areas of ecological importance as a natural tourist destinations and major recreational facilities.
4. Parks /Open spaces /playgrounds should be prescribed in the Master Plan-2025.
5. To protect suitable agricultural lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Bhanpur Kalan with work centers and keep provision for utility services and community facilities.
2. Promotion of U2 and U3 areas for rapid urban development.
3. Planning and Development of the town to be controlled through development control regulations.

## 3.2

## POPULATION PROJECTIONS

**Table:** Projected Population of Bhanpur Kalan (2011-2025)

| Year | Population | Population Increase | Decadal Growth Rate (%) |
|------|------------|---------------------|-------------------------|
| 2011 | 5244       | -                   | -                       |
| 2021 | 6555       | 1311                | 25.00                   |
| 2025 | 7342       | 787                 | 30.00                   |

*Source: As per estimates*

## 3.2.1 PRESCRIBED DENSITY

The prescribed density for this satellite town is 3000 person/sqkm. The density is assumed on the basis of standards given for a small town.

Population of Bhanpur Kalan will be 7,342 by the horizon year-2025 and assigned population is 1500. The decadal population growth rate of Bhanpur Kalan is projected to increase as enumerated in the above table.

### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A systematic further development of infrastructure will attract a working population to Bhanpur Kalan, and the number of people living in Bhanpur Kalan is projected to be 5244 by the year 2011. It is estimated that the target population of Bhanpur Kalan will reach 7342 by the horizon year 2025.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** along NH & SH with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan, corrections have been effected.



### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Bhanpur Kalan will accelerate the development of the town. the existing developed area is prescribed to be increased from .27 sqkm to 0.78 Sqkm with a density of 114 pph. Keeping in view the basic ideals of a satellite town and the approaches being developed in Bhanpur Kalan, the land-use distribution are provided hereunder:

**Table:** Landuse Distribution

| Land Use           | Area (Ha)    | Percentage    |
|--------------------|--------------|---------------|
| Residential        | 42.81        | 55.12         |
| Commercial         | 1.59         | 2.04          |
| Public/Semi Public | 9.33         | 12.01         |
| Recreational       | 7.41         | 9.54          |
| Circulation        | 16.53        | 21.28         |
| <b>TOTAL</b>       | <b>77.67</b> | <b>100.00</b> |

The prescribed land use plan-2025 considers all the important land uses necessary for sustainable development of the town. The above table shows that the town is dominated by residential land use.

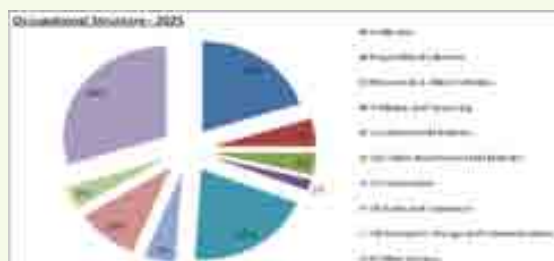
As per the prescribed land use plan-2025, the development of this town is envisaged towards the western direction an account of

1. The presence of natural barrier in the East and
2. The presence of National Highway-8 on the west.

Residential areas have been extended towards the west, south-west and north-west part of the town. The areas in the north of this town are prescribed for public/semi-public land use. The town level recreational areas are also widely distributed within the settlement.

The river in the east has been protected and accordingly entire buffer area is enumerated as G2 area. Projected Participation Ratio to be 35% by the year 2025

In the prescribed plan, commercial land use has been assigned up to single plot depth to most of the existing mixed use character. Proper connectivity of within the entire town is ensured in this plan. A proper road network has been provided by proposing new roads and widening the existing roads wherever possible.



The area under circulation is increased with respect to standards and requirements. A bus stand is prescribed on the western part of this Satellite town on the road leading towards National highway-8 so as to maintain the connectivity. A 30m wide ring road is prescribed on the periphery of the town to provide uninterrupted flow of traffic in all the directions.

The roads connecting to 30 meter ring is delineated with 18 meter ROW. The internal roads of dense residential areas are to be kept at 9mt and whenever dead ends are dominant these links are to be kept as 6mts.

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

**Table : Hierarchy of Roads**

| Road Width             | Prescribed Road Length(Mt) | Prescribed Road For Widening(Mt) | Length(Mt)   |
|------------------------|----------------------------|----------------------------------|--------------|
| 18 Mt.                 |                            | 3372                             | 3372         |
| 30 Mt.                 | 4611                       | 5834                             | 10445        |
| <b>Total of Length</b> |                            |                                  | <b>13817</b> |

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas and water body and their buffer area would act as an interface between the growth centre and its surroundings.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN- 2025

## SATELLITE TOWN BHANPUR KALAN

### KEY MAP



### LEGEND

- Residential
- Commercial
- Mixed Resi.
- Public/Semi Public
- Recreational
- Circulation
- U2 LIZ
- U2 HIZ

### Ecological Zone

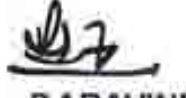
- G1 Drain/River/Waterbody
- G2 Ecological Area
- Existing Road
- Proposed Road
- Proposed Road For Widening
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:4,500

JDA/MP/MGP/LW/4/08

  
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SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

  
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DIRECTOR (TOWN PLANNING), JDA

**MASTER DEVELOPMENT PLAN - 2025**

  
**JAIPUR DEVELOPMENT AUTHORITY**



**Satellite Town**

**CHOMU**



**Jaipur  
Development  
Authority**

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# Satellite Town CHOWD

### PROFILE OF THE TOWN

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**Jaipur Development Authority**

# 1

## PROFILE OF THE TOWN

**NORTH LATITUDES**  
27°09'0" to 27°10'38"

**EAST LONGITUDES**  
75°42'43" to 75°44'15"





## 1.1 | **LOCATIONAL ATTRIBUTES**

The town of Chomu is located 33 Kms North of Jaipur city between 27°09'0" to 27°10'38" North latitudes and 75°42'43" to 75°44'15" East longitudes. Chomu is strategically located on the junction of National Highway-11 and State Highway- 8B.

Chomu is one of the important developing towns within Jaipur region and hence surrounding settlements like Morija, Jaitpura and Anatpura have been included in Chomu area. The area of Chomu town including nearby settlements is 62.22 Sq.km. The Town has expanded more towards the west of National Highway - 11.



## 1.2 GENERAL PROFILE

### 1.2.1 HISTORICAL BACKGROUND

Chomu is the largest town near Jaipur city. It has a Palace Fort which has four gates, namely, "Suraj Pole" "Chand Pole" "Bajrang Pol" and "Durga Pol". This Fort was constructed over 400 years ago and is presently being run as a Heritage Hotel. There is another fort in Morija,



approximately 2 kilometers East of Chomu. Apart from these, another famous palace, "Samode Palace" lies 10 km north-east of the settlement. 15 Kms north-east of this town lies a famous temple dedicated to Lord Shiva where a fair is held during monsoons every year., "Veer Hanuman" temple situated in Samode, attracts hundreds of visitors every Tuesday.

An ancient temple-"Ganesh Pol", which has an old Bavdi (step-well) is also located here. Chomu is famous for Chomu ka Peela (Odani), a traditional dress worn in the locally. The existing area of Chomu is 62.22 Sq Kms with a population of 72794 persons (as per Census of India, 2001).

### 1.2.2 FAIRS AND FESTIVALS

All major festivals such as Holi, Deepawali, Gangaur, Teej, Id etc are celebrated in this town. Apart from these, fairs are held every 'Full moon' at Veer Hanuman temple, Samode.

### 1.2.3 HANDICRAFTS SKILLS

Chomu is famous for its block printing works. The town has areas/streets inclusively inhabited by various craft communities. Some of the common crafts of Chomu are Block Printing, Bangles of Laakh work, Carpets Weaving, Stone and paper paintings, Gem stone cutting, Pottery, Traditional Jooti (traditional shoe) making and Metal works.

## 1.3 PHYSIOGRAPHY

The town is located on plains and it looks picturesque during monsoon season as it becomes lush green.

### 1.3.1 CLIMATE

Chomu is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is 5°C and maximum in the month of May and June i.e. 40°C. Annual mean rainfall recorded is 673.9 mm. The months of July and August records maximum rainfall.



### 1.3.2 SOIL

The soil is very deep, well drained, coarse loamy as well as sandy on gently sloping pediments.



### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 200 feet. The water quality is good and suitable for drinking purpose. Over-exploitation of ground water resources has set declining water level trends. Even, average pre-monsoon versus post-monsoon water levels show decline in most of the blocks indicating significant withdrawal as compared to natural recharge of ground water in the area.





## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

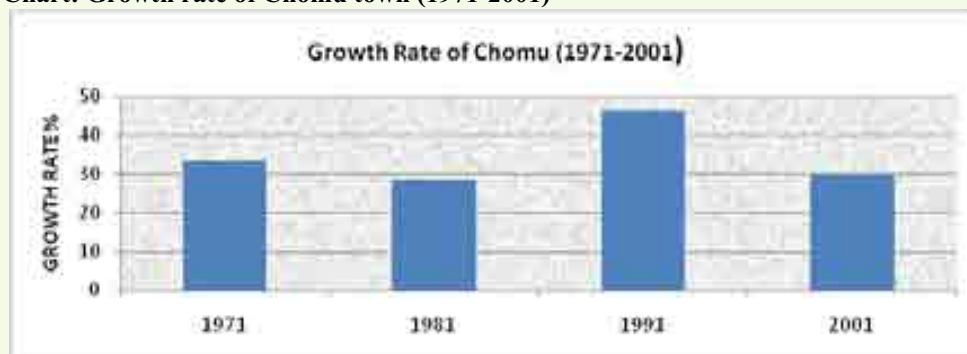
As per Census of India, 2001, the population of the town was 72,794. The town witnessed 28.48% population growth rate during the decade 1971-1981. During the decade of 1981-1991, the growth rate was highest and stood at 46.45%. This growth rate is higher than the growth rates of the District and the State which were 35.86% and 28.41% respectively.

**Table : Population of Chomu (1961-2001)**

| Year | Population | Population Increase | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 1961 | 22285      | --                  | --                    |
| 1971 | 29752      | 7467                | 33.51                 |
| 1981 | 38225      | 8473                | 28.48                 |
| 1991 | 55979      | 17754               | 46.45                 |
| 2001 | 72794      | 16815               | 30.00                 |

*Source: - Census of India*

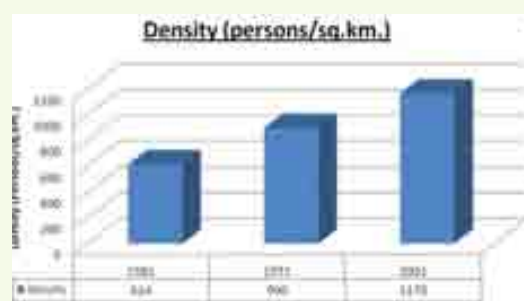
**Chart: Growth rate of Chomu town (1971-2001)**



### 1.4.2 POPULATION DENSITY

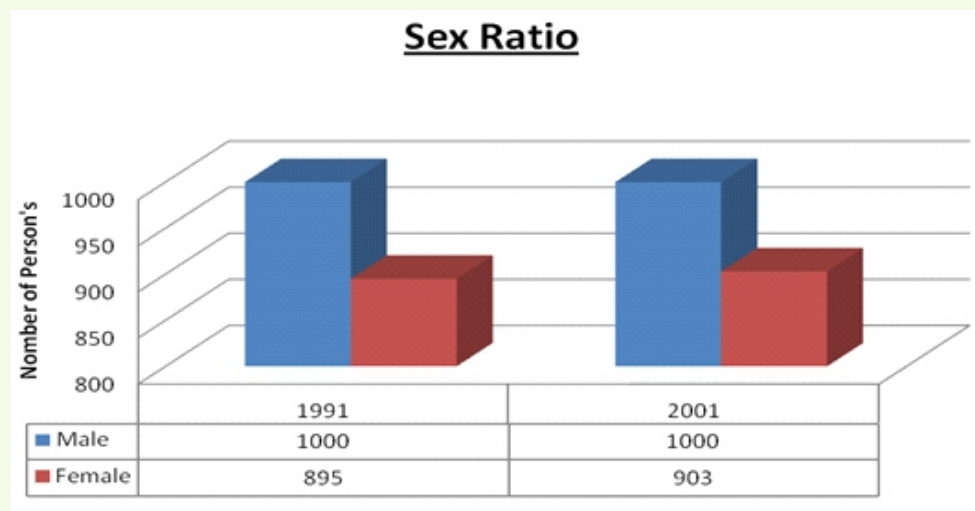
The town has an area of 62.22 Sq. km. The town's population density has shown an upward trend and has almost doubled in the past two decades.

The town had a population density of 614 persons/sq. km in 1981, 900 persons/sq.km in 1991 and 1170 persons/sq.km in 2001.



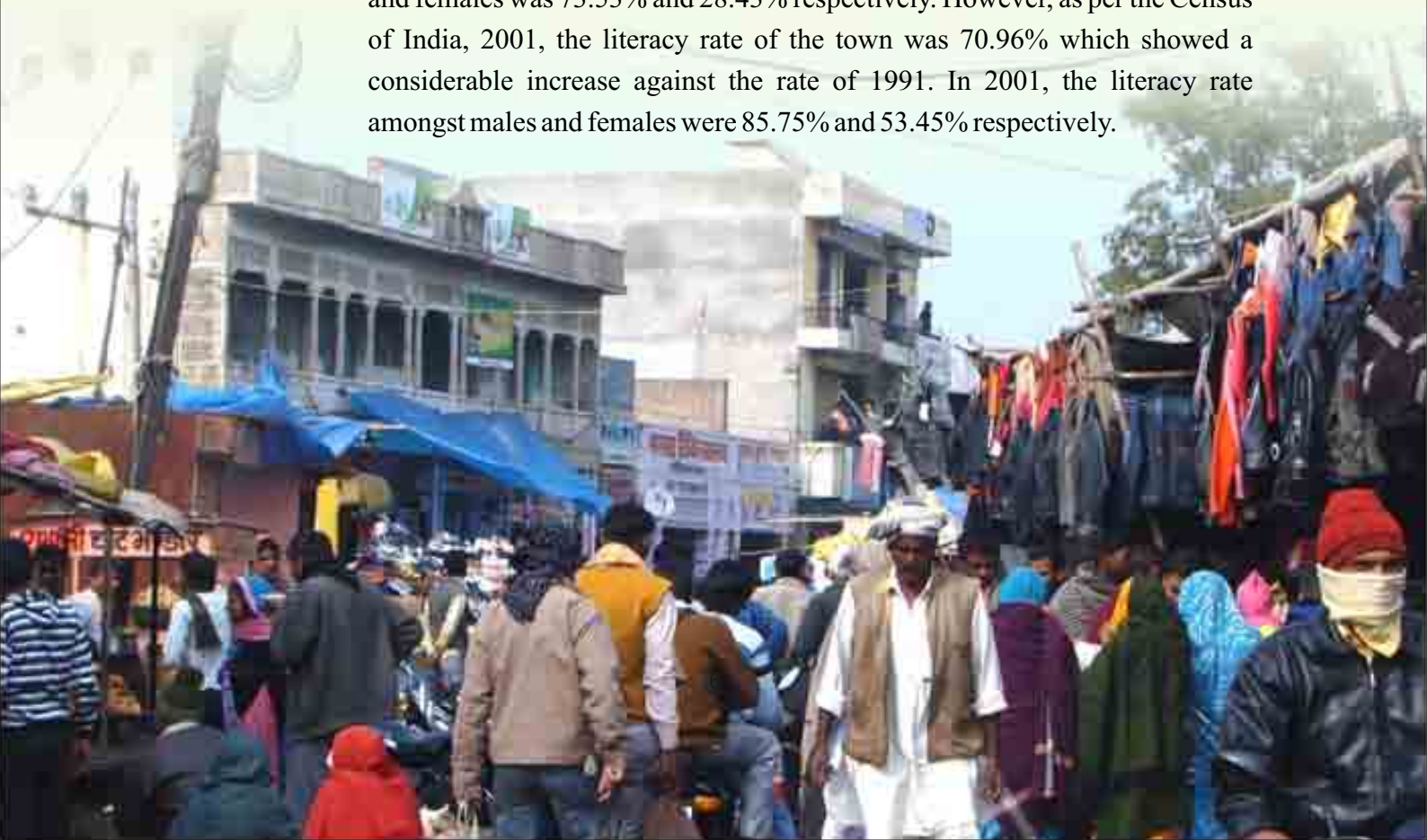
### 1.4.3 SEX RATIO

As per the Census of India, 2001 the sex ratio of the settlement was 1000:895 which is lower than the National average of 1000:933, State average of 1000:922 and District figures of 1000:897 and so is a matter of grave concern.



### 1.4.4 LITERACY

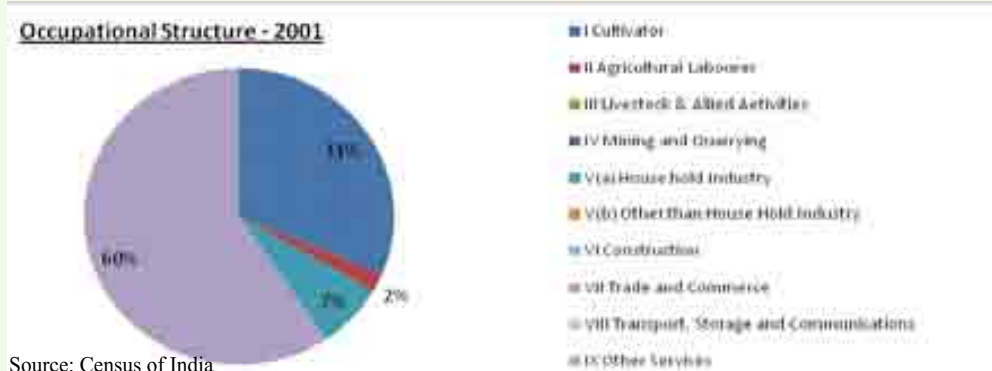
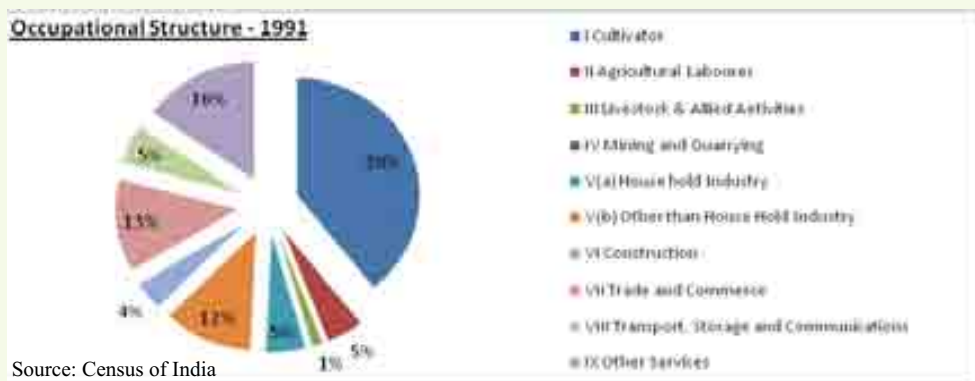
The town had a literacy rate of 52.39% in 1991. The literacy rate among males and females was 73.53% and 28.43% respectively. However, as per the Census of India, 2001, the literacy rate of the town was 70.96% which showed a considerable increase against the rate of 1991. In 2001, the literacy rate amongst males and females were 85.75% and 53.45% respectively.



#### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

The Work Force Participation Ratio (WFPR) of the town was 28.19% in 1991 and increased to 31.62% in 2001. The Main workers were 26.01% in 1991 and increased to 28.93% in 2001. The total male workers comprise 43.84% of the total population and 18.09% of the population are female worker as per the Census of India, 2001.

In the year 1991, 39% of the total population was engaged in agricultural activities whereas 16% of the population was engaged in other services which increased to 60% by the year 2001.





## 1.5 ECONOMY

The town's economy revolves around tourism, agriculture, animal husbandry and craft which are an important part for the livelihood of the residents. Tourists come to see the nearby palace of Samode village. This is further a stepping stone in the promotion of local heritage and is adding to the economy of the town. About 15% of the households are directly or indirectly dependent on tourism.

### 1.5.1 CROPS

The main crops grown in this area are Wheat, Bajra, small millets and mustard. Few fruit crops like berries and lemon are also sown in this area. Agricultural crops are irrigated through wells/Tube-wells.



### 1.5.2 TOURISM

The Chomu Fort is presently being run as a Heritage Hotel, The gates, old havelies, and ancient temples like Maleshwar Mahadevji Mandir, Veer Hanuman Mandir, old step-wells, Chhataries and craft in and around the fort hold great attraction for tourists.



Samode palace, situated in the proximity of Chomu is another favourite tourist destination among tourists. Presently, it has been converted into a Heritage Hotel and is flocked by several visitors round the year. Though, Jaipur city is in proximity, still several visitors prefer to stay here. The major tourism attraction is the nearby Samode Palace and its park. There are a few Havelies present which are used for additional accommodation.

The number of tourists, who visited the settlement in the last three years, is tabulated below. An increase in domestic visitors has been witnessed though there has been a decline in visits made by foreign tourist. The number of foreign tourist are still significant.

| Year    | Domestic tourists | Foreign tourists | Total tourists |
|---------|-------------------|------------------|----------------|
| 2005-06 | 1765              | 15460            | 17225          |
| 2006-07 | 2010              | 15484            | 17504          |
| 2007-08 | 2190              | 14732            | 16922          |

# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution-2009**

| Land use              | Area (in ha)  | Percentage w.r.t. Developed area (%) | Percentage w.r.t. Total area (%) |
|-----------------------|---------------|--------------------------------------|----------------------------------|
| Residential           | 186.02        | 57.15                                | 22.62                            |
| Commercial            | 10.59         | 3.25                                 | 1.28                             |
| Mixed use             | 25.79         | 7.92                                 | 3.13                             |
| Public/Semi-public    | 13.00         | 3.99                                 | 1.58                             |
| Industrial            | 24.82         | 7.63                                 | 3.02                             |
| Recreational          | 2.40          | 0.74                                 | 0.29                             |
| Circulation           | 62.85         | 19.31                                | 7.64                             |
| <b>Developed Area</b> | <b>325.47</b> | <b>100.00</b>                        | <b>39.57</b>                     |
| Agricultural          | 95.69         |                                      | 11.60                            |
| Vacant Area           | 401.19        |                                      | 48.76                            |
| Water Body            | 0.14          |                                      | 0.17                             |
| <b>Total Area</b>     | <b>822.49</b> |                                      | <b>100.0</b>                     |

## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

As per Census of India, 1991, the town had 7297 houses which accommodated 7353 households. In 2001, the number of households increased to 9442 with average household size of 7.71.

The buildings along the NH-11 and the State Highway-37 are dominated by mixed use activities. Majority of the buildings comes under the category of low rise development. Most of the residential areas are located towards the NW and SW directions. Jaipur road and Delhi Bye-pass are witnessing linear development. Jaipur Development Authority envisaged a residential scheme in Anatpura.



### 2.1.2 COMMERCIAL

Most of the markets and commercial complexes of the town are along the major roads though the wholesale market is located south-east of the town. The town has an organized and planned market for grains and vegetables. The commercial activities are carried out on both sides of National Highway-11, S.H. No. 8B.



### 2.1.3 INDUSTRIAL

Industries are located south of the town and are generally small-scale industries. There is an industrial area developed by RIICO at Jaitpura having an area of 45.88 hectares with 193 plots. All the plots are allotted and maximum units are under production.



### 2.1.4 PUBLIC & SEMI PUBLIC

The town is a Tehsil Headquarter and has various offices such as Municipal office, SDM office, police station, JVVNL (Chomu), telecommunication office, RTO office, post office and several banks of various branches.





## 2.2 SOCIAL INFRASTRUCTURE

The town has a Public library, Reading room, Cinema Hall, one fire brigade, five Dharamshaalas, a park, post office, a guest house, P&T department, etc.



### 2.2.1 EDUCATION

The town has one Government college for girls & 3 private girls colleges, 2 private boys colleges, 4 B.Ed colleges, 2 Nursing Institutes, 1 IT Institute, 15 Government Primary Schools, 10 middle schools, 6 Senior Secondary Schools and several other private schools.

### 2.2.2 HEALTH

The town has one city level hospital & a mother & child welfare center. X-Ray & Laboratory facilities are available in the hospital.

There are 4 private hospitals, clinics, Ayurvedic hospitals and homeopathic clinics.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

Water is supplied everyday by the PHED department. Water supply pipelines are laid in the entire town.

### 2.3.2 SEWERAGE

There is no sewerage system in the settlement and houses with toilet facilities have septic tanks. Even the solid waste is dumped in the open drains which results into the clogging of drains.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results into clogging. There is no solid waste collection and disposal mechanism in the town.



### 2.3.4 POWER

There are two Grid Sub-Stations in Chomu, one 220 KV and another 33 KV stations. The numbers of electric connections for various uses are as under:

| Category               | Number of electric connections |
|------------------------|--------------------------------|
| Domestic               | 6841                           |
| Commercial             | 2233                           |
| Agriculture            | 516                            |
| Small scale industries | 263                            |
| Mixed load             | 23                             |
| Medium industries      | 5                              |
| <b>Total</b>           | <b>9881</b>                    |

### 2.3.5 TRANSPORTATION

The town has good accessibility in the form of buses run by Roadways and others in private holding. The town becomes a Junction of National highway-11 and State highway- 8B and as a result it diverts the traffic to both Delhi and Sikar from Jaipur. Bypass to the east town is fast in progress.

Jaipur-Sikar railway line passes from the 2.5 km west of the town. The nearest Airport is located at Jaipur at a distance of 43Kms from this town.





## 3

MASTER DEVELOPMENT  
PLAN-2025 POLICIES

## 3.1

**PLANNING POLICIES  
AND PRINCIPLES**

Following Planning Policies and Principles have been adopted while preparing the Land Use Plan-2025 for Satellite Town- Chomu.

**Land use measures**

1. To rationalize the generalized residential densities.
2. To rationalize the generalized land use so as to bring flexible approach.

**Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view.
3. De-congestion of existing roads including highway.

**Environment measures**

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To conserve heritage structures
3. To develop areas of ecological importance as a natural tourist areas and major recreational facilities.
4. To develop Parks /Open spaces /playgrounds.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

**Other Measures**

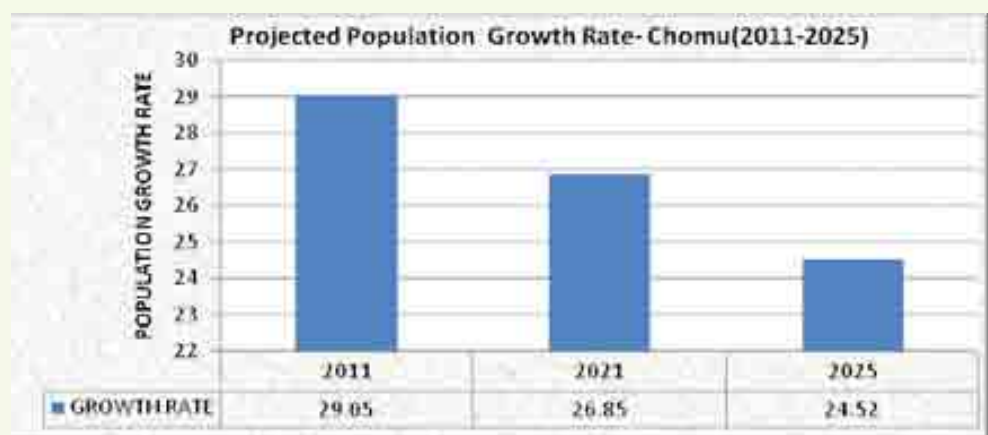
- 1) To develop Chomu with work centres and keep provision for utility services and community facilities.
- 2) Promotion of U2 and U3 areas for economic inputs.
- 3) Planning and Development of the town to be controlled through flexible development control regulations.

## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population Chomu (2011-2025)

| Year | Population | Population increase | Projected Growth Rate% |
|------|------------|---------------------|------------------------|
| 2011 | 93941      | -                   | -                      |
| 2021 | 119166     | 25225               | 26.85                  |
| 2025 | 130855     | 11689               | 24.52                  |

*Source: As per estimates*



Population of Chomu, as compared to the year 2001, will nearly become two-fold by the horizon year-2025. The decadal growth rate of Chomu's population is projected to increase but at a decreasing rate as revealed by the above graph.

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this satellite town is 8800 person/sqkm . The density is prescribed based on standards given for small towns and on all the parameters below mentioned so as to project this town as a satellite town for the mother city.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

Further a systematic development of infrastructure will attract a working population to Chomu from all over the region, and the number of people living in Chomu is projected to be in the range of 93,941 by the year 2011. It is estimated that the target population of Chomu and other settlements will reach 1,30,855 by the horizon year 2025.

Drawing the inspiration from the District proposals Chomu town is assigned with additional 80,000 population and is placed at a density of 88 P.P.H.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** along NH-8 with specified depth i.e. 500mt.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited and by accommodating commitment objection/suggestion and to give clarity, corrections have been effected.



### 3.4 PRESCRIBED LAND USE

The Land use Plan prepared for Chomu will accelerate the development of the town. Keeping in view the basic ideals of a satellite town, the land-use distribution are provided below:

Table : Land use Distribution-2025

| Land Use           | Area (Ha)      | Percentage    |
|--------------------|----------------|---------------|
| Residential        | 1136.50        | 77.06         |
| Commercial         | 103.79         | 7.04          |
| Public/Semi Public | 138.02         | 9.36          |
| Mixed Use          | 63.11          | 4.28          |
| Tourist Facilities | 3.81           | 0.26          |
| Recreational       | 17.49          | 1.19          |
| Circulation        | 12.03          | 0.82          |
| <b>Total(U1)</b>   | <b>1474.75</b> | <b>100.00</b> |

To cater to the needs of the upcoming population in an efficient and planned manner, the land uses have been categorized and provided in the land use plan.

The landuse takes into account all the important land uses necessary for sustainable development of a city. The existing residential areas situated both sides of National highway-11 give additional residential areas. Residential scheme of Anapurna has been taken in to account is providing residential spread across.

Commercial landuse is assigned all along the NH-11 passing through the town, as several commercial establishments and mixed landuse have already come up.



The public/semi public use is provided on the west of the town and for better connectivity roads are prescribed both from south and northern direction.

Proper road network envisaged by keeping provisions for new roads, connecting the missing links and widening the existing congested roads. All the industries including the manufacturing sector have been provided in the south of this town along the National Highway-11. The bypass of National Highway-11 is almost complete and the development all along the bypass envisaged into U3.

The following R.O.W. has been enumerated for Sikar Road passing through Chomu town with the bypass having effected on ground.

- (i) Chomu bypass junction to SH-8-b (Kaldera Road) Junction = 48mt.
- (ii) Within the Chomu Abadi = 30mt.
- (iii) Kabristhan junction to Phagodia road (fire station) junction = 36mt.
- (iv) Fire Station Junction to Jaipur Region = 48mt.

It shall be however, with the final approval of PWD, G.O.R., NH Division

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

| ROAD WIDTH             | PRESCRIBED ROAD Mt. | PRESCRIBED ROAD FOR WIDENING Mt. | LENGTH Mt.    |
|------------------------|---------------------|----------------------------------|---------------|
| 18MT.                  | 1045                | 9272                             | 10317         |
| 24MT.                  | 2766                | 27287                            | 30053         |
| 30MT.                  | 41198               | 47299                            | 88497         |
| 40MT.                  |                     | 3292                             | 3292          |
| 48MT.                  |                     | 12826                            | 12826         |
| 60MT.                  |                     | 6073                             | 6073          |
| 90MT.                  | 7840                | 6226                             | 14066         |
| <b>TOTAL OF LENGTH</b> |                     |                                  | <b>165124</b> |

The plan has taken into the development of Morija, Jaitpura, Anatpura as one urban complex and accordingly necessary linkages have been provided. The prescribed bus stand is provided on the southern end of the bye-pass, which is entry in to the existing town along with the truck terminal.

U2 area is prescribed so as to impart flexibility of landuse in the peripheral areas of urbanizable area U1. This shall draw potential projects in the town which is turn create employment opportunities for the residents thereby reducing migration to the Jaipur city.

The largely undeveloped areas consisting of agricultural areas, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region.

NH-11 passing though Chomu town is provided with following road R.O.W. since a bypass is coming up east of the existing development.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



SATELLITE TOWN  
**CHOMU**

|                                                                                       |                            |                                                                                       |                       |
|---------------------------------------------------------------------------------------|----------------------------|---------------------------------------------------------------------------------------|-----------------------|
|    | Residential                |    | Railway Station       |
|    | Commercial                 |    | U2 HIZ                |
|    | Mixed Use                  |    | U3LIZ                 |
|    | Public/Semi Public         |    | U3HIZ                 |
|    | Cremation & Burial Ground  |    | Ecological Zone<br>G1 |
|   | Industrial                 |    | Drain/River/Waterbody |
|  | Recreational               |  | Forest(R F/PF)/Hills. |
|  | Circulation                |  | G2                    |
|  | Tourist Facilities         |  | Ecological Area       |
|  | Existing Road              |                                                                                       |                       |
|  | Proposed Road For Widening |                                                                                       |                       |
|  | Proposed Road              |                                                                                       |                       |
|  | Railway line               |                                                                                       |                       |
|  | Contour                    |                                                                                       |                       |
|  | Jaipur Region Boundary     |                                                                                       |                       |
|  | U1 Area Boundary           |                                                                                       |                       |

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:26,000

JDA/MP/MDP/LU/11/06

**ASHA AWASTHI**  
SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

  
P. PARAVIND  
ADD. CHIEF TOWN PLANNER  
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MASTER DEVELOPMENT PLAN - 2025

**JAIPUR DEVELOPMENT AUTHORITY**



**Satellite Town**

**JAHOTA**



**Jaipur  
Development  
Authority**

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# 1 PROFILE OF THE TOWN

NORTH LATITUDES  
27°06'38"

EAST LONGITUDES  
75°41'36"





## 1.1 LOCATIONAL ATTRIBUTES

Jahota is located in the North-West part of Jaipur city at a distance of 24 kms and is 1 km west of Jaipur-Sikar Railway line. It is situated 6 kms away from Chomu on State Highway-19. The settlement falls under Amber Tehsil and has a revenue area of 1008 hectare. This settlement is located at 27°06'38"N latitude and 75°41'36"E Longitude.

## 1.2 GENERAL PROFILE

It received its name after the person “Jahat Khan” who came to this place and settled with his family. It is a small settlement close to Chomu town.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Jahota is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which i.e. 7.8°C and maximum in the month of May and June i.e. 40.3° C. Annual mean rainfall recorded is 673.9 mm. the months of July and August records maximum rainfall.

### 1.3.2 SOIL

The settlement is situated on very deep, well drained, sandy soils on gently sloping plains. The areas around this settlement also falls under this soil type.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 150-200 feet. The quality of water is good and is fit for drinking purpose.



## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

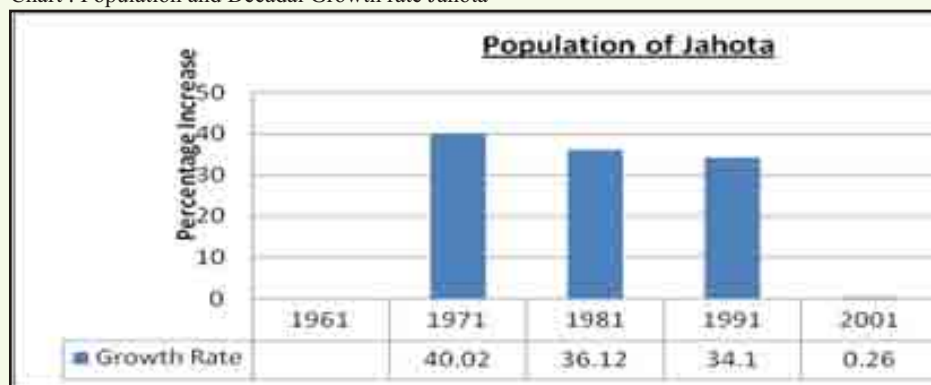
The population of Jahota, as per Census of India-2001, was 4996. Jahota showed varying percentage increase during the last four decades. The highest percentage increase stood at 40.02% in the decade 1961-71 and the lowest was 0.26% between 1991-2001 because the household industries (printing) were closed. This was far below the average percentage increase of the district i.e. 35%.

Table: Population Growth Jahota (1961-2001)

| Year | Population | Population Increase | % Decadal Growth Rate |
|------|------------|---------------------|-----------------------|
| 1961 | 1949       | --                  | --                    |
| 1971 | 2729       | 780                 | 40.02                 |
| 1981 | 3761       | 987                 | 36.12                 |
| 1991 | 4983       | 1267                | 34.10                 |
| 2001 | 4996       | 13                  | 0.26                  |

Source: - Census of India

Chart : Population and Decadal Growth rate Jahota



### 1.4.2 DENSITY

The settlement had a population density of 373 persons per Sq. kms in 1981 which increased to 494 persons per Sq.kms by the year 1991 and marginally increased to 401 persons per Sq.kms by the year 2001. The density shows an increase of 32% in the year 2001 as compared to past two decades.

Chart : Population Density



#### 1.4.3 SEX RATIO

As per Census 1991, the sex ratio was 1000 Male to 937 Female but as per the Census 2001, this ratio has increase to 953 Female per 1000 male which is higher than the national average of 933, state average of 922 and 897 at district level.

Chart : Sex ratio



#### 1.4.4 LITERACY RATE

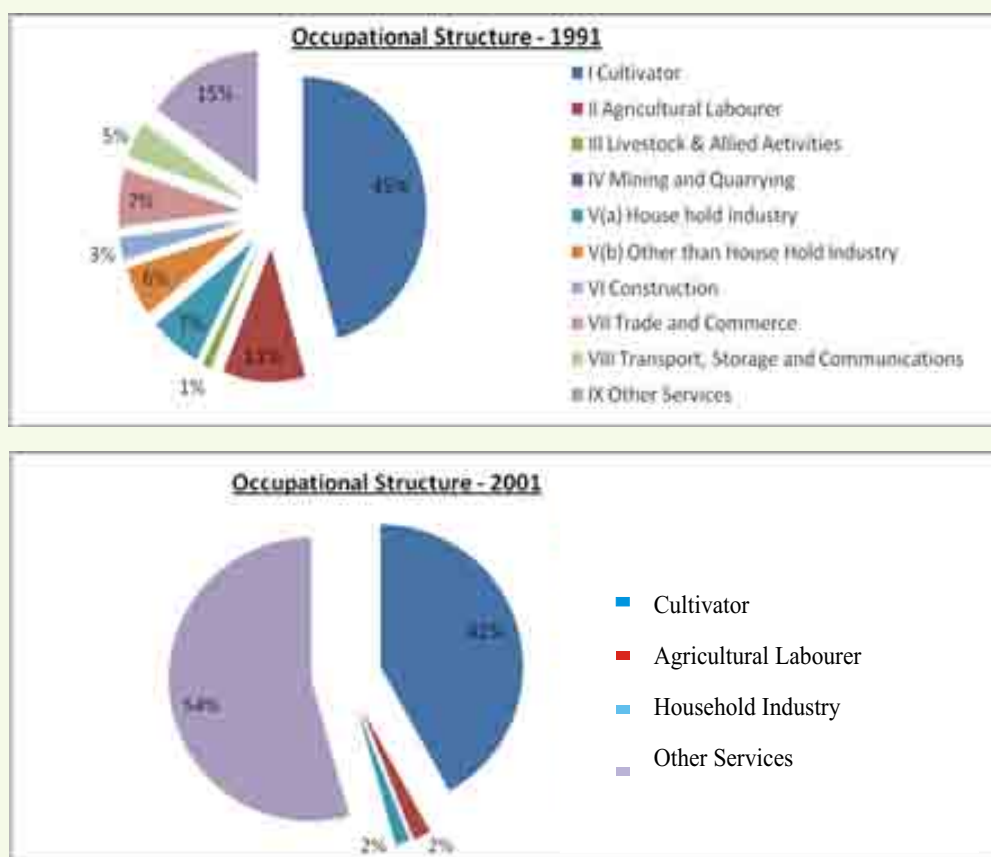
The settlement had 66.10% literacy rate in 2001. The total number of literates was 2745 out of which 83.72% were male literate and 46.96% were female literate.

#### 1.4.5 WORK FORCE AND OCCUPATIONAL STRUCTURE

The Work-Force Participation Ratio (WFPR) for the year 1991 was 33.81% which decreased to 32.58 % by the year 2001. The percentage of main workers for the year 1991 was 30.90% which increased to 31.82% by the year 2001.



Chart : Occupation structure Jahota for 1991 and 2001



Source: - Census of India

## 1.5 ECONOMY

### 1.5.1 CROPS

The land in the area is very fertile and farmers cultivate up to three crops a year. The Kharif crops are Bajra, Maize and Guwar. The Rabi crops are Wheat, Jau (Barley) and Mustard. In Jayad, several vegetable crops are also grown such as Watermelon, Cucumber, Brinjal, Cauliflower, Tomato, etc.

### 1.5.2 MILK

Saras Dairy and other private agencies collect approximately 4000 liters of milk per day from Jahota. This shows that the town is rich in animal husbandry.

### 1.5.3 SMALL SCALE INDUSTRIES

#### Printing

There is a small non-polluting textile unit in the settlement where bed sheets are made. Bed sheets are prepared in traditional manner by the use of vegetable colours and these are mainly exported.

#### Flour Mill

There is a flour mill which produces 500 quintal of flour and semolina (Suji) per day.

### 1.5.4 HANDICRAFTS

Local people are involved in making Leather goods, wood work, cutting of precious and semi-precious stones.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

Table : Existing landuse Distribution of Jahota - 2009

| Land use                    | Area (in ha) | Developed Area % | Total Area (%) |
|-----------------------------|--------------|------------------|----------------|
| Residential                 | 14.53        | 68.83            | 26.52          |
| Commercial                  | 1.06         | 05.02            | 1.93           |
| Mixed use                   | 0.24         | 01.14            | 0.44           |
| Public/Semi-public          | 3.31         | 15.68            | 6.04           |
| Circulation                 | 1.97         | 09.33            | 3.60           |
| <b>Total Developed Area</b> | <b>21.11</b> | <b>100.00</b>    | <b>38.53</b>   |
| Agricultural                | 0.37         |                  | 0.68           |
| Vacant Area                 | 12.2         |                  | 22.27          |
| <b>Total Area</b>           | <b>33.68</b> |                  | <b>100.0</b>   |





## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

The Settlement area of this town has primarily residential land use (68.83%) with a few permissible uses in between. The houses are generally low rise and haphazardly placed throughout the old settlement. A part of residential area is situated on undulated area. Some of the residential premises are also used for commercial activities and therefore 1.14% of the area falls under mixed use. As per Census 1991, there were 671 houses in the settlement with 682 households but due to migration the number of households decreased to 668. The roads within the settlement are generally 8-12 feet wide and are developed haphazardly. Recently, JDA has launched the residential scheme known as Swapnalok near the settlement.



### 2.1.2 COMMERCIAL

The area has nearly 5.02% of commercial land use. The prominent commercial areas in the town have come along the major road approaching the old town from SH-19. The commercial structures are both permanent & temporary in nature. Some unplanned commercial has developed at the junction of SH which is a temporary bus stop of the town.



### 2.1.3 PUBLIC & SEMI PUBLIC

The town has a significant area under Public & Semi public land use. Nearly 15.68% of the land use is having public & semi public use which mainly comprises of educational and health facilities.



## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

The settlement has one government Boy's senior secondary school, one govt. Girl's secondary school, two primary schools and one adult education school. There are two senior secondary and two middle schools which are operated by private organizations.

### 2.2.2 HEALTH

There is one Public Health Center, one Ayurvedic hospital and one veterinary hospital in this settlement.

### 2.2.3 OTHER FACILITIES

It has a post office, a library and a govt. bank. There is an open ground in the town which is used for fairs and festivals.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The water is supplied by PHED from ground water sources. PHED supplies 4.5 lac liters of water per day for 40-45 minutes. The water is extracted from four tube-wells and is stored in an overhead tank. Other sources of water are hand pumps, open wells and tube-wells in the area.

The total water supply connections in this town are 375 out of which 360 are domestic and 15 are commercial.

### 2.3.2 SEWERAGE AND DRAINAGE

The town lacks sewerage network however the houses with toilet facilities have septic tanks. In absence of community toilets several families are outbound. The drainage facility is also poor.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the clogging of drains. There is no waste collection and disposal system.



### 2.3.4 POWER

The electricity supply for the town is supplied from JVVNL through 33KV electric substation which is situated within the town premises.

### 2.3.5 TRANSPORTATION

It is situated nearly 24 kms away from Jaipur City and 6 kms away from Chomu Town near State Highway-19. It has very good connectivity with Jaipur as RSRTC buses passes from Jahota en route Jaipur. Besides this, private buses also operate on this route. The roads within the settlement are narrow and bottlenecks are formed at several places.

The nearest railway station is situated at 'Bhatto ki Gali' which is 2.5 Kms away. The Railway Station of Jaipur city is located nearly 26 kms away from the main settlement area of Jahota. The nearest Airport is located in Jaipur at a distance of nearly 39 kms from the town.





# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025:-

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use , so as to bring flexibility in planning approach
3. To develop and provide flexibility (U-2, U-3) in land use plan such that it attracts investment.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region
2. Hierarchy of roads to be worked out keeping in view the development inputs.
3. Decongestion of existing roads including state highway.

### **Environment measures**

1. To develop areas of ecological importance.
2. To develop Parks & Open spaces.
3. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Jahota with utility services and community facilities.
2. Planning and Development of the town to be controlled through flexible development control regulation.

## 3.2 POPULATION PROJECTIONS

Table : Projected Population Jahota (2011-2025)

| YEAR | POPULATION | INCREASE POPULATION | Decadal GROWTH RATE (%) |
|------|------------|---------------------|-------------------------|
| 2011 | 6745       |                     |                         |
| 2021 | 9105       | 2360                | 34.99                   |
| 2025 | 10380      | 1275                | 35.00                   |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this settlement is nearly 5500 persons/sq.km. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.





### 3.3 PARAMETERS FOR DEVELOPMENT

- Regional setting
- Connectivity of Satellite town with Mother City
- Natural growth rate
- Migration
- Decentralization of the Mother City-Jaipur
- Work force and economic potential of the satellite town
- Availability of urban land
- Availability of government land

A systematic development of infrastructure provided to attract working population to Jahota from all over the region, and the number of people living in Jahota is projected to be 6,745 by the year 2011. It is estimated that the target population of Jahota will reach 10,380 by the horizon year 2025. The town density provided at 55 P.P.H.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1** area which includes all the use zones such as residential, commercial, PSP.
- **U2** area definite use zones but can accommodate urban activities as per development promoting control regulation.
- **U3** area along SH with 250m depth is provided having an area of and can accommodate urban activities as per development promotion control regulation.
- **Ecological Area**

The draft plan was revisited and by accommodating the commitment and to give clarity in reading the plan and correction have been effected.

### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Jahota accelerate the development of the town. In view of the basic needs of a satellite town residential development oriented approach given. The land-use distribution are provided hereunder:

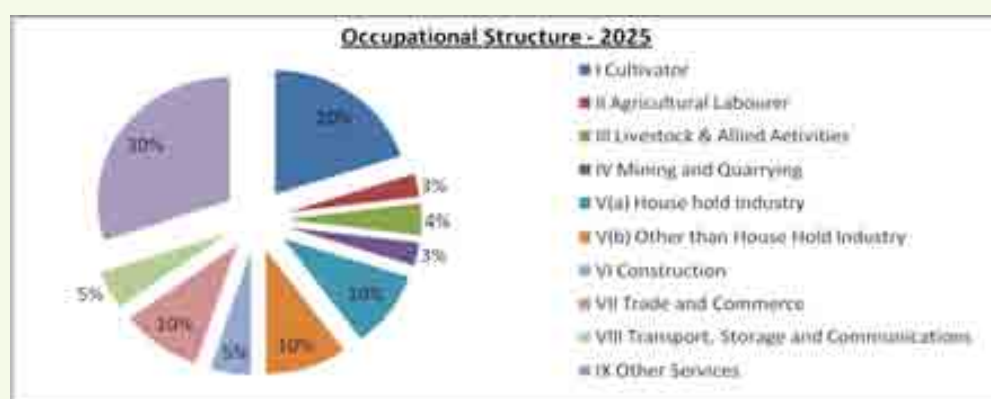
**Table : Land use Distribution-2025**

| Land Use             | Area (Ha)     | Percentage    |
|----------------------|---------------|---------------|
| Residential          | 146.31        | 64.39         |
| Commercial           | 22.31         | 9.82          |
| Public & Semi Public | 41.26         | 18.16         |
| Recreational         | 16.23         | 7.14          |
| Circulation          | 1.10          | 0.48          |
| <b>Total(U1)</b>     | <b>227.22</b> | <b>100.00</b> |

The land use plan take into account all the necessary land uses important for sustainable development of the town.

The residential land use is accounts for 64.39%. The residential areas envisaged evenly in all direction of the existing town. JDA's scheme, Swapnalok is also part of the development, lies in the south of the existing settlement.

Commercial land use is assigned along the approach roads of the existing town to SH-19 and major commercial land use has been assigned on the eastern side of the settlement along the approach road to SH-19 to usher planned commercial areas as work centers.



Source: - Census of India & Estimate

An institutional area is envisaged linearly along the approach road of the existing town. Public/Semi-Public land use accounts for around 18.16 % to decentralize the activities of the existing settlement and help future growth of the settlement. The Public/Semi-public use is also extended in the North-West side of the settlement as a school and a hospital are already established.

Road connectivity has been improved in this plan with a perspective to interlink important activities. Alternate road links have been prescribed to decongest the existing roads. Road network shall be developed so as to connect the Swapnalok scheme with the existing settlement and to regulate the future development. Widening of roads and connectivity of missing links is also ensured in this plan.

#### **Hierarchy of road length**

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

| <b>Road Width</b>   | <b>PRESCRIBED ROAD (Mt)</b> | <b>PRESCRIBED ROAD FOR WIDENING</b> | <b>LENGTH MT.</b> |
|---------------------|-----------------------------|-------------------------------------|-------------------|
| 18MT.               | 877                         | 2221                                | 3098              |
| 24MT.               | 5552                        | 3365                                | 8917              |
| 30MT.               | 2523                        | 4785                                | 7308              |
| 40MT.               |                             | 676                                 | 676               |
| 45MT.               | 1395                        |                                     | 1395              |
| 75MT.               |                             | 1705                                | 1705              |
| <b>TOTAL LENGTH</b> |                             |                                     | <b>23099</b>      |

A Bus stand is prescribed near the junction of SH-19 and approach road from SH-19 as this junction acts as an informal bus stop. U2 area is prescribed on the eastern direction towards SH-19 so as to encourage development and investment.

The largely undeveloped areas consisting of agricultural uses which are part of U2 and U3 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use permises, while according development Permission.



# LAND USE PLAN- 2025

## SATELLITE TOWN JAHOTA

### KEY MAP



### LEGEND

- Residential
- Commercial
- Public/Semi Public
- Cremation & Burial Ground
- Recreational
- Circulation
- U2 HIZ
- U3 HIZ
- Ecological Zone
- Ecological Area
- Existing Road
- Proposed Road
- +

 Railway line
- Proposed Road For Widening
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:7,000

0 0.05 0.1 0.2 0.3 0.4 Kilometers

JDA/MP/MPP/KU/11/05

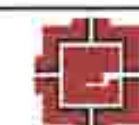


*[Signature]*  
**ASHA AWASTHI**  
SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

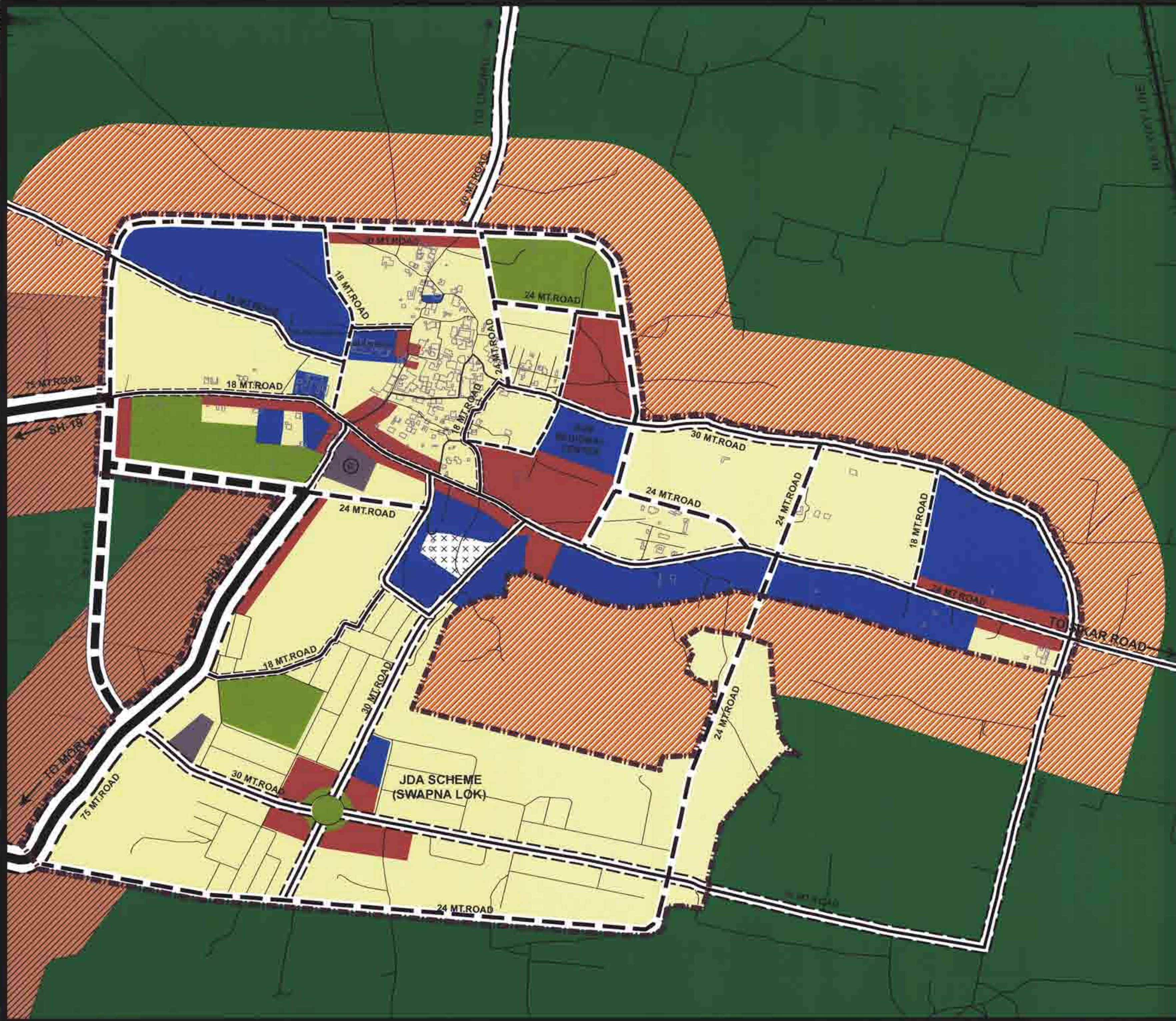
*[Signature]*  
**P. PARAVIND**  
ADD. CHIEF TOWN PLANNER  
MASTER PLAN CELL, JDA

*[Signature]*  
**H.S. SANCHETI**  
DIRECTOR (TOWN PLANNING), JDA

MASTER DEVELOPMENT PLAN - 2025



JAIPUR DEVELOPMENT AUTHORITY





# Satellite Town **JAMWARAMGARH**



**Jaipur  
Development  
Authority**

Satellite Town  
JAMWARANGRH

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**Jaipur Development Authority**



## Master Development Plan-2025



# 1

## PROFILE OF THE TOWN

**NORTH LATITUDES**  
27°0'42" to 27°01'48"

**EAST LONGITUDES**  
76°0'0" to 76°01'31"





## 1.1 | **LOCATIONAL ATTRIBUTES**

Jamwa Ramgarh is one of an important settlement within Jaipur region. It is located between 27°0'42" to 27°01'48" North latitudes and 76°0'0" to 76°01'31" East Longitudes. It is situated in the North East of Jaipur city at a distance of 25 Kms from Jaipur on State Highway-55 which is popularly known as Aandhi road. The Aravalli ranges surround the settlement which is having an area of 12.65 Sq.Kms as per revenue records. It is a Panchayat samiti headquarter consisting 43 Panchayats besides being a Tehsil headquarter.

## 1.2 | **GENERAL PROFILE**

### 1.2.1 | **HISTORICAL BACKGROUND**

Jamwa Ramgarh is named after the famous temple of Jamuvaay Mata which is situated at a distance of 7 kms from the settlement. The settlement originated in the valley of Mount Dant Mata. There is a fort situated on a hill top but is lying abandoned. There are 7 step-wells in this town but due to lack of maintenance they are losing their grandeur.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Jamwa Ramgarh is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e. 40.3° C. Annual mean rainfall recorded is 673.9 mm. The months of July and August records maximum rainfall.

### 1.3.2 SOIL

The settlement set amongst Arrawali Hills and due to this, yellow and loamy soil found up to 5-10 feet depth only.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 100 feet. The quality of water is good and is suitable for domestic purposes. the catchment area of the Jamwa Ramgarh lake falls outside the Jaipur region.



## 1.4 DEMOGRAPHIC

### 1.4.1 POPULATION GROWTH

The population of Jamwa Ramgarh was 5815 as per the Census of India, 1991 as against 6,736 in the Census of India, 1981 thereby showing a negative growth rate of 13.67% . The negative growth rate is an outcome of the heavy out-migration in search of better opportunities during 1981 - 1991. The total number of households in the town is 882 with an average household size of 6.59. The population of Jamwa Ramgarh increased to 6638 (Census of India, 2001) showing an increase of 14%. The decadal population growth is as indicated in the table below.

Table : Population Growth Rate (1961-2001)

| Year | Population | Population Increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 1961 | 3942       | --                  | --                   |
| 1971 | 5439       | 1497                | 37.99                |
| 1981 | 6736       | 1297                | 23.85                |
| 1991 | 5815       | -921                | -13.67               |
| 2001 | 6638       | 823                 | +14.15               |

*Source: Census of India*

### 1.4.2 DENSITY

The density of the settlement was 531 persons per Sq. kms in the year 1981 which reduced to 459 persons per Sq.km in 1991 and now stand at 524 persons per Sq.km (2001). Though the population density increased from the year 1991 to 2001 but still it is lesser than it was in the year 1981.

### 1.4.3 SEX RATIO

As per the Census of India, 1991 the sex ratio of the town was 1000:902 which has increased to 1000:916 by the year 2001. This is lower than the National and State average of 1000:933 and 1000:922 however higher than the District average of 1000:897.

#### 1.4.4 LITERACY

The literacy rate as per Census of India, 1991 was 49.23% comprising of 67.92% males and 27.7% of females. According to the Census of India, 2001 the literacy rate of the settlement has improved to 68.31% consisting of 82.63% males & 51.73% females.

#### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

The Workforce Participation rate in the 1991 was 33.48% which increased to 34.83 % in 2001. The percentage of main workers for the year 1991 was 32.14% which decreased to 25.37%. As per the Census of India, 1991, 47.19% of males were main workers and 18.28% females were main workers. The percentage of main male workers has decreased to 45.93% while that of main female workers has increased to 22.72%.

As compared to the figures of year 1991 there is a decrease in the number of main workers and an increase in number of marginal workers. In 1991 there were no males working as marginal workers but by the year 2001 nearly 7.8 % of the male workers have fallen in this category.



## 1.5 ECONOMY

Agricultural practices are the major economy generator in this town. The main crops sown in this area are Wheat, Bajra, Jowar, Mustard, etc. Besides these crops some vegetables are also grown. Flower cultivation, generally rose cultivation is done at commercial scale and about 10 quintals of flowers are sent to Jaipur every day. About 20-25 persons goes to Jaipur everyday to sell nearly 4000 litres of milk. The other major activities adding to the economy of the town are carpet making, shoe making, precious and semi-precious stone cutting and polishing.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

Table : Existing Land use Distribution of Jamwaramgarh -2009

| Land use                    | Area (in ha)  | Developed Area (%) | Total Area (%) |
|-----------------------------|---------------|--------------------|----------------|
| Residential                 | 50.19         | 62.18%             | 9.98%          |
| Commercial                  | 8.66          | 10.73%             | 1.72%          |
| Mixed use                   | 0.64          | 0.79%              | 0.13%          |
| Public/Semi-public          | 10.06         | 12.46%             | 2.00%          |
| Industrial                  | -             | -                  | -              |
| Circulation                 | 11.17         | 13.84%             | 2.22%          |
| <b>Total Developed Area</b> | <b>80.72</b>  | <b>100.00%</b>     | <b>0.00%</b>   |
| Agricultural                | 282.11        |                    | 56.11%         |
| Vacant Area                 | 59.26         |                    | 11.79%         |
| Forest land                 | -             |                    |                |
| Water Body                  | -             |                    |                |
| <b>Total Area</b>           | <b>502.81</b> |                    | <b>100%</b>    |



## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

The Settlement area lies in the foothills of Aravali hills and the famous Dant Mata temples' hill from where it has grown towards the State Highway only after the relocation of the market area by J.D.A. Residential use is the predominant use and occupies 62% of the developed area with a few permissible uses in between. The earlier settlement was linear in shape but in the recent past it has started to grow towards the SH-55. The houses are generally low rise and haphazardly developed throughout the old settlement as well as in the outgrown area towards the State Highway.

### 2.1.2 COMMERCIAL

Earlier, Jamwa Ramgarh had mixed use character in it but now due to the relocation of commercial area along the road leading towards the State Highway, the town has its own organized market. Barring this, the settlement has very few commercial establishments in the form of banks, stone dealers and some other agencies.



### 2.1.3 INDUSTRIAL

The settlement is an ecologically important area and therefore no industries have come up in town and surrounding areas.

### 2.1.4 PUBLIC & SEMI PUBLIC

Jamwa Ramgarh has a number of schools and colleges. Besides, it also has a Community Health center. The Tehsil Headquarters of Jamwaramgarh is located at the southern part of the foothill. Besides these there are other important offices in the settlement which include the SDM's Office, Assistant Agriculture Officer, Block Educational Officer, Women and Child Development Office, Panchayat Samiti, Gram Panchayat and Social welfare Office. Thus the total area under Public/ Semi-Public use comprises 13 % of the total area of the settlement.





## 2.2

SOCIAL  
INFRASTRUCTURE

## 2.2.1 EDUCATION

The settlement has a government college, government senior secondary school, girls' school and two primary schools. Apart from these there are three colleges, five secondary schools, 3 senior secondary schools & 2 primary schools in private holding.



## 2.2.2 HEALTH

It has a 30 bedded Community health centre which was established in 1998. The settlement also has family welfare programmes and a hospital which is centrally located.



## 2.2.3 TOURISM

The small settlement has strong historic links as the original seat of the Kuchawaas . Heritage structures like the Fort, protected temples devoted to Bihariji, Sita Ram ji, Jagat Shiromaniji and Baraji, Jamwa Mata, the dam and the wildlife Sanctuary are significant features of interest from the tourism and conservation point of views. The area exudes serenity and in a sense is united with nature. Thus, the settlement and its hinterland boast of two fine Hotels, namely, the Lal Mahal Palace hotel and Ramgarh Lodge. This settlement has plenty of potential for growth in tourism sector which will provide employment and at the same time will add to the economy of the town.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

A few years back, Jamwa Ramgarh dam was the major source of water supply to the settlement and Jaipur city until it dried up due to deficient rains. At present, water is supplied by PHED through 5 tube wells. Water is supplied for 30 minutes in the morning & evening and is distributed through one over head tank of 1.4 lac liter capacity & two small tanks of capacity 1.8 lakh liters each constructed on a hill-top. A total of 5 lakh liters of water is supplied daily amounting to 75 LPCD. The number of connections in the year 2009 according to categories has been listed in the table below.



| Category     | Number of Connections |
|--------------|-----------------------|
| Domestic     | 1088                  |
| Commercial   | 7                     |
| Governmental | 34                    |
| Panchayat    | 5                     |
| <b>Total</b> | <b>1134</b>           |

### 2.3.2 SEWERAGE

The settlement lacks sewer network. In the absence of proper sewer lines grey water flows through open drains in front of the houses and merges in the wider open drains. The flow of grey water is from west to east and passes through the middle of the settlement. Most of the houses are having pits and septic tanks.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. The town lacks waste collection and disposal system.



#### 2.3.4 POWER

Electricity is supplied to the town by Jaipur Vidhut Vitaran Nigam Limited, Jaipur through a 132 KV grid station located in this settlement. For distribution, two substations of 33KV and 400KV are located in the settlement. The settlement has 24 hours residential supply & 7 hours supply to agricultural activities.



The table below summarizes the number of electric connections in the town.

| Category           | Total Connections |
|--------------------|-------------------|
| Residential        | 1159              |
| Commercial         | 147               |
| Agricultural       | 249               |
| PHED (Public)      | 30                |
| Government offices | 12                |
| Industrial         | 4                 |
| <b>Total</b>       | <b>1601</b>       |

#### 2.3.5 TRANSPORTATION

The town is located on State Highway-55. The settlement has good connectivity with Jaipur by road in the form of private buses operating on Aandhi road and some local bus services as well besides the State transport buses plying between Aandhi and Jaipur. The roads inside the settlement are generally 5 to 10 meters wide and are generally WBM except a single spine that runs through the settlement which is black topped. A bus stand is located on the State Highway at the junction of the main road leading to the settlement and the State highway and is one of the causes of congestion of the Highway in the settlement besides the informal setup that has come up in the vicinity of the transport node to serve the needs of the commuters.

The nearest Railway station is Jaipur at a distance of 29 kms from the town. The nearest Airport is located in Jaipur at a distance of 36 kms from the town.



# 3 MASTER PLAN POLICIES AND PROPOSALS

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town- Jamwa Ramgarh.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use so as to bring flexibility in planning approach.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view the developmental inputs.
3. De-congestion of existing roads including highways.

### **Environment measures**

1. To protect eco-sensitive areas like hills, forest, water bodies, catchment area of Jamwa ramgarh lake etc.
2. To conserve heritage structures
3. To develop areas of ecological importance as a natural tourist areas and major recreational facilities.
4. To develop Parks /Open spaces /playgrounds to fulfill the needs of settlement.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Jamwa Ramgarh as a major tourist destination.
2. Promotion of U2 and U3 areas for economic inputs.
3. Planning and Development of the town to be controlled through development control regulations.

## 3.2

## POPULATION PROJECTIONS

Table : Projected Population of Jamwa Ramgarh (2011-2025)

| Year | Population | Increase Population | % Decadal Growth Rate |
|------|------------|---------------------|-----------------------|
| 2011 | 8231       |                     |                       |
| 2021 | 10207      | 1976                | 24.00                 |
| 2025 | 11186      | 979                 | 24.00                 |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this satellite town is nearly 1500 person per Sqkm. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.



## 3.3

PARAMETERS  
FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work** force and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A further systematic development of infrastructure will attract a working population to Jamwa Ramgarh from nearby villages, and the number of people living in Jamwa Ramgarh is projected to be in the range of 8231 by the year 2011. It is estimated that the target population of Jamwa Ramgarh will reach 11,186 by the horizon year 2025.

This settlement is designated as tourist destination.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, Tourism facilities etc.
- **U2 area** do not have definite use zones but can accommodate certain urban activities
- **U3 area** along SH
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited and by accommodating commitments and objection/suggestion and further to give clarity, corrections have been effected.



### 3.4 PRESCRIBED LAND USE

The plan prepared for Jamwa Ramgarh accelerate the development of the town. Keeping in view the basic needs of a satellite town and the approaches being developed in Jamwa Ramgarh, the land-use distribution are provided hereunder:

**Table : Land use Distribution**

| Land Use           | Area (Ha)     | Percentage    |
|--------------------|---------------|---------------|
| Residential        | 80.27         | 31.37         |
| Commercial         | 10.51         | 4.11          |
| Public/Semi Public | 41.66         | 16.28         |
| Recreational       | 24.69         | 9.65          |
| Tourist Facility   | 98.76         | 38.59         |
| <b>Total(U1)</b>   | <b>255.90</b> | <b>100.00</b> |

The plan takes into account all the necessary land uses necessary for sustainable development of the town. The residential areas are confined to North of SH as an expansion of the existing Abadi.

Two pockets of commercial land use is provided on the State highway-55. In order to attend requirement of Commercial area is of town, the road connecting the State highway with the existing settlement is accommodated with road side commercial.

Significant amount of area towards the south of the State highway is provided for Tourist facility to generate scope of tourism in the town. The town is linearly planned in order to harness maximum benefits of the highway passing through. A 24mt. road is provided along the periphery of this town for better connectivity.

A proper road network is provided by keeping provisions for new roads, connecting the missing links and widening the existing congested roads. It being an ecologically important area in Jaipur region, industrial development is not promoted in this plan. In the north eastern side ecological area provided to protect catchment area of the lake.

The hierarchy of roads in urbanisable area is as under. In addition to give continuity roads have been provided with following length.

| ROAD WIDTH             | PRESCRIBED ROAD Length (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH MT.   |
|------------------------|------------------------------|------------------------------------|--------------|
| 24MT.                  | 7947                         | 2732                               | 10679        |
| 30MT.                  | 4246                         |                                    | 4246         |
| 60MT.                  |                              | 3605                               | 3605         |
| <b>TOTAL OF LENGTH</b> |                              |                                    | <b>18530</b> |

A bus stand is prescribed in the south of this town on the highway which is in proximity of all the major activities of the town.

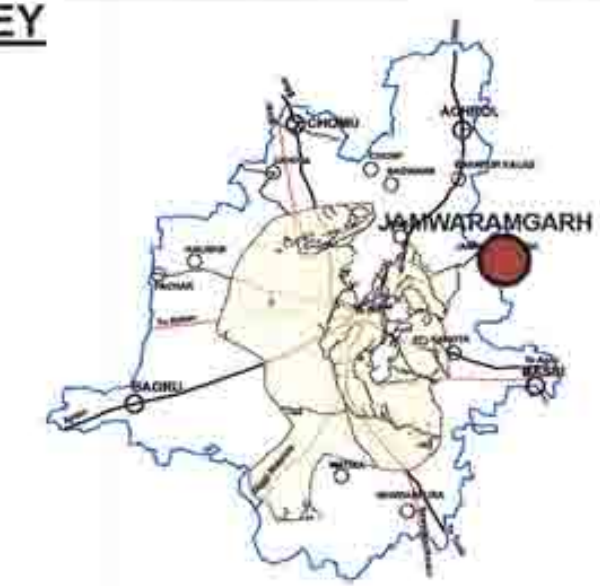
The largely undeveloped areas consisting of eco-sensitive areas, water bodies and water channels most of which are part of U2, U3, G1 and G2 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# SATELLITE TOWN JAMWARAMGARH

## KEY



## LEGEND

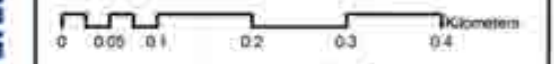
- Residential
- Commercial
- Public/Semi Public
- Tourist Facility
- Recreational
- Circulation
- U2 HIZ
- U3 LIZ
- U3 HIZ

### Ecological Zone

- Forest (R.F/P.F) Hills
- G2
- Ecological Zone
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Contours
- U1 Area Boundary
- Region Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:8,000



JDA/MP/MDP/LU/11/10

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MASTER DEVELOPMENT PLAN - 2025





**Satellite Town**

**KALWAR**



**Jaipur  
Development  
Authority**

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# Satellite Town KALLWAR



**Jaipur Development Authority**

## Master Development Plan-2025





# 1

## PROFILE OF THE TOWN

NORTH LATITUDES

26°59'49"

EAST LONGITUDES

75°35'23"



## 1.1 LOCATIONAL ATTRIBUTES

Kalwar is located on State Highway-2C linking Jaipur with Jobner. It is situated in the North-West direction of Jaipur city at a distance of 28 Kms by road. The area of this settlement as per revenue record is 19.6 Sq.Km. The nearest Railway station is Dhankya Railway station on Jaipur -Ajmer railway line at a distance of 16 Kms from the settlement. This settlement is located at 26°59'49" N latitude and 75°35'23" East longitude.

## 1.2 GENERAL PROFILE

Originally known as Berkhera village, Kalwar derived its name after a local Landlord Kalyan Singh. The settlement has a fort and a step-well of heritage importance and an ancient temple called “Char Bhuja Mandir” which is Located on the narrow path to the fort. The settlement has 10-12 feet wide roads and has become unplanned in recent times.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Kalwar is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is  $7.8^{\circ}\text{C}$  and maximum in the month of May and June i.e.  $40.3^{\circ}\text{C}$ . Annual mean rainfall recorded is 673.9 mm. The months of July and August record maximum rainfall.



### 1.3.2 SOIL

The soil type of Kalwar can be classified as very deep, well drained, sandy soils. This type of soils are moderately saline. The areas on the north-west of the settlement is slightly dissimilar.



### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 180-200 feet. The water quality is good and suitable for drinking purpose.





## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

**Table: Population of Kalwar (1961-2001)**

| Year | Population | Population increase | Decadal Growth Rate (%) |
|------|------------|---------------------|-------------------------|
| 1961 | 1613       | -                   | -                       |
| 1971 | 2257       | 644                 | 39.93                   |
| 1981 | 3014       | 757                 | 33.54                   |
| 1991 | 4411       | 1397                | 46.35                   |
| 2001 | 6478       | 2067                | 46.86                   |

*Source: - Census of India*

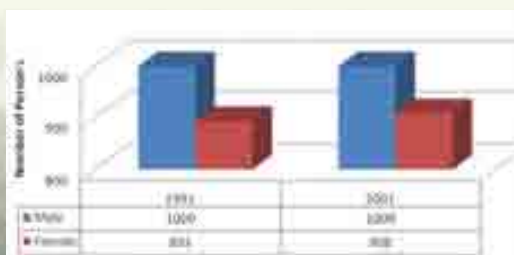
### 1.4.2 DENSITY

As per the Census of India, 1991 the population density was 225 persons/Sq.kms which increased to 331 persons/Sq.kms by the year 2001.



### 1.4.3 SEX RATIO

Kalwar had a sex ratio of 1000: 893 in the year 1991. It increased to 1000:908 in the year 2001 which is lower than the state level figures of 1000: 922 though it is higher than the District's average of 1000:897.

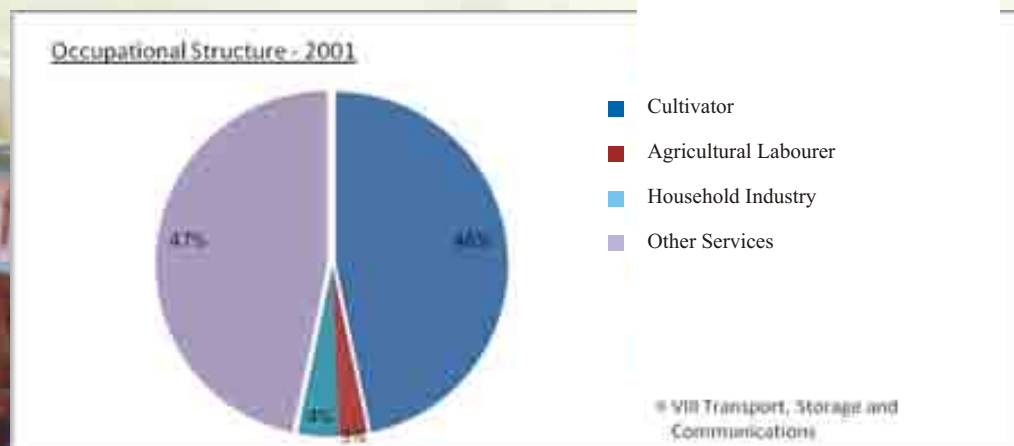
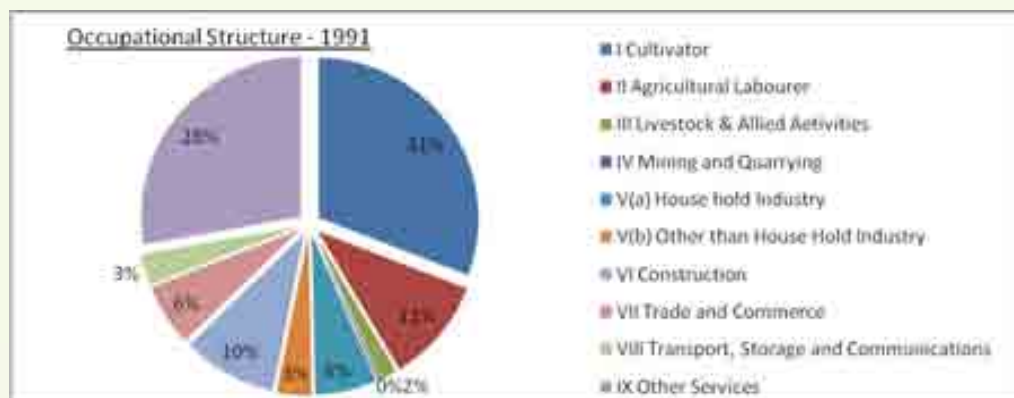


#### 1.4.4 LITERACY

As per the Census of 2001, the literacy rate of the settlement was 68.85% out of which 83.83% male were literates and 52.41% female literate.

#### 1.4.5 WORK FORCE AND OCCUPATIONAL STRUCTURE

The workforce participation rate of the town was 35.04% in the year 1991 which increased to 42.88% in the year 2001. The percentage of main workers was 31.51% in the year 1991 which reduced to 30.78% by the year 2001.

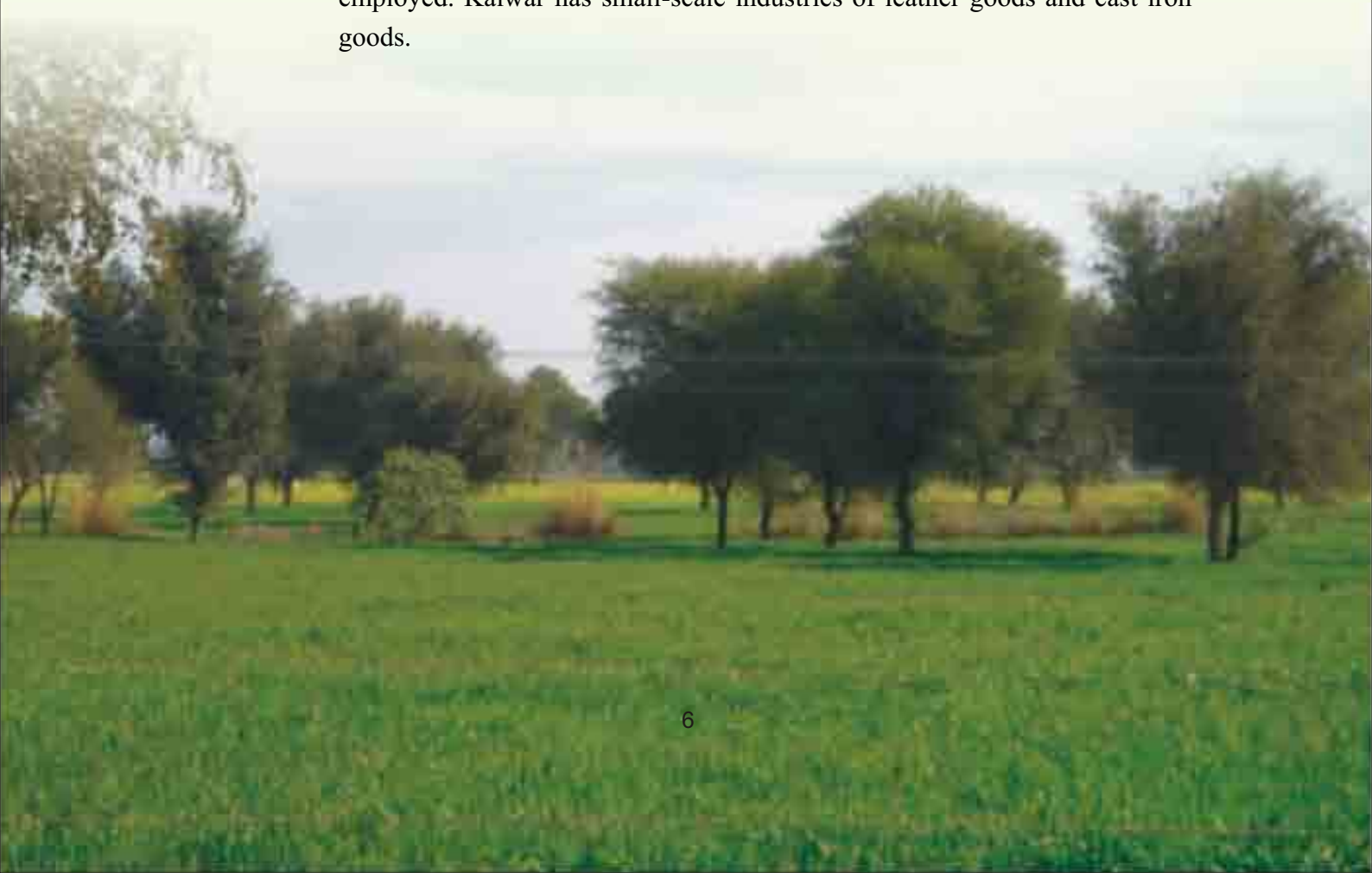


## 1.5 ECONOMY

The main crops of Kalwar and surrounding areas are wheat, Beans, Channa, Mustard & bazra. The settlement has three milk collection centres of Jaipur dairy. It supplies approximately 700 Liters of milk/per day to Jaipur city. The settlement also has Piggeries.

Ten crushers are running here for production of Rubble stone concrete and approximately 22000 Sq. ft. of rubble concrete is produced and supplied to Jaipur City. Approximately 30 Trucks and 100 Trolleys of stone are supplied to Jaipur.

The settlement has small scale industries of plastic pipes and Cement pipe. It has an animal fodder factory and a cracker factory in which 45 workers are employed. Kalwar has small-scale industries of leather goods and cast iron goods.





# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Kalwar-2009**

| Land use                    | Area (in ha) | Percentage w.r.t. Developed Area (%) | Percentage w.r.t. Total Area (%) |
|-----------------------------|--------------|--------------------------------------|----------------------------------|
| Residential                 | 43.69        | 75.98                                | 75.50                            |
| Commercial                  | 0.40         | 0.70                                 | 0.69                             |
| Mixed use                   | 1.15         | 2.00                                 | 1.99                             |
| Public/Semi-public          | 8.10         | 14.09                                | 14.00                            |
| Circulation                 | 4.16         | 7.23                                 | 7.19                             |
| <b>Total Developed Area</b> |              | <b>100.00</b>                        | <b>99.36</b>                     |
| Agricultural                | 0.16         |                                      | 0.28                             |
| Vacant Area                 | 0.21         |                                      | 0.36                             |
| <b>Total Area</b>           | <b>57.87</b> |                                      | <b>100.0</b>                     |

## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

Kalwar is dominated by residential land use. Nearly 76 % area falls under this use. The residential area is dominated by low rise buildings present in an unorganized manner. Presence of hills has determined the residential development of the town on to the north of state highway.



### 2.1.2 COMMERCIAL

Most of the commercial land use of the town is along the major roads including the State highway-2C. The town has very few organized markets. The commercial activities are carried out on both sides of State Highway especially towards Jaipur.



### 2.1.3 PUBLIC & SEMI PUBLIC

Kalwar is a sub-tehsil and has various offices such as agricultural supervisor, JEN irrigation, JVVNL, JEN-PHED, Small savings, Gram panchayat, co-operative societies, etc.



## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

It has 7 Primary Schools, a private college and a B.Ed. College. other than this there is also a Government Senior Secondary School and two private Senior Secondary Schools.

### 2.2.2 HEALTH

The settlement has a Public health centre (PHC), an Ayurvedic Hospital and a Veterinary hospital.

### 2.2.3 OTHERS

The settlement has a Police station, Post office, Public Library, Community hall, Petrol pump and a bank.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

PHED supplies water within the settlement. These are three over head Tank of 2.25 lakh Liters, 1.2 Lakh and 0.67 Lakh Liters capacity. the water is supplied to town through tube wells. In total, the settlement has 638 water connections which are categorized below.

Table : Details of Water Supply Connections

| CATEGORY     | NUMBERS    |
|--------------|------------|
| Domestic     | 625        |
| Commercial   | 06         |
| Public       | 07         |
| <b>Total</b> | <b>638</b> |

### 2.3.2 SEWERAGE AND DRAINAGE

The settlement lacks proper Sewerage and Drainage facilities. Water logging at several places is witnessed which degrades the local environment.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas of the settlement. At some places it is also dumped in open drains which results in the clogging of drains. The town lacks proper waste collection and disposal system

## 2.1 PHYSICAL INFRASTRUCTURE

### 2.3.4 POWER

JVVNL is supplying electricity to Kalwar by Higoniya grid station. It provides 24 hours supply to residential areas and fixed period supply for Agricultural purposes.

Table : Details of Electric Connections

| CATEGORY      | NUMBERS     |
|---------------|-------------|
| Domestic      | 900         |
| Commercial    | 200         |
| Industrial    | 40          |
| Agriculture   | 300         |
| Govt. Offices | 7           |
| <b>Total</b>  | <b>1447</b> |

### 2.3.5 TRANSPORTATION

The town has good bus services available through buses plied by RSRTC & private agencies on the State highway passing through this town. Better connectivity of the town with the mother city owes to its presence en route Jobner. The nearest railway station is Dhanakya on Jaipur Ajmer railway line at a distance of 16 Kms from the town. The nearest Airport is located at Jaipur at a distance of 31 Kms from this town.







# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town- Kalwar.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generated land uses so as to bring flexibility planning afterwards.
3. To propose all industrial activities at the periphery.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development.
2. Hierarchy of roads to be worked out keeping in view the developmental inputs.
3. De-congestion of existing roads including highways.

### **Environment measures**

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To conserve heritage structures
3. To discourage mining and quarrying activities.
4. To develop areas of ecological importance as a natural tourist areas and major recreational facilities by converting quarrying areas as stone parks with green cover by land filling the stone pits.
5. To develop Parks /Open spaces /playgrounds in the settlement.
6. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Kalwar with work centers and keep provision for utility services and community facilities.
2. Promotion of U2 and U3 areas for economic inputs to the growth of the settlement.
3. Planning and Development of the settlement to be controlled through flexible development control regulations.

## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population Kalwar (2011-2025)

| Year | Population | Increase Population | % Decadal Growth Rate |
|------|------------|---------------------|-----------------------|
| 2011 | 9525       | -                   | -                     |
| 2021 | 13998      | 4473                | 46.96                 |
| 2025 | 16798      | 2800                | 50.00                 |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this satellite town is 6500 person/sqkm. The density prescribed is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town in the region.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A systematic development of infrastructure will attract a working population to Kalwar from all over the region, and the number of people living in Kalwar is projected to be 9,525 by the year 2011. It is estimated that the target population of Kalwar will reach 16,798 by the horizon year 2025.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** along NH & SH with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan corrections have been effected.



### 3.4 PRESCRIBED LAND USE

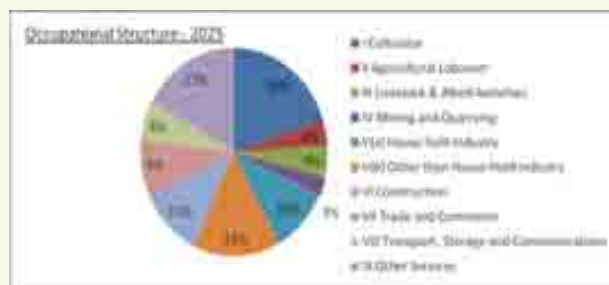
The Land use plan prepared for Kalwar will accelerate the development of the town. Keeping in view the basic ideals of a satellite town and the approaches being developed in Kalwar, the land-use distribution are provided hereunder:

Table : Land use Distribution-2025

| Land Use           | Area (Ha)     | Percentage    |
|--------------------|---------------|---------------|
| Residential        | 130.27        | 50.84         |
| Commercial         | 14.73         | 5.75          |
| Public/Semi Public | 37.72         | 14.72         |
| Tourist Facilities | 1.67          | 0.65          |
| Recreational       | 12.49         | 4.88          |
| Circulation        | 59.33         | 23.16         |
| <b>TOTAL (U1)</b>  | <b>256.21</b> | <b>100.00</b> |

The prescribed land use takes into account all the necessary land uses necessary for sustainable development of the city. The proposals are dominated by residential land use at it comprises 50.84% of the total land use. As per the existing land use, the residential areas lies on the north of the State highway-2C and in order to size impetus on the southern direction, the residential areas are prescribed on the south of this highway, which extends up to the prescribed by-pass road.

In the prescribed plan, commercial land use has been assigned up to single plot depth. The already existing mixed use and commercial establishments has been prescribed as commercial land use in this prescribed land use plan-



2025. The commercial area is also prescribed South of SH-2C and prescribed 30 mt. road in North side of the town. The area under prescribed commercial land use is 5.75% and will easily meet the projected requirements of the town up to the horizon year of MDP-2025. The commercial area intends to accommodate Grain Market and Fruit and vegetable market in Kalwar.

Also, most of the public/semi public use is provided on the northern part of the prescribed satellite town in view of better connectivity.

A well knitted road network has been provided by keeping provisions for new roads, completing the missing links and widening the existing congested approach roads. in order to provide good road network the following were prescribed.

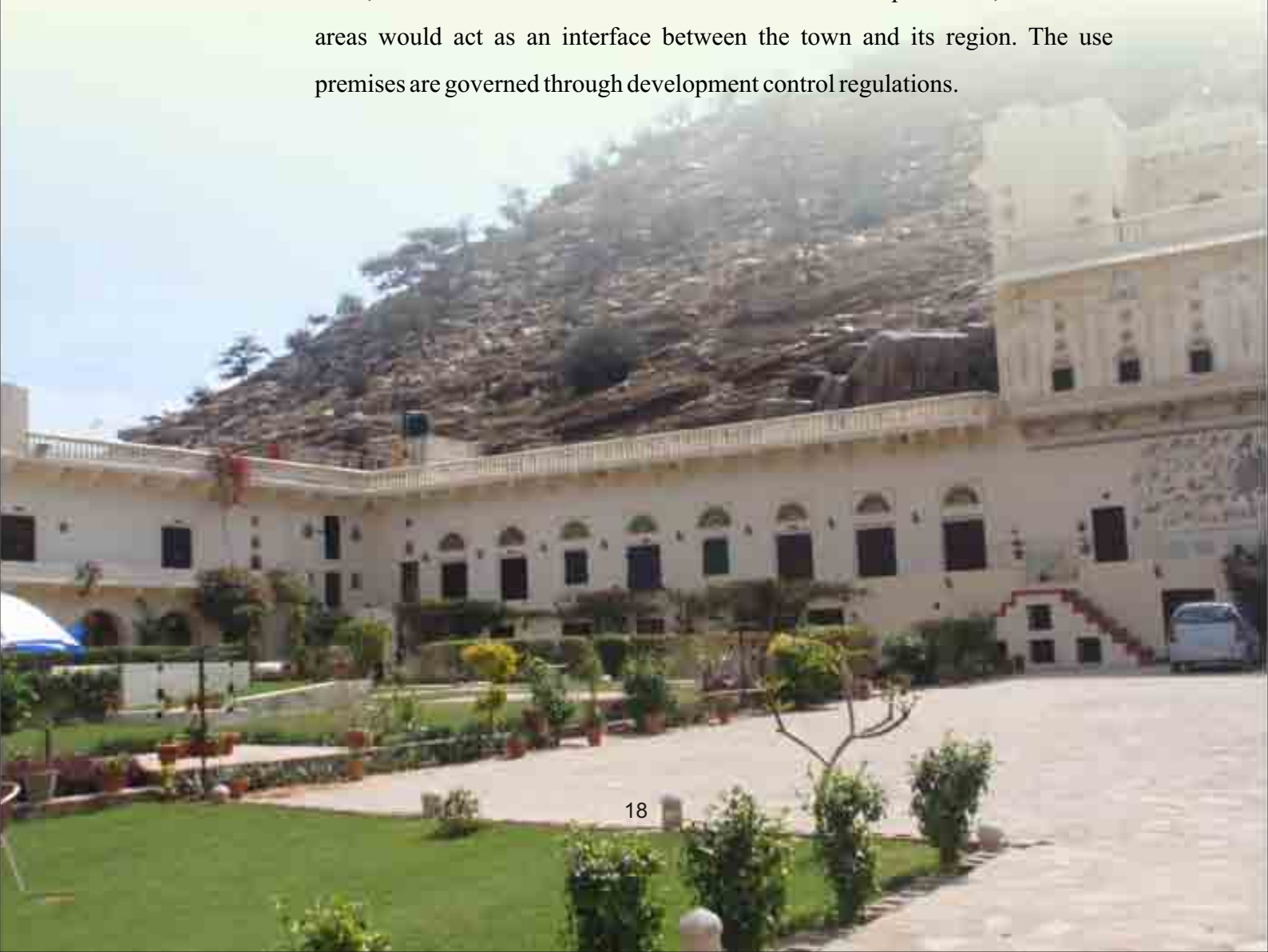
1. A 30 meter road prescribed on north side.
2. A 90 meter bypass on south for SH 2C.
3. A 30 meter road prescribed to link peripheral road from the existing settlement.
4. Few roads have been prescribed with 24 meter and 18 meter ROW  
Internal roads are prescribed to be kept at 9.9 meter.

| ROAD WIDTH             | PRESCRIBED ROAD (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH (Mt.) |
|------------------------|-----------------------|------------------------------------|--------------|
| 9MT.                   |                       | 958                                | 958          |
| 18MT.                  | 2497                  | 647                                | 3144         |
| 24MT.                  | 6105                  | 2127                               | 8232         |
| 30MT.                  | 4605                  | 5441                               | 10046        |
| 48MT.                  | 3084                  | 2173                               | 5257         |
| 60MT.                  |                       | 1691                               | 1691         |
| <b>TOTAL OF LENGTH</b> |                       |                                    | <b>29328</b> |

A Bus depot is provided on the eastern end of the town at the confluence of 2C and prescribed bypass. the settlement is provided with G2 and G3 areas. The quarrying of hillocks are to be stopped and gradual shift of these units to be made. the quarrying sites which leave ugly scars are to be developed with stone parks and green cover by land filling of the stone pits.

The area under circulation is significantly increased with respect to standards and future requirements. Adjacent to the prescribed bye-pass entire stretch is prescribed under U3 area and U2 area.

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region. The use premises are governed through development control regulations.





# LAND USE PLAN- 2025

## SATELLITE TOWN KALWAR

### KEY MAP

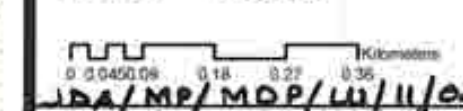


### LEGEND

- Residential
- Commercial
- Public/Semi Public
- Cremation Burial Ground
- Circulation
- Tourist Facility
- U2 HIZ
- U3LIZ
- U3HIZ
- Ecological Zone**
- G1**
- Drain/River/Waterbody
- Forest(R.F/P.F)/Hills
- G2**
- Ecological Area
- Existing Road
- Proposed Road
- Proposed Road For Widening

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:9,500



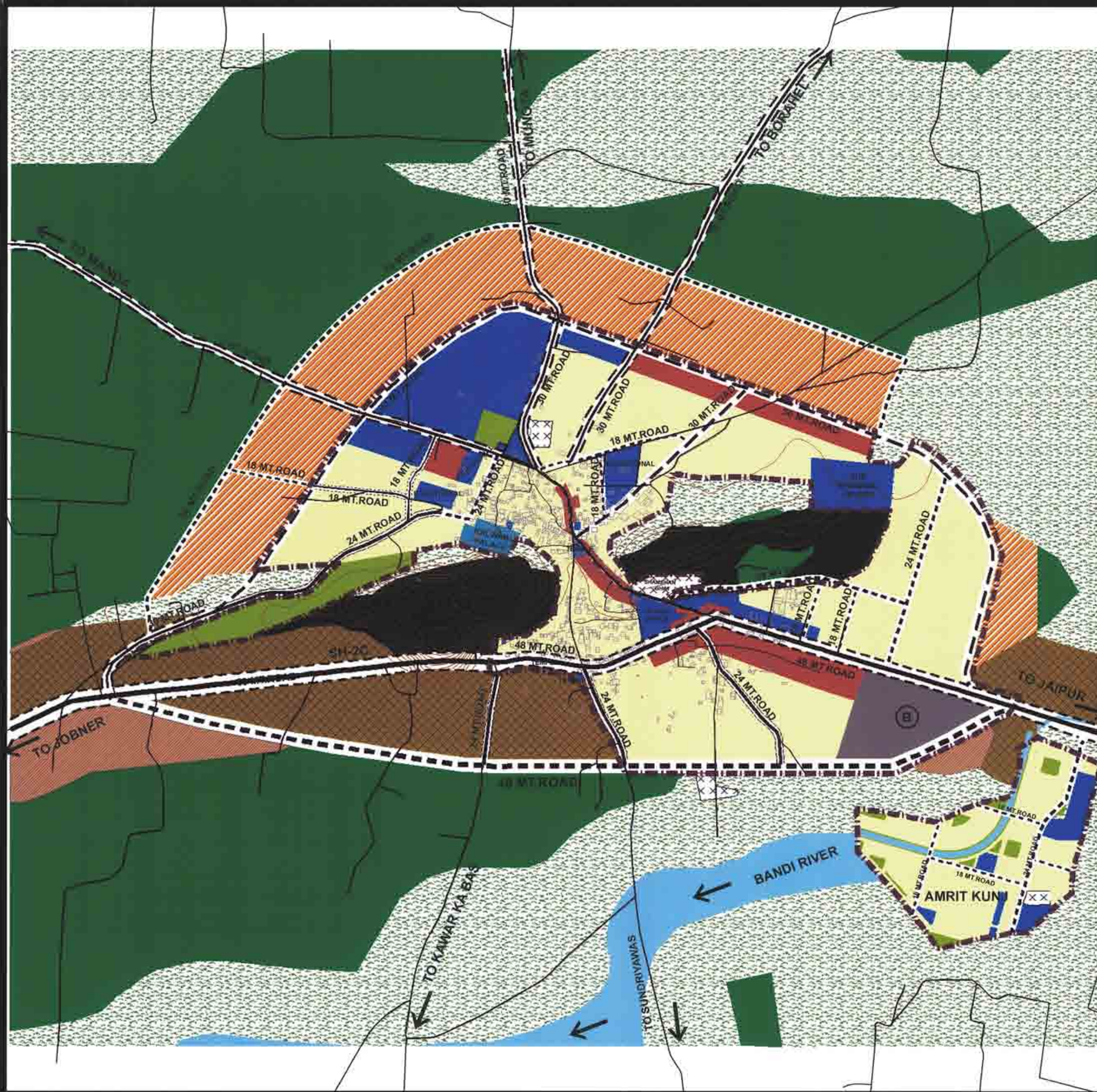
JDA/MP/MDP/W/11/04

*(Signature)*  
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**MASTER DEVELOPMENT PLAN - 2025**

  
**JAIPUR DEVELOPMENT AUTHORITY**





**Satellite Town**

**KANOTA**



**Jaipur  
Development  
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## Satellite Town-KANOTA



**NORTH LATITUDES**  
26°04'00''

EAST LONGITUDES  
75°58'00"





## 1.1 LOCATIONAL ATTRIBUTES

Kanota is located on the eastern side of Jaipur city at a distance of about 18 Kms. It is located along National highway (NH)-11, the NH-11 bisects Kanota and Heerawala. The river Dhund flows the west of this settlement, which is non-perennial in nature. This settlement is located at 26°04'00"N latitude and 75°58'00"E longitude.

## 1.2 GENERAL PROFILE

Kanota Until 1524 A.D. the settlement of formed part of northern limit of Mewar. In 1871 A.D. the state of Kanota bestowed to Thakur Zorawar Singh, he started constructing the fort on the security line of lohagadh (Bharatpur). It was the last fort built in Rajasthan. it is now converted in to a heritage hotel with name 'Castle Kanota'. Heerawala settlement is situated is north and has RIICO industrial area. Both theses areas made part of one development plan. Existing area of Kanota is 1.18 sq. km.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

It is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is  $7.8^{\circ}\text{C}$  and maximum in the month of May and June i.e.  $43.0^{\circ}\text{C}$ . Annual mean rainfall recorded is 673.9 mm. the months of July and August receives maximum rainfall.

### 1.3.2 SOIL

The soil in is very deep, well drained and fine loamy soils. The soil is fertile in nature.

### 1.3.3 GROUND WATER LEVEL

The ground water in the settlement is generally found at a depth of 120-150 feet. The water quality is not good on account of fluoride content.



## 1.4 DEMOGRAPHY

Table : Population of Kanota (1961-2001)

| Year | Population | Population increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 1961 | 3264       | -                   | -                    |
| 1971 | 4038       | 774                 | 23.71%               |
| 1981 | 5026       | 988                 | 24.47%               |
| 1991 | 6968       | 1942                | 38.64%               |
| 2001 | 8838       | 1870                | 26.84%               |

Source : Census of India 2001

### 1.4.1 POPULATION GROWTH

The population of Kanota & Heerawala was 6968 in the year 1991 increased to 8838 by the year 2001. The decadal population growth rate witnessed was 26.48%. The total number of households in the year 1991 was 1010 increased to 1321; by 2001 the family size remained at 6.9.

### 1.4.2 SEX RATIO

It had a sex ratio of 1000:911 in the year 1991 which increased to 1000:931 by the year 2001 which is higher to the District average and State average it is lower to National average.

### 1.4.3 LITERACY

As per the Census 2001, the literacy rate of the town was 63.87% which is lower than the national literacy rate of 65.38 % and is higher than the state literacy rate of 61.03 %. In the settlement 80.84% males and 46.20% females are literate.



**1.4.4****WORKFORCE AND OCCUPATIONAL STRUCTURE**

The number of workers increased from 2160 to 3003 between the year 1991 to 2001. The work-force participation ratio in the year 1991 was 31.00% which increased to 33.98% in the year 2001. As per the Census 2001, 47.08% of the workers were males and 19.90% were females respectively. Residents of the settlement generally work as labourers in the Heerawala Industrial area and at the Brick kilns that have mushroomed in the surrounding areas.

**1.5****ECONOMY**

The land is fertile and nearly 35.10% of the workforce is engaged in agriculture. The crops grown in the area are Wheat, Jau (Barley), Bajra, Mustard, oil seeds and cereals like moth and moong. Other than these some of the vegetables crops grown here are Lady's finger, Brinjal and tomato. These are supplied to Bassi and Jaipur every day. RIICO (Hirawala) area adds to the economy of the settlement.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Kanota -2009**

| Land use             | Area (in ha) | Developed Area (%) | Total Area (%) |
|----------------------|--------------|--------------------|----------------|
| Residential          | 60.72        | 34.60              | 21.61          |
| Commercial           | 8.87         | 5.05               | 3.16           |
| Mixed use            | 0.57         | 0.32               | 0.20           |
| Public/Semi-public   | 3.17         | 1.81               | 1.13           |
| Industrial           | 73.53        | 41.90              | 26.17          |
| Circulation          | 28.62        | 16.31              | 10.19          |
| Total Developed Area | 175.48       | 100.00             | 62.46          |
| Agricultural         | 19.43        |                    | 6.92           |
| Vacant Area          | 86.00        |                    | 30.61          |
| Water Body           | 0.03         |                    | 0.01           |
| Total Area           | 280.94       |                    | 100.0          |

## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

Residential use is one of the predominant land uses in Kanota and comprises nearly 34.60% of the total developed land use. The old settlement is laid out at south of the fort. Maximum potential for residential and commercial development figure towards northern direction due to presence of National Highway -11.



### 2.1.2 COMMERCIAL

The main market of the settlement is the Sadar Bazaar which is situated along the main road leading to the Fort. Markets have also developed along NH-11 which caters to the residents of Kanota, Heerawala as well as the commuters.



### 2.1.3 INDUSTRIAL

Heerawala has industrial area developed by RIICO and the land under brick kiln account for major portion of the existing land use. The total developed area falling under industrial land use is 41.90 %. however, the exact area to be taken in to account for Heerawala industrial area is only 49ha.





## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

There are two Government senior secondary schools and ten primary and middle schools most of which are run by private organizations. The settlement does lacks colleges which lead students have to go to Jaipur to pursue higher education.



### 2.2.2 HEALTH

The town does not have proper medical facilities. However, few private medical practitioners are present in the settlement. In order to avail medical facilities people generally visit to Jaipur Bassi.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The water supply in the town is the responsibility of P.H.E.D. Ground water is the main source of water, which is supplied through tube wells. Entire settlement is covered by public water supply.

### 2.3.2 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the clogging of drains. There is no solid waste management system in the settlement.



### 2.3.3 TRANSPORTATION

Kanota is well connected by public transportation due to its proximity to Jaipur city. The town lies on an important National highway i.e. NH-11 which connects Jaipur with important places such as Dausa and Agra. Buses of RSRTC as well as private agencies are running on this route. The frequency of buses and other private vehicles is good which makes it an important settlement in the east of Jaipur city. The Jaipur City Transport Service Limited (JCTSL) has also started running buses between Kanota and Jaipur to increase the accessibility between the two settlements. Ring road is envisaged west of Kanota at a distance of around 2 km.

#### Railways

Jaipur-Agra railway line passes from southern direction of this town at a distance of 1.7 Kms. The nearest railway station is Kanota at 1.7km south of NH-11 on Jaipur- Delhi railway line.

#### Airport

The nearest Airport is located at Jaipur which is at a distance of 23 Kms from the town.



# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town- Kanota.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generated land uses so as to bring flexibility planning afterwards.
3. To propose all industrial activities at the periphery.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development.
2. Hierarchy of roads to be worked out keeping in view the developmental inputs.

### **Environment measures**

1. To protect eco-sensitive areas like forests and water bodies, etc.
2. To conserve heritage structures
3. To develop areas of ecological importance as a natural tourist areas and major recreational facilities.
4. To earmark Parks /Open spaces /playgrounds in the settlement.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Kanota and Heerawala as work centers.
2. Promotion of U2 and U3 areas for economic inputs.
3. Planning and Development of the town to be controlled through development control regulations.



## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Kanota (2011-2025)

| Year | Population | Increase Population | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 2011 | 9793       | -                   | -                     |
| 2021 | 11158      | 1365                | 13.93                 |
| 2025 | 11705      | 547                 | 12.26                 |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this satellite town is 5500 person/sqkm. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A systematic development of infrastructure attract employment opportunities to Kanota from all over the region, and the population is projected at 9793 by the year 2011. It is estimated that the target population will reach 11705 by the horizon year 2025.

In view of the above, the following categories of land utilization have been provided in the settlement.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** along NH & SH with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited and by accommodating the commitments objection/suggestions and to give clarity in reading the plan corrections have been effected.

### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Kanota to accelerate the development inputs for the settlement. In order to provide the same, land use, distribution account more for economic development. The land-use distribution provided is as under:

Table : Land use Distribution-2025

| Land Use             | Area (Ha)     | Percentage    |
|----------------------|---------------|---------------|
| Residential          | 210.65        | 25.90         |
| Commercial           | 241.24        | 29.60         |
| Industrial           | 251.00        | 30.86         |
| Public & Semi Public | 68.25         | 8.39          |
| Tourist facility     | 4.75          | 0.58          |
| Recreational         | 27.40         | 3.37          |
| Circulation          | 10            | 1.23          |
| <b>TOTAL (U1)</b>    | <b>812.64</b> | <b>100.00</b> |

The prescribed land use considers all the important land uses necessary for economic development of the city. The residential area is extended towards the northern and southern direction of the settlement. The areas in the north towards Heerawala is designated for industrial land use.

Commercial land use has been assigned with a major move of 29.60% to create hotel, motel and other commercial establishments. It also accommodate the existing castle Kanota.

The Public/Semi Public use accounts for 8.39% required for growth of the town.

The non-perennial river in the west is protected by providing buffer in the form of G2 area. The G2 and G3 together enhance green cover of the settlement.



A proper road network is provided by proposing new roads and widening the existing roads wherever possible. A bus stand is provided along the National highway-11 for easy accessibility to lot of southern and northern areas.

- The MDP-2011 proposal of 75 meter road connecting Jamwa ramgarh and 60 meter road connecting Kanota to Bassi road, along the railway line, are retained in this proposal.
- 30 meter, 24 meter road connectivity with in the settlement is ensured.

The National highway-11, is provided with U3 along the NH. U3 zone is expected to act as an economy and employment generator for the town.

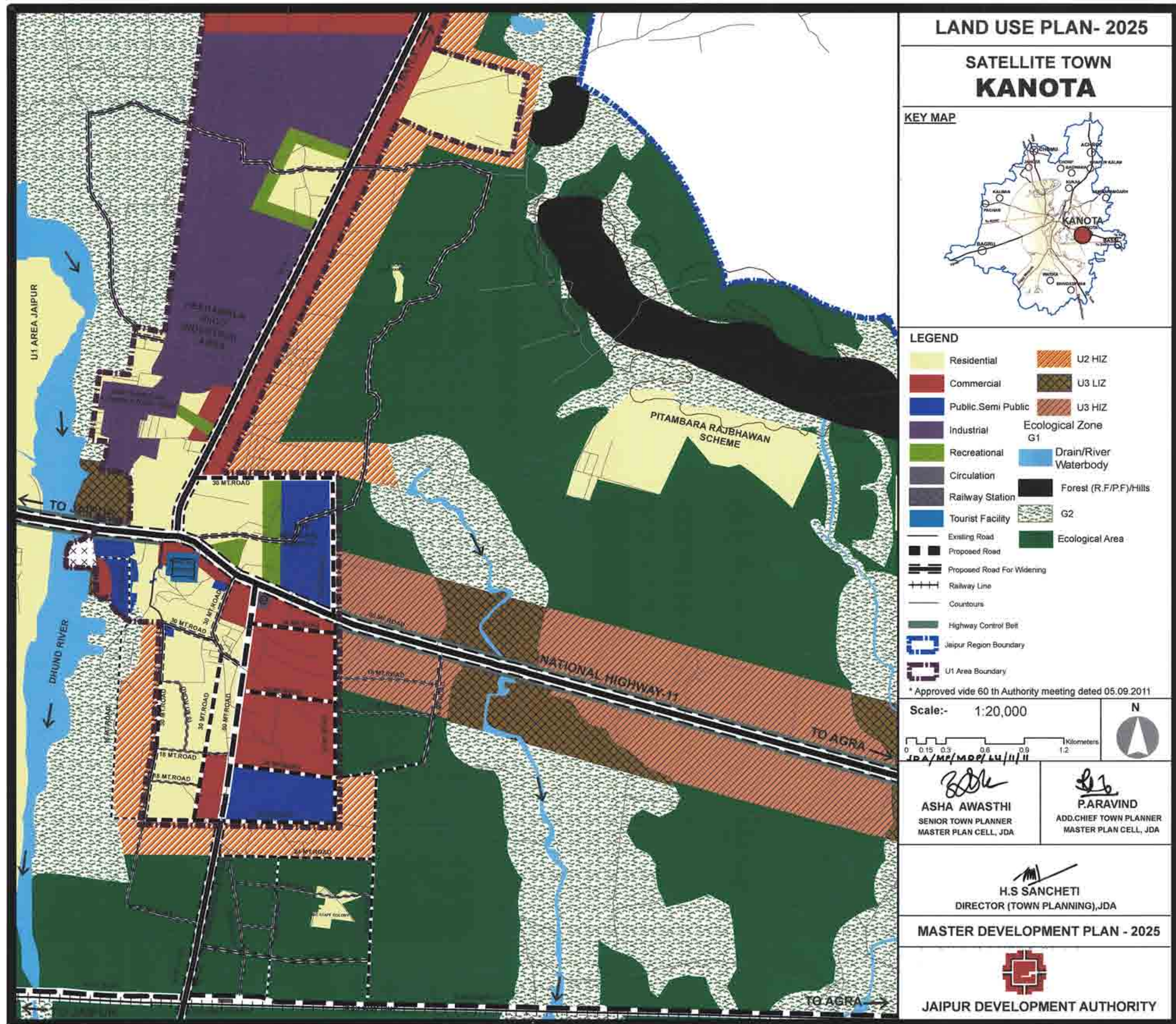
The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

| ROAD WIDTH      | PRESCRIBED ROAD (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH MT. |
|-----------------|-----------------------|------------------------------------|------------|
| 18MT.           | 2976                  | 6807                               | 9783       |
| 24MT.           | 1997                  | 3397                               | 5394       |
| 30MT.           | 8488                  | 11458                              | 19946      |
| 60MT.           | 7987                  | 1614                               | 9601       |
| 75MT.           |                       | 4628                               | 4628       |
| 90MT.           |                       | 6565                               | 6565       |
| TOTAL OF LENGTH |                       |                                    | 55917      |

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas and water body and their buffer area would act as an interface between the Satellite town and its surroundings.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.







**Satellite Town**

**KUKAS**



**Jaipur  
Development  
Authority**



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# 1

## PROFILE OF THE TOWN

NORTH LATITUDES

27°02'30"

EAST LONGITUDES

75°54'



Kookas

N 27°02'48.48"

N 27°02'42.567"

E 75°52'37.92"

E 75°53'3.84"

E 75°53'29.70"

E 75°53'55.68"

E 75°54'31.6"

E 75°54'47.50"

E 75°55'

1

N 27°01'56.64"



## 1.1 LOCATIONAL ATTRIBUTES

Kukas is one of the important settlements of Jaipur region. It is located at 27°02'30" North latitude and 75°54' East longitude which is at a distance of 20 Kms from Jaipur on National highway No.8. The settlement has a revenue area of 17.33 Sq. Kms and is surrounded by Aravalli ranges. The settlement comes under Panchayat Samiti and tehsil Amber.

## 1.2 GENERAL PROFILE

Kukas is a small settlement situated in the north of Jaipur. It has an existing developed area of 1.2 Sqkm. The town comprises of the settlement, the institutional/ industrial area developed by RIICO. Owing to the presence of the Industrial area in the settlement the area shows great potential to develop into a major center on Delhi road. The character of Kukas can be defined as semi urban. It is a destination for a number of higher education institutes.



## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

As per the Indian Metereological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e. 40.3° C.

Annual mean rainfall recorded is 673.9 mm. the months of July and August records maximum rainfall.

### 1.3.2 SOIL

The urban settlement of Kukas is having moderately shallow, well drained, fine loamy soils on gently sloping pediments. The areas around this settlement also falls under this soil type.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 120-150 feet. The quality of water is good.



## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

The population of Kukas 2947 as per the Census of India, 2001 and has increased from 1534 in the year 1981 to 2216 in the year 1991. The population growth rates in the years 1991 and 2001 were 44.46% and 32.99% respectively. As per the Census of India, 2001 the total number of households in the settlement was 407 with an average house hold size of 7.24

### 1.4.2 SEX RATIO

As per the Census of India, 2001 the sex ratio of the settlement was 1000:894 which is lower than the National average of 1000:933, State average of 1000:922 and District figures of 1000:897 and so is a matter of grave concern.

### 1.4.3 LITERACY

The literacy rate as per the Census of India, 1991 was 54.4%, with 70.3% male literates against 36.8% female literates. In Census of India, 2001 the literacy rate was 68.31% which comprises of 82.63% males and 51.73% females.

### 1.4.4 OCCUPATIONAL STRUCTURE

There were 862 workers as per Census of India, 1991 and 708 workers as per the Census of India, 2001. The Work-force Participation Ratio was 24.02% in the year 2001 as against 38.90% in 1991. Nearly 70.34% of the workforce is engaged in services other than agriculture. 5.79% workers are engaged in industrial pursuits.





## 1.5 ECONOMY

It's economy revolves around industries, institutes and tourism though agriculture and animal husbandry are also an important part for the livelihood of the residents. Tourists come to stay in the major hotels on Jaipur-Delhi route. This is further increasing the promotion of local heritage and is adding to the economy of the town.

The main crops grown in this area are Wheat, Bajra, small millets and mustard.



# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Kukas -2009**

| Land use                    | Area (in ha)  | Developed Area (%) | Total Area (%) |
|-----------------------------|---------------|--------------------|----------------|
| Residential                 | 20.65         | 20.98              | 17.55          |
| Commercial                  | 21.04         | 21.37              | 17.88          |
| Public/Semi-public          | 25.83         | 26.24              | 21.95          |
| Industrial                  | 18.59         | 18.88              | 15.80          |
| Circulation                 | 12.33         | 12.53              | 10.48          |
| <b>Total Developed Area</b> | <b>98.44</b>  | <b>100.00</b>      | 83.64          |
| Agricultural                | 13.32         |                    | 11.32          |
| Vacant Area                 | 5.93          |                    | 5.04           |
| <b>Total Area</b>           | <b>117.69</b> |                    | <b>100.0</b>   |

## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

It is dominated by residential land use. The houses are generally low rise and haphazardly placed throughout the old settlement as well as in the outgrowth. Residential land use comprises nearly 21% of the total land use. Majority of the residential development is towards the west of National Highway-8 whereas recent developments are witnessed on the east of the National highway.



### 2.1.2 COMMERCIAL

It has very few retail commercial establishments. The Commercial land use forms 21.37 % of the total landuse. However, along the National Highway-8, commercial establishments are coming up in the form of Hotels and Resorts. The settlement lacks any local or specialized markets to cater to the needs of the people.



### 2.1.3 INDUSTRIAL

The RIICOs Industrial area which comprises 18.88 % of the total area. However, only part of the land is devoted to Industries and rest of the area is occupied by private institutions of higher education.



### 2.1.4 PUBLIC & SEMI PUBLIC

RIICOs Industrial area accommodate a number of well known private colleges. These institutions are basically regional level facilities and do not accommodate the settlement. It has a small but famous Sai Baba Temple which abuts the National Highway-8 and is attended by devotees throughout the year.





## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

It has one senior secondary school, two middle schools and one primary school. The settlement is an important education centre of Jaipur region. The settlement has higher level educational institutes which cater to the regional/state level. Six private Engineering colleges are functioning in the area.

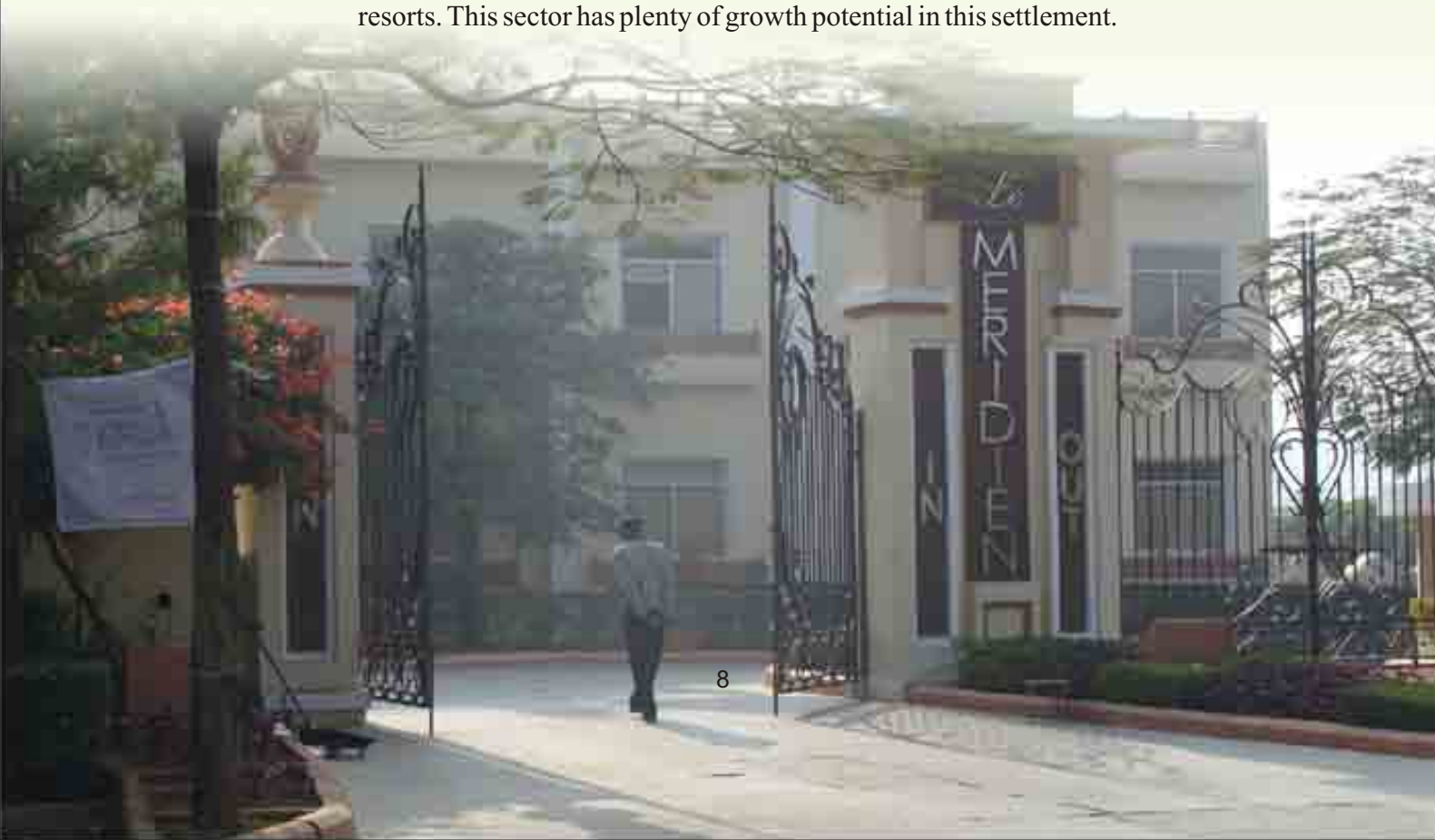


### 2.2.2 HEALTH

It has one primary health center and one family health care center. The settlement is short of adequate health facilities and the nearest medical facility is a medical college and a Dental College 18 km north and 4.5 km north respectively from the settlement. However, Jaipur is the preferred destination for major ailments.

### 2.2.3 TOURISM

The settlement besides being surrounded by Aravalli hills also has a Dam-Kukas Dam, in its proximity. The growth of the settlement on the west side is restricted by large expanses of forests under the jurisdiction of the Forest Department. The area exudes serenity and a sense of being united with nature. Thus the settlement and its hinterland boast of two fine Hotels and around 6 resorts. This sector has plenty of growth potential in this settlement.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

Earlier Kukas dam was the major sources of water to the settlement until it dried up. Now the water is supplied by PHED from ground water sources and the supply is tapped. Other sources of water supply are hand pumps, open wells and tube wells in the area.

### 2.3.2 SEWERAGE

There is no sewerage system in the settlement and houses with toilet facilities have septic tanks.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results into clogging. There is no proper solid waste collection and disposal mechanism in the town.



### 2.3.4 POWER

The electricity supply to the settlement is from the 212.50 MVA Grid Sub Station of JVVNL located at the south of this town within the RIICO industrial area premises.

### 2.3.5 TRANSPORTATION

It is located on National Highway -8. The settlement has very good connectivity with Jaipur through road in the form of private buses operating on Delhi road and some local Bus Services as well besides the State transport buses running between Delhi-Jaipur and Alwar-Jaipur. The internal roads inside the settlement are generally 5 to 8 meters wide and those in the Industrial area are black topped with optimum widths. A bus stand is located on the road near the Sai Baba Temple.

The nearest Railway station is located in Jaipur at a distance of 22 kms from the town. The nearest Airport is located in Jaipur at a distance of 28 kms from the town.







# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town- Kukas.

### Land use measures

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize and decentralized the activities of mother city to reduce burden on it.
3. To propose economic inputs and define the additional land around RIICO area.

### Transportation measures

1. Major roads to be strengthened to enhance economic development.
2. Hierarchy of roads to be worked out keeping in view the developmental inputs.
3. De-congestion of existing roads including highways.

### Environment measures

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To discourage mining and quarrying activities.
3. To develop areas of ecological importance as a natural tourist areas and major recreational facilities and improvement measure to protect catchment area of Kukas dam.
4. To develop Parks /Open spaces /playgrounds in the settlement.
5. To protect suitable agricultural Lands against indiscriminate urbanization.

### Other Measures

1. To develop Kukas interwoven with existing work centers and keep provision for utility services and community facilities.
2. Promotion of U2 and U3 areas for economic development of the settlement.
3. Planning and Development of the settlement to be controlled through flexible development control regulations.

## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Kukas (2011-2025)

| Year | Population | Population increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 2011 | 4244       | -                   | -                    |
| 2021 | 6111       | 1867                | 43.99                |
| 2025 | 7186       | 1075                | 44.00                |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density for this satellite town is around 1500 person/sq.km. it is for the reason that much of the area is occupied by non residential activities and the density is assumed on the basis of standards given for a small town.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A **systematic** development of infrastructure will further attract a working population from nearby villages, and the population living in settlement is projected to be 4244 by the year 2011. It is estimated that the target population of Kukas will reach 7186 by the horizon year 2025.

**In view** of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** along NH-8 with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological Area**

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan corrections have been effected.



### 3.4 PRESCRIBED LAND USE

The Land use plan attempt to accelerate the development. To develop this settlement as work center for institutional destination. Major land use allotted for industrial use. The following table gives the land use details.

Table : Land use Distribution-2025

| Land Use           | Area (Ha)     | Percentage    |
|--------------------|---------------|---------------|
| Residential        | 155.57        | 28.84         |
| Commercial         | 4.28          | 0.79          |
| Mixed Use          | 1.79          | 0.33          |
| Public/Semi Public | 50.56         | 9.37          |
| Industrial         | 148.98        | 27.62         |
| Tourist Facility   | 102.19        | 18.95         |
| Recreational       | 6.94          | 1.29          |
| Circulation        | 69.09         | 12.81         |
| <b>TOTAL (U1)</b>  | <b>539.40</b> | <b>100.00</b> |



The development plan takes into account all land uses necessary for development. The above table shows that the town is dominated by industrial land use. As per the existing land use, the residential areas lies on the west of the National Highway-8. The residential areas are provided on the east of the highway to extend up to the existing commercial and industrial areas in the south-east for supporting population. The town being situated on NH-8 tourism facility zone account to 1/5 of total land use to generate tourism development on NH-8.

The plan accommodate commercial land use assigned along NH-8 and amidst residential area. Most of the public/semi public use is already accommodated in the RIICO and influence area adjacent to the already existing Public/Semi-public area. Sub Regional center is provided to accommodate the needs under of one umbrella to accommodate Govt. offices and trade centers.

All the industries including the manufacturing sector have been provided in the south and south-east of this town. Mixed residential provided along the NH of the existing Aabadi.

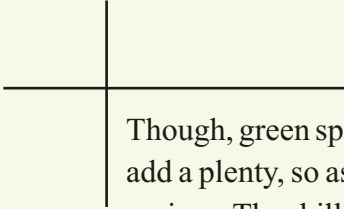
A proper road network is provided by keeping provisions for new roads, the following are prescribed.

- 24 m wide roads prescribed for the eastern side development of the NH8.
- A 24m wide road link to regional road west of hills provided.
- RIICO industrial (Institutional area) accommodate road prescribed as per plan requirement.
- The internal roads of the existing Kukas settlement to be improved to make it 9.0m width as far as possible.

A bus stand is provided on the eastern direction of the town on NH-8. It is advantageously chosen to provide access to the existing settlement as well as the settlement extension.

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

| ROAD WIDTH             | PRESCRIBED ROAD LENGTH (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH (Mt.) |
|------------------------|------------------------------|------------------------------------|--------------|
| 18MT.                  | 2443                         |                                    | 2443         |
| 24MT.                  | 6682                         | 14251                              | 20933        |
| 90MT.                  |                              | 6779                               | 6779         |
| <b>TOTAL OF LENGTH</b> |                              |                                    | <b>30155</b> |



Though, green spaces are provided in limited way, the picturesque surroundings add a plenty, so as to provide recreational space to the community as well as the region. The hills and water bodies are to be protected by discouraging development within the vicinity.

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN-2025

## SATELLITE TOWN KUKAS

### KEY MAP



### LEGEND

- Residential
- Commercial
- Mixed Residential
- Public/ Semi Public
- Industrial
- Recreational
- Circulation
- Tourist Facility
- U2 HIZ
- U2LIZ
- U3LIZ
- U3HIZ
- Ecological Zone
- G1
  - Drain/River/Waterbody
- Forest(R.F/P.F)/Hills
- G2
  - Ecological Area
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Contours
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:9,000

JDA/MP/MDP/LU/11/09

*Asha Awasthi*  
ASHA AWASTHI  
SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

*Paravind*  
PARAVIND  
ADD.CHIEF TOWN PLANNER  
MASTER PLAN CELL, JDA

*H.S. Sancheti*  
H.S. SANCHETI  
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MASTER DEVELOPMENT PLAN - 2025

  
JAIPUR DEVELOPMENT AUTHORITY



**Satellite Town**

**WATIKA**



**Jaipur  
Development  
Authority**

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**NORTH LATITUDES**  
26°42'45"

**EAST LONGITUDES**  
75°48'12"



## 1.1 LOCATIONAL ATTRIBUTES

Watika is an important settlement in the south of Jaipur region. It is located at 26°42'45" North latitude and 75°48'12" East longitude at a distance of about 30 Kms from Jaipur City and 5 Kms west of Tonk road. The total area of the settlement is 22.07 Sq Kms. The settlement comes under Sanganer panchayat samiti. It is a panchayat head quarter.





## 1.2 PHYSIOGRAPHY

### 1.2.1 CLIMATE

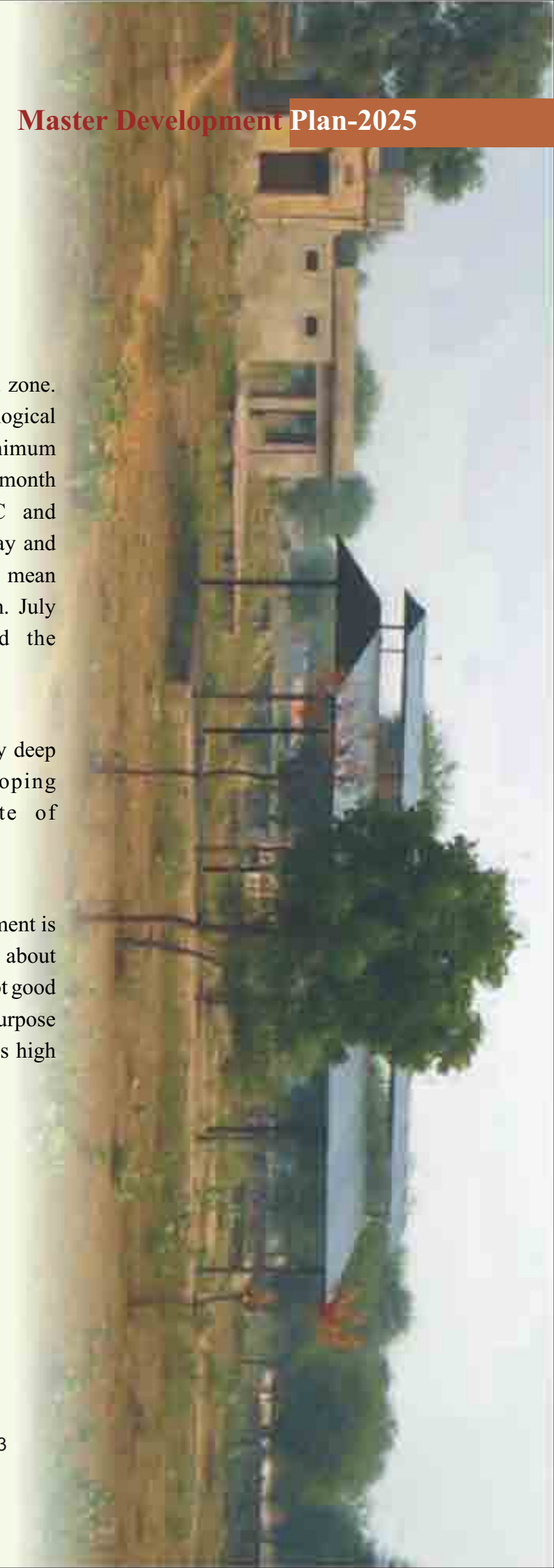
Watika is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is  $7.8^{\circ}\text{C}$  and maximum in the month of May and June i.e.,  $40.3^{\circ}\text{C}$ . Annual mean rainfall recorded is 673.9 mm. July and August months record the maximum rainfall.

### 1.2.2 SOIL

The soil in Watika area is very deep and sandy on gently sloping pediments with high rate of percolation.

### 1.2.3 GROUND WATER

The ground water in the settlement is generally found at a depth of about 240 feet. The water quality is not good and not suitable for drinking purpose because the fluoride content is high in water.



## 1.3 DEMOGRAPHY

### 1.3.1 POPULATION GROWTH

The population of Watika is 8292 persons as per 2001 census as against a figure of 6537 in 1991 thereby showing a growth rate of 26.85%. The total number of households 917 and 1248 with an average house hold size of 7.13 as per 1991 census and 6.64 as per 2001 census..

Table : Population of Watika (1961-2001)

| Year | Population | Population Increase | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 1961 | 3747       | -                   | -                     |
| 1971 | 4564       | 817                 | 21.80                 |
| 1981 | 6448       | 1887                | 41.28                 |
| 1991 | 6537       | 89                  | 13.00                 |
| 2001 | 8292       | 1755                | 26.85                 |

### 1.3.2 SEX RATIO

The sex ratio of the settlement according to 1991 census was 918 females per 1000 males. However sex ratio has showed a slight decrease during last decade, and decreased to 916 by year 2001, This is higher as compared to district sex ratio 897 and it is lower to National State averages.

### 1.3.3 LITERACY

As per the Census of India, 1991 the overall literacy rate of the town was 38.42% of which 55.11% were males and 20.20% were females. By the year 2001, the overall literacy rate increased to 60.13% of which 77.31% were males and 41.17% were females. Literacy level of the town is higher than the district average of 69.9 %.

## 1.3.4

**WORK FORCE AND OCCUPATIONAL STRUCTURE**

Work participation ratio was 1825 worker as per 1991 census and 2958 workers as per 2001 census, giving an overall participation ratio of 27.92% and 35.67% respectively. Which can be further subdivided in to 46.57% and 23.78% for males and females respectively as per 2001 census.

The land is fertile and nearly 53.52% of the workforce is engaged in agriculture the water in the region contains fluoride which is detrimental for crops as well.

As per the information from Gram Panchayat 50% of Watika's population works in sitapura industrial area while 40% is involved in agriculture and allied activities, rest of the 10% is involved in other informal activities .

## 1.5

**ECONOMY**

There are Co-operative societies or milk dairy in the settlement. Milk dairy collect milk and supply to Jaipur dairy.

Few people of the settlement are engaged in precious and semi-precious stone cutting and polishing. Some women are also involved in handicraft works.

This settlement is part of U-2 area of Jaipur city. Development trends have already reached nearby. Though separate inputs may not be necessary but for the near future development inputs have been provided for growth of the settlement as satellite town.





# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

Table : Existing Land use Distribution of Watika -2009

| Land use                    | Area (in ha) | Developed Area % | Total Area (%) |
|-----------------------------|--------------|------------------|----------------|
| Residential                 | 24.67        | 80.73            | 46.36          |
| Mixed use                   | 1.2          | 3.92             | 2.25           |
| Public/Semi-public          | 0.41         | 1.34             | 0.77           |
| Circulation                 | 4.28         | 14.00            | 8.04           |
| <b>Total Developed Area</b> | <b>30.56</b> | <b>100.00</b>    | <b>57.43</b>   |
| Agricultural                | 0.79         |                  | 1.48           |
| Vacant Area                 | 21.81        |                  | 40.99          |
| Water Body                  | 0.05         |                  | 0.09           |
| <b>Total Area</b>           | <b>53.21</b> |                  | <b>100.0</b>   |



## 2.1 EXISTING LAND USE

The landuse of the town is dominated by residential activities. Mixed land use is predominant after residential. Several residential schemes and colonies have come up around the settlement.

### 2.1.1 RESIDENTIAL

The Settlement area of this town has primarily residential landuse (80.73%) with a few permissible uses in between. The houses are generally low rise and haphazardly placed throughout the old settlement. Some of the residential premises are also used for commercial activities and therefore 3.92% of the area falls under mixed use. As per Census 1991, there were 881 households. The roads within the settlement are generally narrow and are developed haphazardly. Recently, in the near past, JDA has launched the residential scheme known as Harit Vihar near the settlement area.



### 2.1.2 COMMERCIAL

Most of the commercial area is under mix use. The prominent commercial areas in the town have come along the major road approaching the old town from NH-12. The commercial structures are both permanent & temporary in nature.



### 2.1.3 PUBLIC & SEMI PUBLIC

The settlement has various government and semi-government offices such as Patwar Ghar, PHED, JVVNL, agriculture supervisor, Forest department, Public Health Officer, Co-operative Society, Gram Panchayat etc. Besides these, the settlement also has school with large playground.

## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

The overall literacy rate of the town increased to 60.13% of which 77.31% were males and 41.17% were females. The settlement has two senior secondary school, three middle schools and eight primary schools. There are also one secondary school, nine middle schools and one polytechnic college which are operated by private organizations.



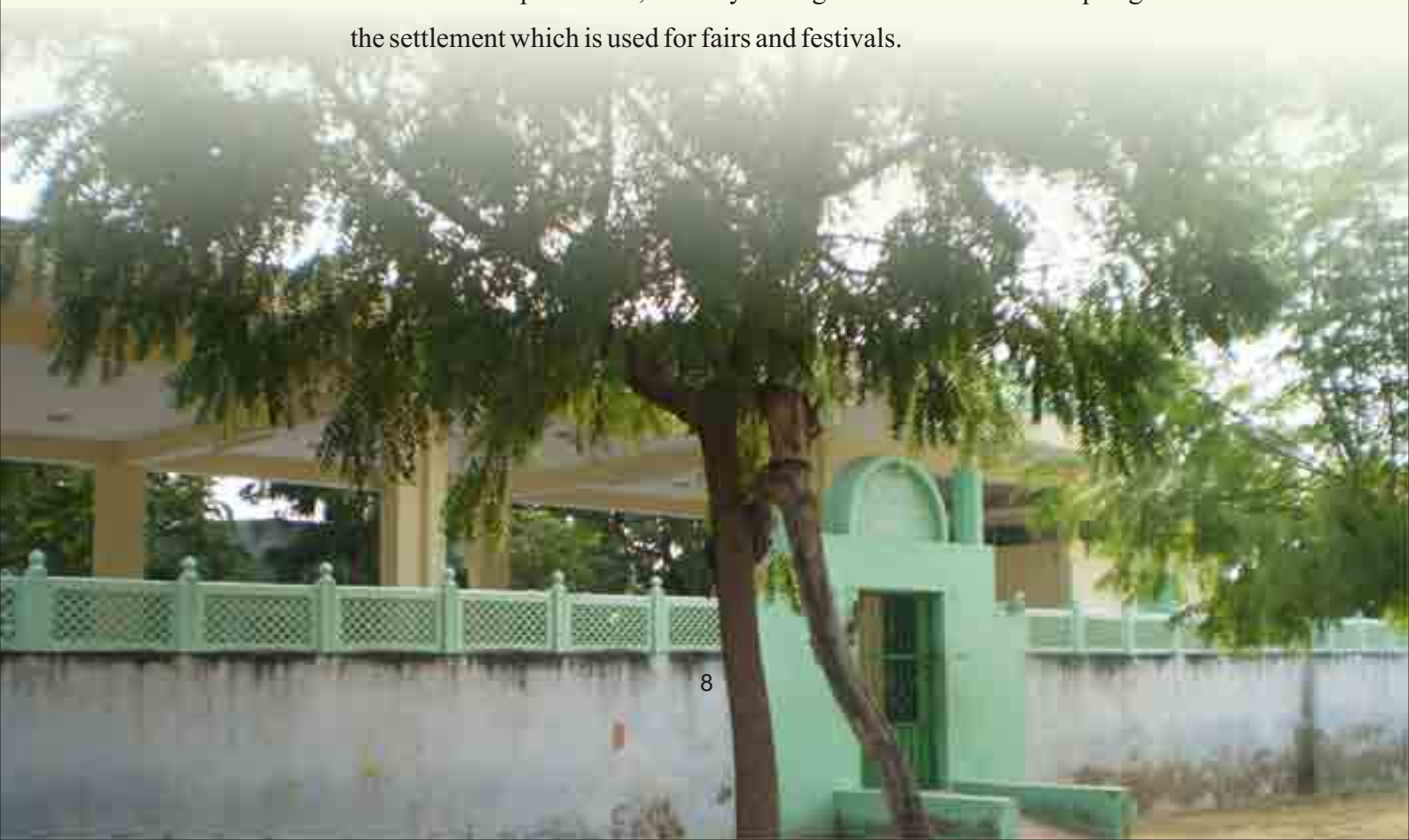
### 2.2.2 HEALTH

There is only one primary health centre and one Ayurvedic dispensary in the town. people used to go to Jaipur for further medical facilities.



### 2.2.3 OTHER FACILITIES

The town has a post office, a library and a govt. bank. There is an open ground in the settlement which is used for fairs and festivals.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The water is supplied by PHED from ground water sources. PHED supplies 4 lac liters of water per day for 40-45 minutes. The water is extracted from five tube-wells and stored in a ground water reservoir having capacity of 2 lac liters and further stored in overhead tank having capacity of 4 lac liters for water supply. Other sources of water are hand pumps, open wells and tube-wells in the area.



Table: Water connections in settlement.

| Category     | Numbers    |
|--------------|------------|
| Domestic     | 580        |
| Commercial   | 100        |
| Public       | 5          |
| Others       | 15         |
| <b>Total</b> | <b>700</b> |

### 2.3.2 SEWERAGE

There is no sewerage network in the settlement. most of the houses have toilet facilities with septic tanks. there is no community toilets, In absence of community toilets several families use open field for defecation. the drain are open and broken at many places also most of the drains are choked due to waste dumping in them. The drainage facility is very poor.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the clogging of drains. There is no Solid waste management system in this town

### 2.3.4 POWER

The electricity supply for the town is supplied from JVVNL through 33KV electric substation which is situated within the town. The town receives electricity supply from 220KV line Madrampura. there is power shredding of 6 hours in the town.

| Category     | Numbers     |
|--------------|-------------|
| Domestic     | 1000        |
| Commercial   | 250         |
| Agriculture  | 140         |
| Industries   | 50          |
| Others       | 10          |
| <b>Total</b> | <b>1500</b> |

### 2.3.5 TRANSPORTATION

#### Roads

Watika is situated nearly 30 kms away from Jaipur City and 5 Kms away from Tonk road. The town has very good connectivity with Jaipur as RSRTC buses passes from Watika on route Jaipur. Besides this, private buses also operate on this route. The roads within the town are narrow and bottlenecks are formed at several places. The Railway Station of Shivdaspura is located nearly 6 kms away from the main settlement area of Watika. The nearest Airport is located in Sanganer at a distance of nearly 20 kms from the town.





# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Satellite Town Watika.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use to bring flexible planning approach.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view the development inputs.

### **Environment measures**

1. To develop areas of ecological importance as a natural tourist areas and major recreational facilities.
2. To develop Parks /Open spaces /playgrounds etc.
3. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

- 1) To develop Watika with economic inputs by allocating large commercial area and by providing utility services and community facilities.
- 2) Promotion of U2 for economic development.
- 3) Planning and Development of the settlement to be controlled through development control regulations.

## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Watika (2011-2025)

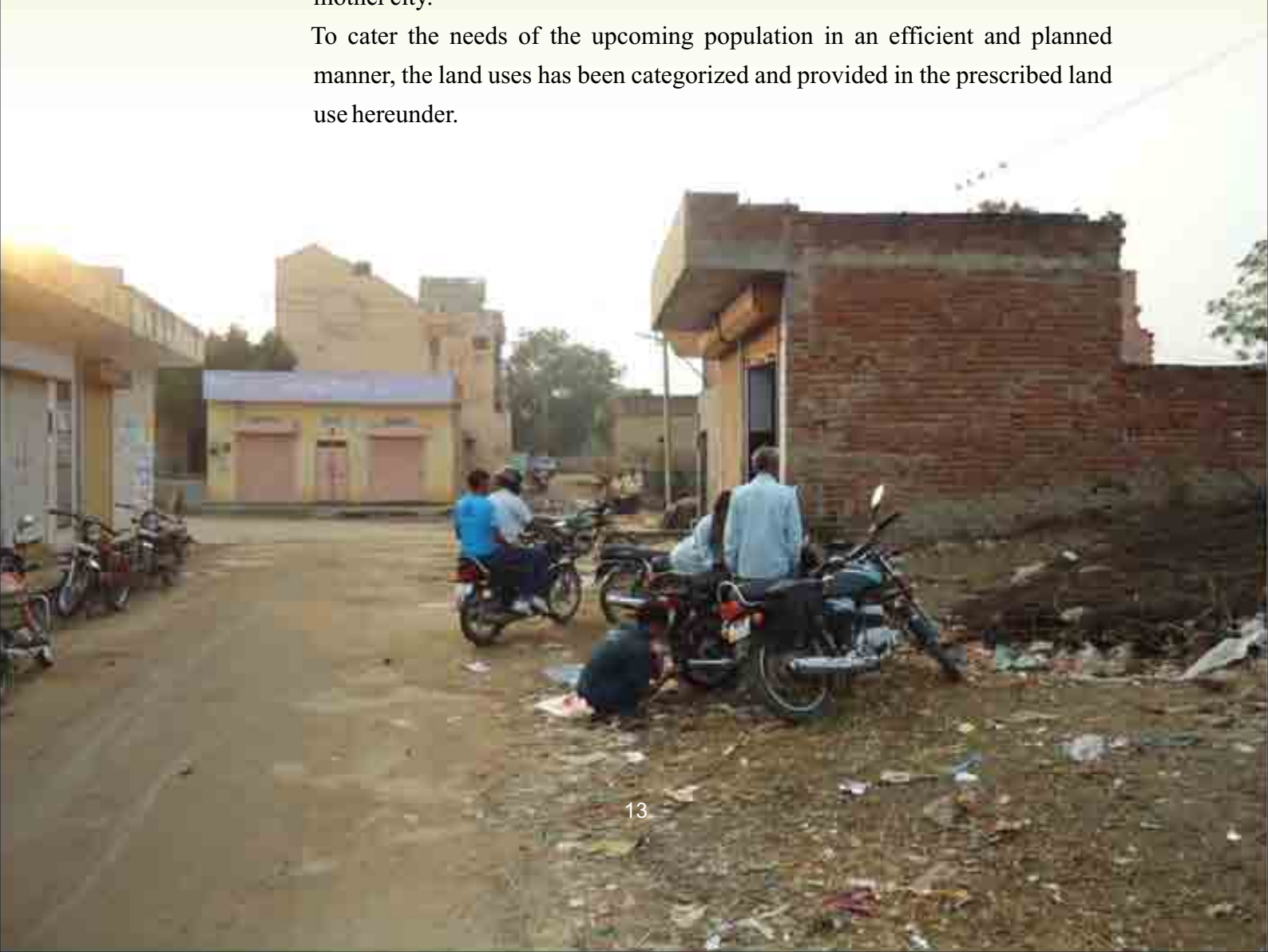
| Year | Population | Increase Population | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 2011 | 9237       | -                   | -                    |
| 2021 | 10343      | 1106                | 11.97                |
| 2025 | 10785      | 442                 | 10.68                |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this satellite town is about 3000 person per sqkm. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a satellite town for the mother city.

To cater the needs of the upcoming population in an efficient and planned manner, the land uses has been categorized and provided in the prescribed land use hereunder.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Satellite town with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the satellite town
- **Availability** of urban land
- **Availability** of government land

A systematic further development of infrastructure will attract a working population to Watika from all over the region, and the number of people living in Watika is projected to be in the range of 9237 by the year 2011. It is estimated that the target population of Watika will reach 10,785 by the horizon year 2025.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan corrections have been effected.





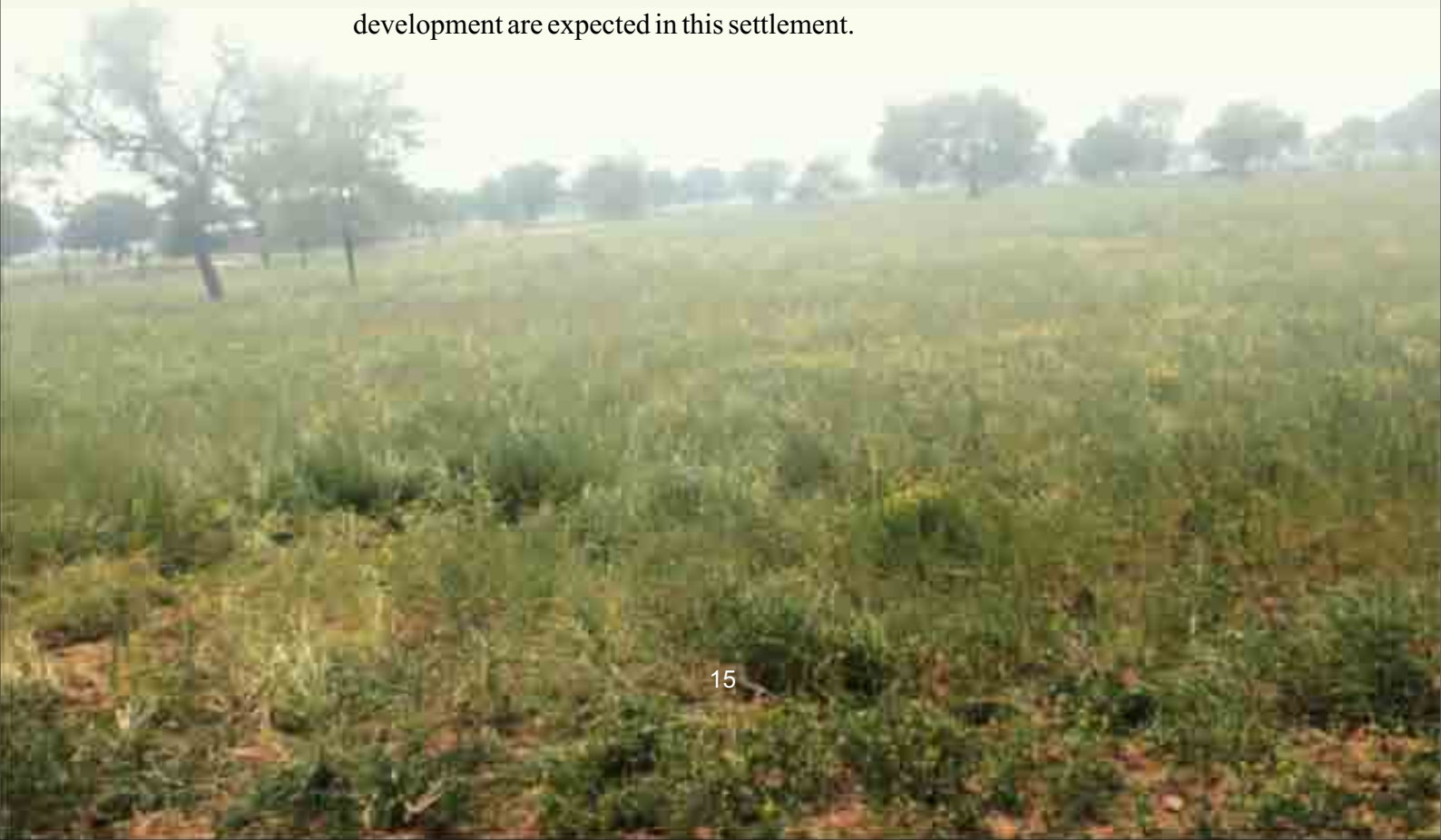
### 3.4 PRESCRIBED LAND USE

The plan prepared to accelerate the development of the settlement, keeping in view the basic needs of a settlement and the development around Watika. The land-use distribution are provided hereunder:

Table : Land use Distribution-2025

| Land Use                  | Area (Ha)     | Percentage    |
|---------------------------|---------------|---------------|
| Residential               | 119.50        | 62.15         |
| Commercial                | 11.68         | 6.02          |
| Mixed Use                 | 1.54          | 0.80          |
| Public & Semi Public      | 26.69         | 13.88         |
| Tourist Facility          | 1.42          | 0.74          |
| Cremation & Burial Ground | 0.46          | 0.24          |
| Circulation               | 25.76         | 13.40         |
| Industrial                | 1.49          | 0.77          |
| Recreational              | 3.74          | 1.94          |
| <b>TOTAL (U1)</b>         | <b>192.27</b> | <b>100.00</b> |

The plan takes into account all the necessary land uses necessary for sustainable development of the settlement. it being part of large U2 area, fast paced development are expected in this settlement.



The prescribed land use takes into account all the necessary land uses needed for sustainable development of the city.

The residential areas are distributed in all direction of the existing settlement.

The commercial land use has been assigned majorly along the approach road, to the existing settlement, majorly along the Tonk road on north east a large strip of commercial use is also provide on prescribed road in south west direction.

Most of the Public-Sami use is distributed all around the town, with a large chunk on south.

A sub regional centre is provided on Govt. land relocating from the Draft proposal to accommodate Govt officer and trade centre facilities required for this town.

A Bus stand is provided at the junction of Tonk road and Mohanpura.

Large pocket of recreational area is provided.

Road connectivity has been improved in this plan with a perspective to interlink important activities. Most of the existing roads are prescribed to be widened and new roads are also prescribed in this plan. An the existing roads within the existing Abadi is to be kept at 9mt. as per requirement at zonal plan level.

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

| ROAD WIDTH          | PRESCRIBED ROAD (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH (Mt.) |
|---------------------|-----------------------|------------------------------------|--------------|
| 18MT.               | 936                   | 981                                | 1917         |
| 30MT.               | 3702                  | 4736                               | 8438         |
| <b>TOTAL LENGTH</b> |                       |                                    | <b>10355</b> |

The largely undeveloped areas consisting of agricultural uses which are part of U2 and U3 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



SATELLITE TOWN  
**WATIKA**

KEY MAP



LEGEND

- Residential
- Commerical
- Mixed Use
- Public Semi Public
- Tourist Facility
- Cremation & Burial Ground
- Industrial
- Circulation
- Recreational
- U2 HIZ
- Ecological Zone  
G1
- DRAIN / RIVER / WATER BODY
- Existing Road
- Proposed Road
- Proposed Road For Widening
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:5,000

0.0 0.25 0.5 1.0 1.5 2.0 Kilometers

JPA/MP/MDP/LU/11/13



*[Signature]*  
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SENIOR TOWN PLANNER  
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MASTER DEVELOPMENT PLAN - 2025



JAIPUR DEVELOPMENT AUTHORITY



**Growth Centre**

**BAGWARA**



**Jaipur  
Development  
Authority**

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# 1 PROFILE OF THE TOWN

NORTH LATITUDES

EAST LONGITUDES



By pass road

Bagwara

## 1.1 | **LOCATIONAL ATTRIBUTES**

Bagwara is an important Settlement in the Jaipur region. It is situated on the Northern Part of Jaipur region at a distance of 35 kms from Jaipur City and 15 kms from Chomu near C-Bypass. It is 1.5 kms East of C-Bypass.

## 1.2 | **GENERAL PROFILE**

### 1.2.1 | **HISTORICAL BACKGROUND**

History suggests that “Bagra” community settled in this region because of their dependency on agriculture. Later on other communities joined them. However, the name of the settlement “Bagwara” is attributed to its identity from “Bagra” community. Two step wells, two temples of Gyanraiiji and Narsinghji and a Jain temple are located in this growth centre which is of heritage value.

### 1.2.2 | **FAIRS AND FESTIVALS**

The Tejaji festival is the famous festival among the locals. During the festivals 4000 people participate in rituals. During this festival Haat bazaar is organized, where all necessary commodities are easily available. The settlement also organizes local festivals like Teej and Gangaur.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

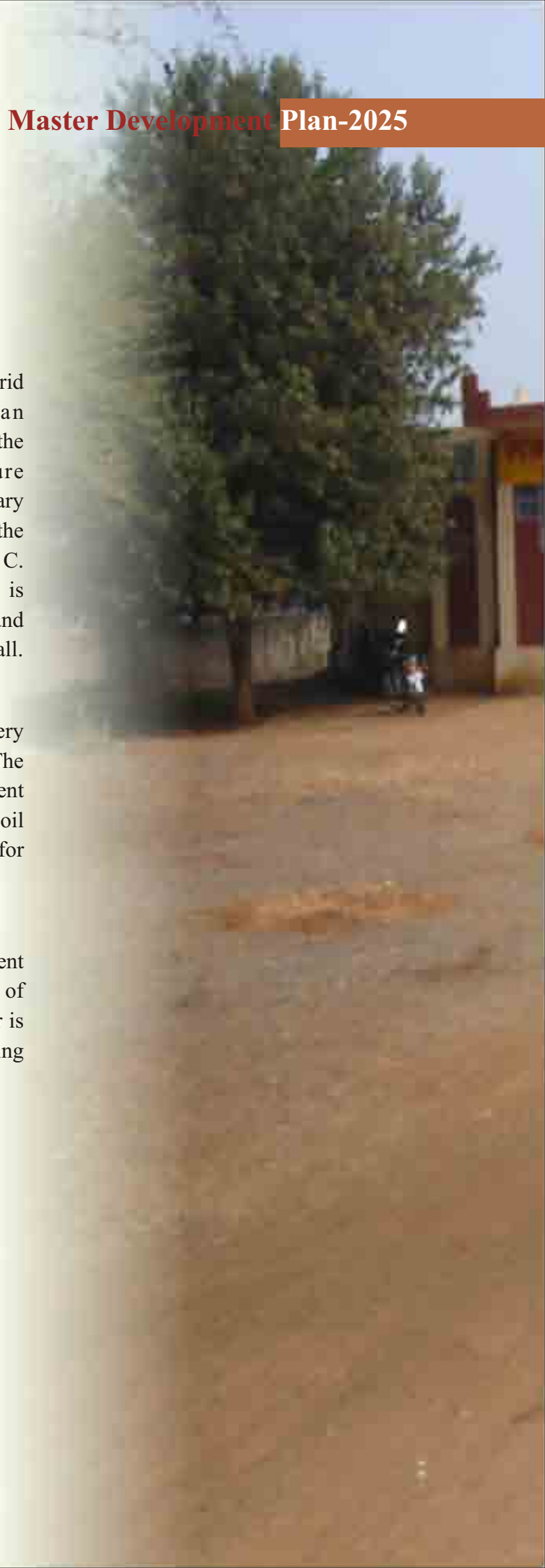
Bagwara is located in semi-arid zone. As per the Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e. 40.3°C. Annual mean rainfall recorded is 673.9 mm. The months of July and August receives maximum rainfall.

### 1.3.2 SOIL

The settlement is situated on very deep, well drained, sandy soil. The areas on the east of the settlement are characterized by fine loamy soil which is generally less suitable for human habitation.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 200'-250'. The quality of water is good and suitable for drinking purpose.



## 1.4 DEMOGRAPHY

### 1.4.1 POPULATION GROWTH

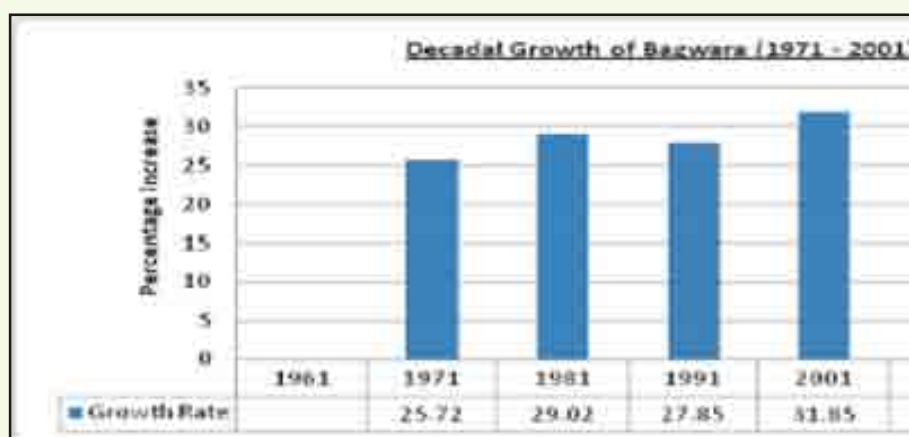
Bagwara showed almost similar growth rate during the last four decades. The lowest percentage increase (25.72 %) was in 1961-71 and the highest was 31.85% in the decade 1991-2001. This is below the average population growth rate (35%) of the district.

**Table: Population of Bagwara (1961-2001)**

| Year | Population | Population Increase | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 1961 | 1532       | -                   | --                    |
| 1971 | 1926       | 394                 | 25.72                 |
| 1981 | 2485       | 559                 | 29.02                 |
| 1991 | 3177       | 692                 | 27.85                 |
| 2001 | 4190       | 1013                | 31.85                 |

*Source: - Census of India*

**Chart: Population Growth Rate (Decadal)**

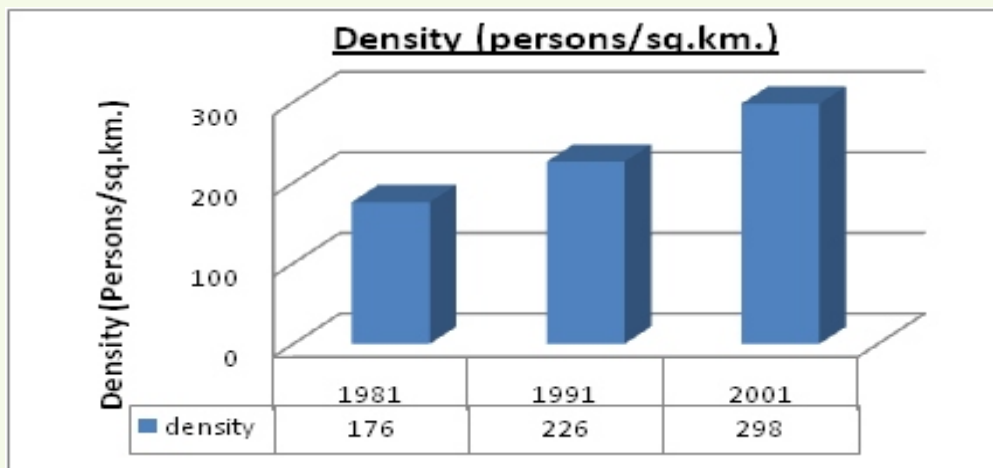


*Source: - Census of India*



### 1.4.2 POPULATION DENSITY

The settlement has an area of 14.08 Sq.kms. The population density in the year 1981 was 176 persons per sq. kms which increased to 226 persons per sq.kms in 1991 and then to 298 persons per sq.kms in 2001. The population density showed an increase of 70% from the year 1981 to 2001.

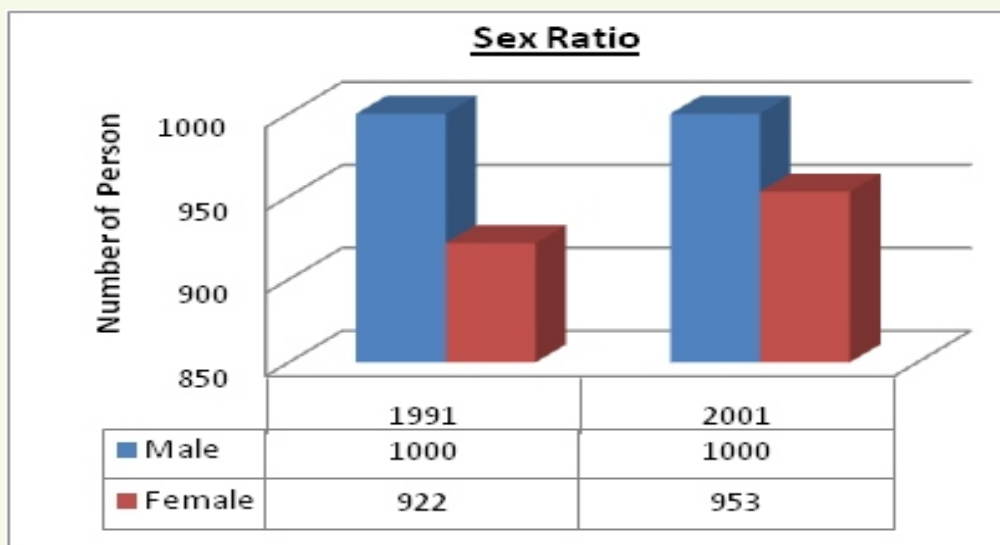


Source: - Census of India

### 1.4.3 SEX RATIO

As per Census 1991, the sex ratio of the town was 1000:922 which has increased to 1000:953 by the year 2001. This is higher than the National, State and district average of 1000:933, 1000:922 and 1000:897 respectively.

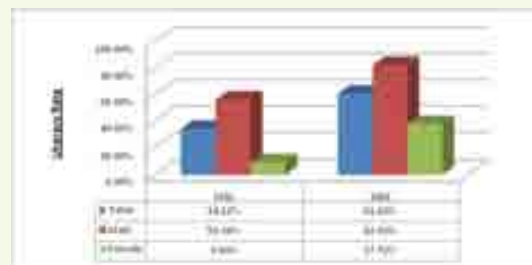
The figure shows a significant increase in the Sex Ratio among the children which was 1000:1067 in the year 2001 as compared to 1000:970 in the year 1991.



Source: - Census of India

#### 1.4.4 LITERACY

According to the Census 1991, Bagwara had a literacy rate of 34.22% of which 56.36% were males and 9.56% females. By the year 2001, the literacy rate increased to 61.02% which comprises of 82.63% males and 37.73% females.



Source: - Census of India

#### 1.4.5 WORK FORCE & OCCUPATIONAL STRUCTURE

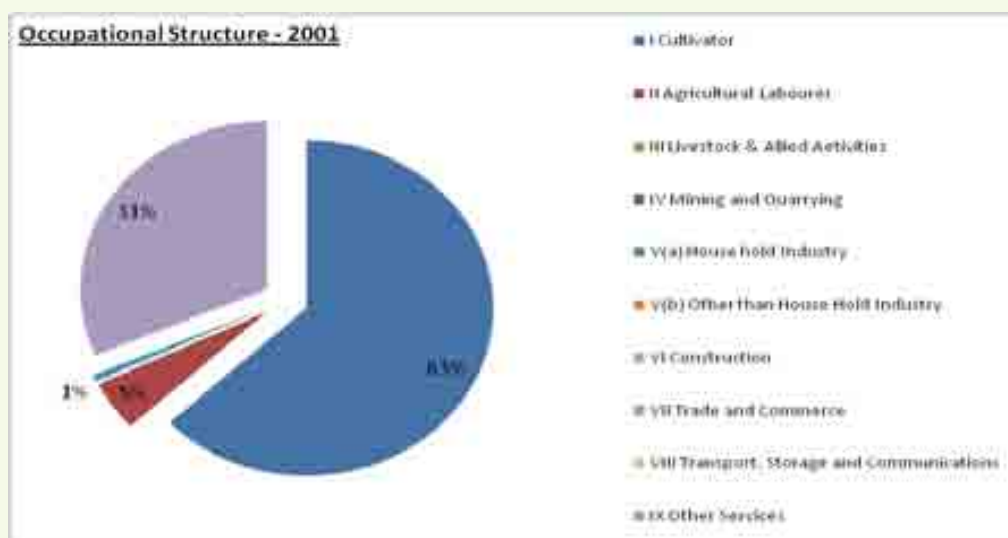
The work-force participation rate in the year 1991 was 41.71% which increased to 50.24% in the year 2001 and also included marginal workers. The percentage of main workers in the year 1991 was 39.06% which decreased to 36.06% in the year 2001. In the decade 1981-91 the percentage of male workers were 43.25% and female workers were 34.51%, among the main workers. Between 1991-2001, the percentage of male workers increased while the percentage of female workers reduced by 12.95%.

The number of marginal workers increased by 14.18% in 2001 as compared to 2.64% in 1991. In comparison to 1991 percentage of agriculture workers is shown slight decrease in the year 2001.



Source: - Census of India





Source:- Census of India

## 1.5 ECONOMY

### 1.5.1 CROPS

The major economy of the town depends on vegetable crops of Tomato, Cauli Flower, butter gourd (Loki), Kheera, Chilly, Brinjal and Onion etc. Crops like Wheat, Mustard, Bajara, Maize (makka) etc are also sown in this area. Gooseberry (Awala) trees are planted as a commercial crop.

### 1.5.2 MILK

Milk production has played an important role in the economy of Bagwara. The growth centre supplies approximately 1000 liters of milk to Jaipur dairy and 1600 liters to other households per day.

# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution-2009**

| Land use                    | Area (in ha) | Percentage w.r.t. area in use (%) | Percentage w.r.t. Total Developed area (%) |
|-----------------------------|--------------|-----------------------------------|--------------------------------------------|
| Residential                 | 13.50        | 75.63                             | 71.58                                      |
| Mixed Use                   | 00.45        | 02.52                             | 02.39                                      |
| Public/Semi-public          | 00.71        | 03.98                             | 03.76                                      |
| Industrial                  | 01.86        | 10.42                             | 09.86                                      |
| Circulation                 | 01.33        | 07.45                             | 07.05                                      |
| <b>Area in use</b>          | <b>17.85</b> | <b>100.00</b>                     | <b>94.64</b>                               |
| Agricultural                | 00.52        |                                   | 02.76                                      |
| Vacant Area                 | 00.13        |                                   | 00.69                                      |
| Water Bodies                | 00.36        |                                   | 01.91                                      |
| <b>Total Developed Area</b> | <b>18.86</b> |                                   | <b>100.00</b>                              |

## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

In the existing settlement majority of the area is under residential use (75.63%). As per the 1991 Census, it had 375 housing units which provided accommodation to 412 Families and majority of the roads part of Residential area is around 10 feet.



### 2.1.2 COMMERCIAL

The settlement does not have any planned market. The village Haat (market) of this settlement is organized and is located near the Gram Panchayat office. It fulfills the weekly needs of the settlement.



### 2.1.3 INDUSTRIAL

Nearly 10% of the area falls under industrial land use. It provides employment to local people. The settlement has a factory which manufactures precast Cement Poles for electrical supply lines. Besides this, it has a fertilizer unit and an oil spiller. Motor winding work is also carried out in certain workshops.

### 2.1.4 PUBLIC & SEMI PUBLIC

It has offices of Patwar Ghar, PHED, JVVNL, agricultural supervisor, Forest department etc. and an Anganbadi centre which runs in the premises of Gram Panchayat.

### 2.1.5 FOREST

The forest department has developed a nursery for Horticulture. The forest department had done plantation on 30 Bigha land along a nallah situated to the east of the settlement.



## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

The settlement has two Primary School and two Government senior secondary schools, in which 500 students are in Art stream. (I.T.I) and B.Ed. College also running by private sector.



### 2.2.2 HEALTH

The settlement has a five-bedded primary health center, an ayurvedic clinic, an allopathic clinic and a veterinary hospital. A Medical college is located 7 kms from the town.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The settlement has two tube-wells and an overhead tank of 60,000 liters capacity for water supply. Water is supplied to the settlement for 30 minutes in a day. There are nearly 212 domestic connections and few public connections.



### 2.3.2 SEWERAGE AND DRAINAGE

The settlement lacks any sewerage and drainage facilities. Most of the families are outbound with a few domestic toilets along with existing septic tanks. Grey water gets accumulated on the streets which create environmental pollution and diseases. Most of the drains run downstream from East to West.



### 2.3.3 SOLID WASTE MANAGEMENT

The growth centre lacks solid waste collection and disposal system. The waste is generally dumped in the open areas of the settlement. At some places drains are clogged due to dumping of solid waste.

### 2.3.4 POWER

JVVNL is supplying electricity to the settlement through its 33 K.V. grid-station situated at Chonp.



## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.5 TRANSPORTATION

As the settlement is situated near the express highway to Delhi, it provides very good connectivity with Jaipur city. Rajasthan Roadways provides local bus services for the connectivity to Jaipur city. Settlement has no organized bus stand.

The nearest Railway station is located in Jaipur at a distance of 30 kms from the town.

The nearest Airport is located in Jaipur at a distance of nearly 38 kms from the town.







# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025:-

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use so as to bring flexibility in planning approach.
3. To develop and provide flexibility (U-2, U-3) in land use plan to attracts investment.

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development
2. Hierarchy of roads to be worked out keeping in view the development inputs.

### **Environment measures**

1. To develop areas of ecological importance as major recreational facilities.
2. To develop Parks & Open spaces should be prescribed to enhance the environment of the settlements.
3. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

1. To develop Bagwara with economic opportunities and facilities
2. Planning and Development of the settlement to be controlled through development control regulation.

## 3.2 POPULATION PROJECTIONS

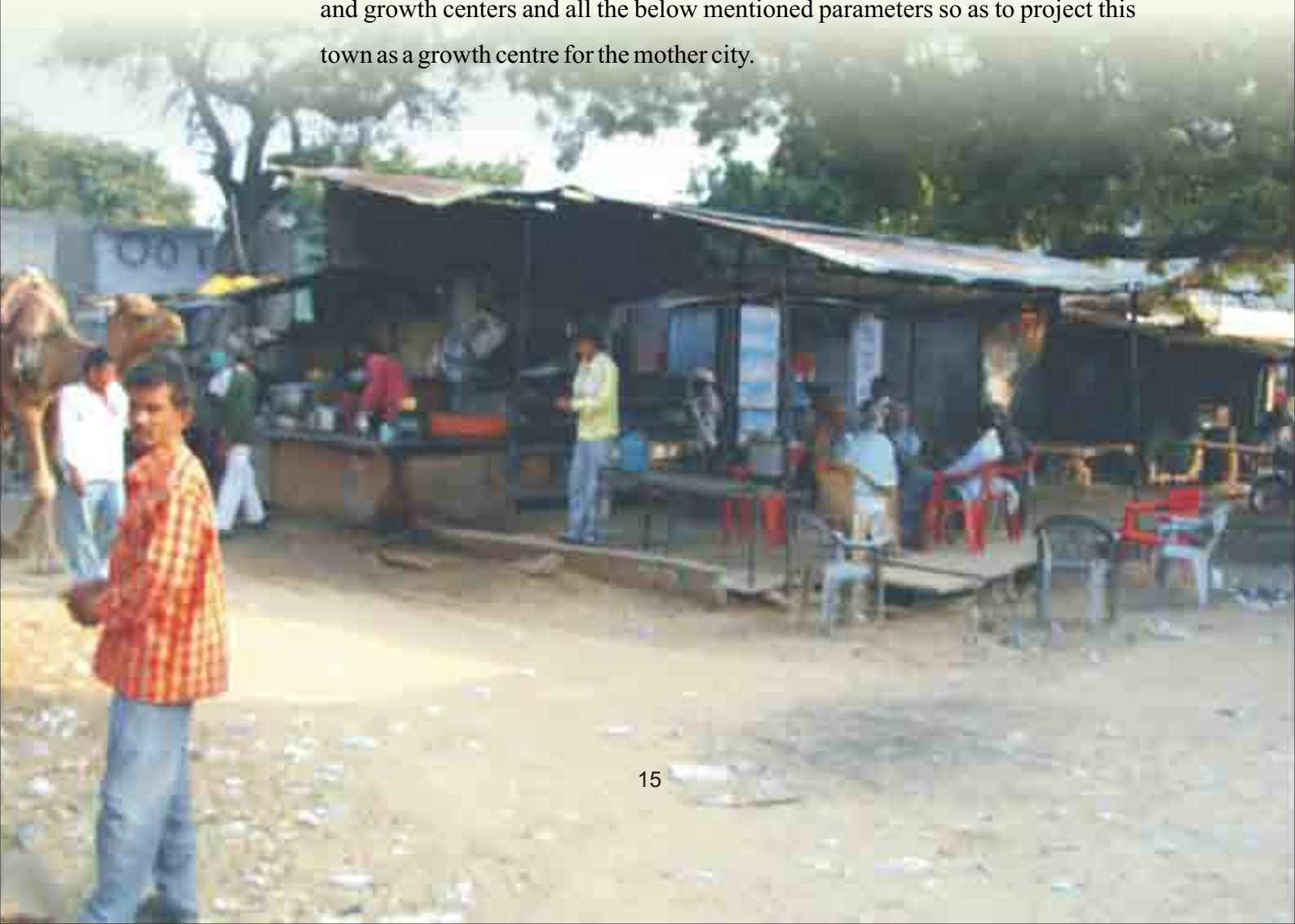
**Table:** Projected Population Bagwara (2011-2025)

| YEAR | POPULATION | INCREASE POPULATION | DECADAL GROWTH RATE (%) |
|------|------------|---------------------|-------------------------|
| 2011 | 5531       | -                   | -                       |
| 2021 | 7301       | 1770                | 32.00 %                 |
| 2025 | 8235       | 934                 | 32.00 %                 |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this growth centre is around 7500 person/sqkm. The density prescribed is assumed on the basis of standards given for a small towns and growth centers and all the below mentioned parameters so as to project this town as a growth centre for the mother city.





### 3.3 PARAMETERS FOR DEVELOPMENT

- Regional setting
- Connectivity of Growth center with Mother City
- Natural growth rate
- Migration
- Decentralization of the Mother City-Jaipur
- Work force and economic potential of the Growth center
- Availability of urban land
- Availability of government land

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1** area which includes all the use zones such as residential, commercial, industrial, etc.
- **U2** area does not have definite use zones but can accommodate certain urban activities
- **U3** area along NH with 500m depth.
- **G1** area is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2** area is a buffer area around G1 area

The draft plan was revisited and by accommodating the commitments objection/suggestions and to give clarity in reading the plan corrections have been effected.

### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Bagwara will accelerate the development of the town. Keeping in view the basic ideals of a growth center and the approaches being developed in Bagwara, the land-use distribution are provided hereunder:

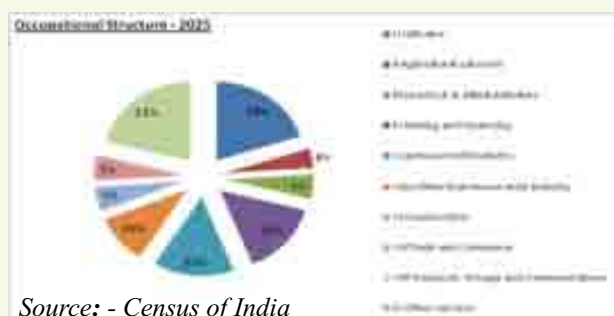
Table : Land use Distribution-2025

| Land Use           | Area (Ha)    | Percentage    |
|--------------------|--------------|---------------|
| Residential        | 52.33        | 57.50         |
| Commercial         | 4.92         | 5.40          |
| Public/Semi Public | 12.76        | 14.02         |
| Recreational       | 12.13        | 13.33         |
| Industrial         | 7.80         | 8.58          |
| Circulation        | 1.06         | 1.17          |
| <b>Total(U1)</b>   | <b>91.00</b> | <b>100.00</b> |

The prescribed land use takes into account all the necessary land uses needed for sustainable development of the city.

The plan envisages, the residential areas are distributed all over the existing settlement and majorly in the northern direction, and further residential use is also provided on the major approach road from the National highway. The residential land use is about 57.50%.

The commercial land use has been assigned majorly along the approach road, to the existing settlement, from the National Highway. Further, large chunk of land is assigned for commercial use towards the north-west



Source: - Census of India

of the settlement to generate economic opportunities. The projected percentage of main workers for the year 2025 is 40% and a marginal worker is 10%.

The Public / Semi-public areas are provided in the Eastern and western parts so that it can be easily accessible. Nearly 14.02 % area is devoted to public / semi-public use so that the growth centre can comfortably cater the needs of the surrounding areas as well.

Road connectivity has been improved in this plan with a perspective to interlink important activities. Most of the existing roads are prescribed to be widened and new roads are also prescribed in this plan. Bus stand is prescribed on the outer junction of approach road in the west so that it does not perturb the tranquility of the town. Industrial use is prescribed in the north of the settlement with 30 mt and 24 mt wide roads.

The hierarchy of roads in urbanisable area is as under. In addition to give continuity roads have been provided with following length.

**Table : Hierarchy of Roads**

| ROAD WIDTH      | PRESCRIBED ROAD (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH (Mt.) |
|-----------------|-----------------------|------------------------------------|--------------|
| 24MT.           | 632                   | 4313                               | 4945         |
| 30MT.           | 2958                  | 6535                               | 9493         |
| 90MT.           |                       | 1592                               | 1592         |
| TOTAL OF LENGTH |                       |                                    | 16030        |

The largely undeveloped areas consisting of agricultural uses which are part of U2 and U3 areas would act as an interface between the town and its region.

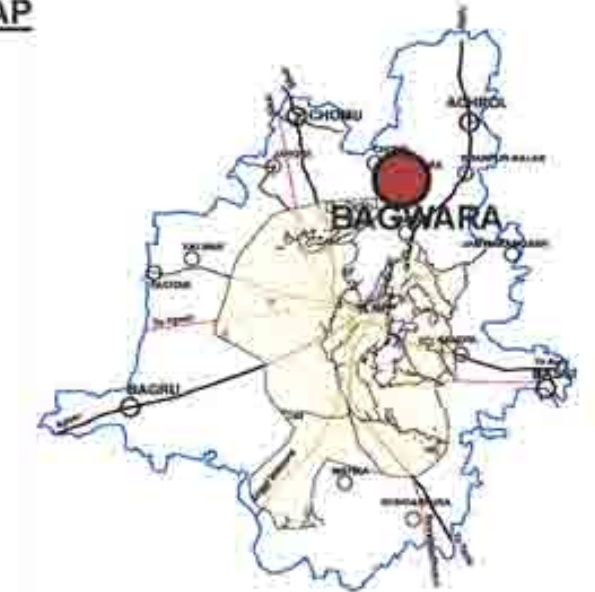
The Development Promotion Control Regulations shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN-2025

## GROWTH CENTER BAGWARA

### KEY MAP



### LEGEND

- Residential
- Commercial
- Public/Semi Public
- X X Cremation & Burial Ground
- Industrial
- Recreational
- Circulation
- U2 HIZ
- U2 LIZ
- U3 LIZ
- Ecological Zone
- G1
- Drain/River/Waterbody
- Forest(R.F/P.F)/Hills
- G2
- Ecological Area
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Contours
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:6,000

0 0.045 0.09 0.18 0.27 0.36 Kilometers

JDA/MP/MDP/LU/II/17

  
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MASTER DEVELOPMENT PLAN - 2025

  
JAIPUR DEVELOPMENT AUTHORITY



# Growth Centre **CHONP**



**Jaipur  
Development  
Authority**

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**Jaipur Development Authority**







# 1 PROFILE OF THE TOWN

NORTH LATITUDES  
27°07'00"

EAST LONGITUDES  
75°50'00"



CHONP



## 1.1 LOCATIONAL ATTRIBUTES

Chonp is an important settlement of Jaipur Region and is located at a distance of 35 kms from Jaipur city. Jaipur-Delhi, C- bypass expressway passes 0.5 Km east of this settlement. The River Bandi flows north west at a distance of 1.5 kms from this settlement. This settlement is a Panchayat Headquarter and is situated at 27°07'00"N latitude and 75°50'00"E longitude.

## 1.2 GENERAL PROFILE

### 1.2.1 HISTORICAL BACKGROUND

Chonp is a small settlement with a developed area 0.39Sqkm. It is famous for its traditional wear known as chundri. The clothes are tied & dyed in rhombus-shaped pattern by the local people. Due to the rhombus-shaped (Chonp-shaped) pattern on the chundries, the settlement derived its present name. it is a part of Amber tehsil.

The settlement has two hillocks called "Chonp- ki-Dungari" and "Heera-Ki-Dungari". A non-perennial river named 'Bandi' also passes from this town at a distance of 1.5 Kms. The total area per revenue record is 1057 hectare.

Bhomiya mandir and Bhrathari mandir are the famous temples in this settlement and are located on hillocks. Temple of Govind Devji (Thakurji) is very famous amidst the settlement.

### 1.2.2 FAIRS AND FESTIVALS

Every year, during summers, Hanuman-ji-ka-mela is held and people from nearby areas participate. A "Hatt Bazaar" is also organized during this Mela.

## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Chonp is located in semi-arid zone. As per Indian Metereological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e., 40.3° C. Annual mean rainfall recorded is 673.9 mm. July and August months record the maximum rainfall.

### 1.3.2 SOIL

The urban settlement of Chonp is situated on very deep, well drained, sandy soil on gently sloping plains. The areas around this settlement also falls under this soil type whereas the areas in the east near the highway has loamy soil.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 150-160 feet. The ground water quality is good.

Figure 3 Hillocks with exposed rocks present in the settlement



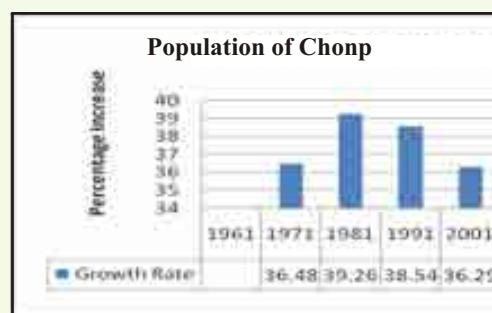
## 1.4 DEMOGRAPHY

Table : Population of Chonp (1961-2001)

| Year | Population | Population Increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 1961 | 1368       | -                   | -                    |
| 1971 | 1867       | 499                 | 36.48                |
| 1981 | 2600       | 733                 | 39.26                |
| 1991 | 3602       | 1002                | 38.54                |
| 2001 | 4909       | 1307                | 36.29                |

### 1.4.1 POPULATION GROWTH

The population of this growth centre witnessed 36.29% growth rate in 1991-2001 which was lower than the growth rate of 1981-1991 i.e. 38.54 %. However, the growth rate of this settlement is higher than the growth rate of District and State which are 35.86% and 28.41% respectively.

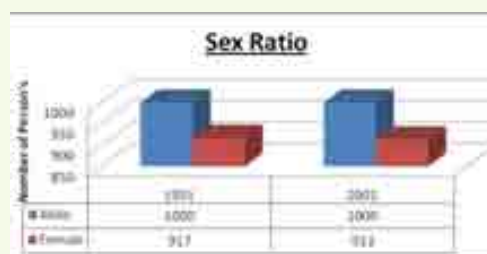


### 1.4.2 DENSITY

The population density of the growth centre was 341 persons / Sq kms in 1991 which increased to 464 persons / Sq kms in 2001.

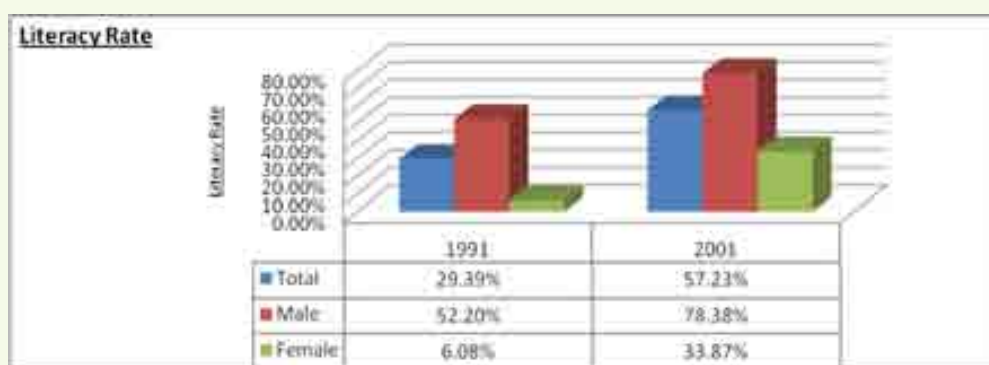
### 1.4.3 SEX RATIO

Sex ratio of the settlement was 1000:917 in 1991 and 1000:913 in 2001 which is lower than the National level figures and higher than the State level figures of 1000:933 and 1000:897 respectively. In the age group below 6 years, the ratio was 1000:1005 in 1991 which dropped down to 1000:948 in 2001.



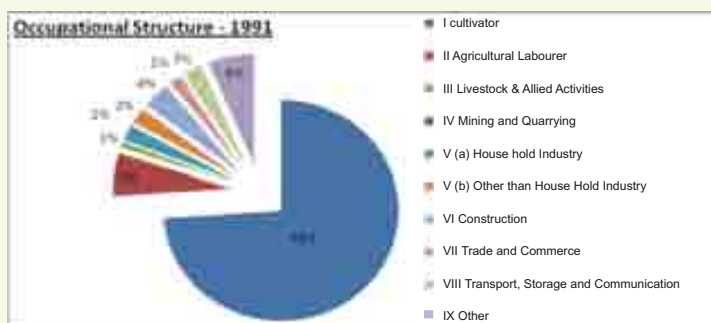
#### 1.4.4 LITERACY

The settlement had a literacy rate of 29.39% in 1991. The rate among male and female were 52.20% and 6.08% respectively. As per the Census 2001, the literacy rate became 57.23% which has doubled from the previous decade. As per Census 2001, 78.38% males were literate and 33.87% of females were literate which witnessed a significant improvement among both the genders.



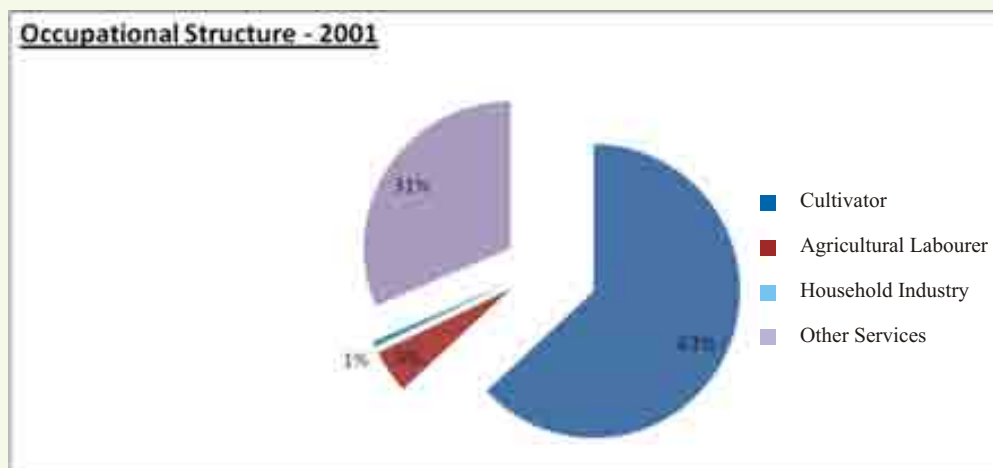
#### 1.4.5 WORK-FORCE AND OCCUPATIONAL STRUCTURE

The Work-Force Participation Ratio (WFPR) of the settlement was 35.04 % in 1991 which increased to 42.88% by the year 2001. The percentage of main workers was 31.51% in 1991 and reduced to 30.78% by the year 2001. In 1991, the participation of male workers was 45.34% and female workers were 16.42%.



In the decade 1991-2001, the ratio of male workers showed a decrease of 3.64% and thereby reduced to 41.70%. Though the ratio of female workers witnessed marginal increase and stood at 18.82%.





Source : Estimated

## 1.5 ECONOMY

Besides agriculture, animal husbandry is an important economic activity in this settlement. The settlement produces crops like wheat, Mustard, Maize (Makka), Bajra, Gooseberry (Awala) etc. Nearly 5400 Liters of milk is supplied daily to Jaipur dairy and approximate quantity to other private agencies in Jaipur.

Quarrying activities are carried out in the hillocks and have been granted on lease hold by the Department of mining.

# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Chonp-2009**

| Land use                    | Area (in ha) | Developed Area (%) | Total Area (%) |
|-----------------------------|--------------|--------------------|----------------|
| Residential                 | 20.69        | 67.04              | 52.01          |
| Commercial                  | 0.11         | 0.36               | 0.28           |
| Mixed use                   | 0.66         | 2.14               | 1.66           |
| Public/Semi-public          | 6.10         | 19.77              | 15.33          |
| Circulation                 | 3.30         | 10.69              | 8.30           |
| <b>Total Developed Area</b> | <b>30.86</b> | <b>100.00</b>      | <b>77.58</b>   |
| Agricultural                | 3.70         | -                  | 9.30           |
| Vacant Area                 | 4.30         | -                  | 10.81          |
| Water bodies                | 0.92         |                    | 2.31           |
| <b>Total Area</b>           | <b>39.78</b> | <b>-</b>           | <b>100.00</b>  |



## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

As per Census 1991, the settlement had 462 households which increased to 576 by the year 2001. 20.69 ha of land fall under this land use which comprises 67.04% of the developed area. For a growth centre there is a need to promote more area under this use. The settlement is developed in unplanned manner and has narrow streets. Most of the houses in this growth centre are pucca. The residential development can be classified as low rise. Like other small towns / growth centres, this land use dominates all other uses.



### 2.1.2 COMMERCIAL

Chonp lacks planned commercial markets. The area under commercial and mixed land use is much less than the requirement. Most of the commercial activities are established in the residential buildings under mixed land use. The commercial use exists along the road leading towards Rajawas (Sikar Road). Though the local residents fulfill their daily needs from the local shops.



### 2.1.3 INDUSTRIAL

Chonp has a small scale units of cast iron works, Carpentry workshops and cottage industries dealing in leather goods, it also has a Cattle fodder factory.



### 2.1.4 PUBLIC & SEMI PUBLIC

Chonp has various offices like PHED, JVVNL, Patwar Ghar, Sub-Post office, Gram Panchayat and Post and Telegraph office.

### 2.1.5 FORESTS

Chonp has two plant nurseries which are under the Gram panchayat.

## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

Chonp has a Government Senior Secondary School, 2 High school and 5 Primary schools with 785 students and 29 Teachers. In private sector there is a Senior Secondary School and 3 High schools.



### 2.2.2 HEALTH

The settlement has 6 bedded Public Health Centre (PHC) for taking care of Public health which has a Doctor and 9 paramedical staff. The settlement also has a veterinary hospital for animal stock.



### 2.2.3 Others

Other than these above Chonp also has a Public library, a play Ground, bank, Post office, Post & Telegraph department.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The settlement has an Over Head Tank of 90,000 Liters capacity from where water is supplied to the settlement for 1.5 hours per day. For public water supply 3 tube wells are present in this growth centre. There are 500 water supply connections out of which 498 are domestic and 2 for Public utilities.

### 2.3.2 SEWERAGE

Sewerage system and the drainage system is not good, drains are uncovered. The waste water of the settlement flows from southern parts of this settlement to the northern areas and gets collected on the roads and streets creating unhealthy surroundings and affecting the hygiene of the city.



### 2.3.3 POWER

A grid station of 33 KV capacity is situated in this growth centre which supplies power to Chonp and nearby settlements like Bagwara.



### 2.3.4 TRANSPORTATION

The Settlement lacks a permanent bus stand. However, few RSRTC buses en-route this settlement for Jaipur and nearby towns. Apart from these, private vehicles are also providing their services to this settlement. The nearest railway station is located at Chomu which is 17 Kms from this growth centre. The nearest Airport is located at Jaipur which is nearly 38 Kms from this growth centre.





# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Growth center- Chonp.

### Land use measures

1. To rationalize the generalized residential densities.
2. To rationalize the land uses
3. To make it institutional destination.

### Transportation measures

1. Major roads to be strengthened to enhance economic development within the settlement.
2. Hierarchy of roads to be worked out keeping in view the Master plan-2025.
3. Approach of the growth centre from C-Byepass and link to Sikar roads to be strengthened.

### Environment measures

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To conserve heritage structures including temples
3. To improve the sanitation facilities in this growth centre.
4. Parks /Open spaces /playgrounds to be allotted.
5. To protect agricultural Lands against indiscriminate urbanization and check quarrying activities.

### Other Measures

1. To develop Chonp with work centres and keep provision for utility services and community facilities.
2. Promotion of U2 and U3 areas for rapid urban development.
3. Planning and Development of the town to be controlled through development control regulations.

## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Chonp (2011-2025)

| Year | Population | Population Increase | Decadal Growth Rate% |
|------|------------|---------------------|----------------------|
| 2011 | 6799       | -                   |                      |
| 2021 | 9417       | 2618                | 38.50%               |
| 2025 | 10867      | 1450                | 38.50%               |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The prescribed density for this growth centre is 2500 person/sqkm. The density prescribed is assumed on the basis of standards given for a small town.





## 3.3

PARAMETERS  
FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of Growth Center with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the Growth Center
- **Availability** of urban land
- **Availability** of government land

A systematic further development of institutional infrastructure will attract working population to Chonp from all over the region, and the number of people living in Chonp is projected to be in the range of 6,799 by the year 2011. It is estimated that the target population of Chonp will reach 10,867 by the horizon year 2025. The density around is 25 PPH.

This Growth centre shall be the institutional node.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories suggested:

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities.
- **U3 area** along SH with specified depth total area.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 (hill area) area
- **Ecological Area**

The draft plan was revisited by the committee is accommodating the existing development commitments, suggestions and to give clarity in reading the plan, corrections have been effected.

### 3.4 PRESCRIBED LAND USE

The Land use plan prepared for Chonp will accelerate the development of the town. Keeping in view the basic needs of a Growth centre the land-use distribution is provided hereunder:

Table : Land use Distribution-2025

| Land Use           | Area (Ha)     | Percentage    |
|--------------------|---------------|---------------|
| Residential        | 45.23         | 8.61          |
| Commercial         | 5.71          | 1.09          |
| Public Semi Public | 395.93        | 75.39         |
| Circulation        | 78.34         | 14.92         |
| <b>TOTAL (U1)</b>  | <b>525.21</b> | <b>100.00</b> |

The prescribed land use considers all the important land uses necessary for sustainable development of the city. The above table shows that the town is provided with dominant residential and institutional land use. The institutional land use is attempted to make the growth center as institutional destined settlement.

In the prescribed land use of MDP-2025, Public/Semi-public land use dominates. Knowledge city is prescribed in North-East of this growth centre, which accommodate large scale institutional use.

As per the land use plan, the residential area has been extended towards the west of the settlement.

Commercial land use has been assigned up to single plot depth to most of the existing mixed use character. Major commercial areas are on the western part of existing settlement.

The projected work-force participation ratio is expected to be main workers 33% and marginal workers 10% by the horizon year 2025



Source : Estimated participation ratio of main workers 33% in 2025



A well knitted road network is provided by keeping a provision for new roads, connecting the missing links and widening the existing congested roads wherever possible. Approach of the existing settlement is improved by way of proposing two major roads from the Express highway.

The hierarchy of roads in urbanisable area is as under. In addition to give continuity roads have been provided with following length.

**Table : Hierarchy of Roads**

| ROAD WIDTH          | PRESCRIBED ROAD Length (Mt) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH Mt.   |
|---------------------|-----------------------------|------------------------------------|--------------|
| 24MT.               |                             | 1111                               | 1111         |
| 30MT.               | 5156                        | 8363                               | 13519        |
| 90MT.               |                             | 2785                               | 2785         |
| <b>TOTAL LENGTH</b> |                             |                                    | <b>17415</b> |

All the roads amidst the major roads are prescribed to be kept at 9.0meters and dead end roads of the settlement to be kept at 6 meters ROW.

- A bus stand is prescribed on the express highway to have the accessibility from the all the directions.

U2 area is prescribed in the periphery areas of Urbanisable area U1 and along the National highway.

U1 and U2 are the dominating land categories prescribed in MDP-2025. Nearly one-fourth of the total urban area has been designated U2 category so as to impart flexibility of land uses. Since a significant quantum of urban land is prescribed for institutional area it usher flexibility to the immediate land use in the form of U2 and will act as a catalyst for future urban development and thereby generate better employment opportunities.

- Mining and quarrying activities within the settlement will not be permitted.

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas and water bodies would act as an interface between the growth centre and its surroundings.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.

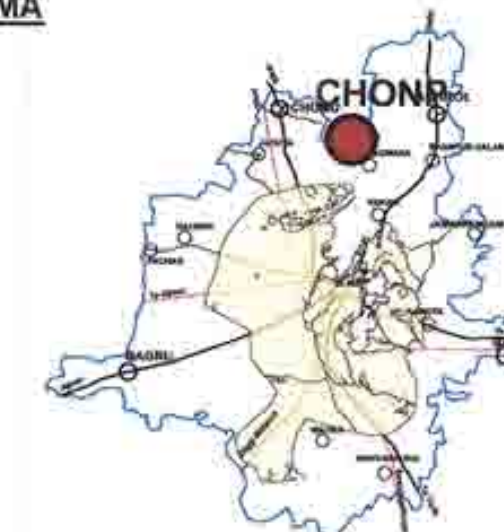


# LAND USE PLAN-2025

## GROWTH CENTER

## CHONP

### KEY MA



### LEGEND

- Residential
- Commercial
- Public, Semi Public
- Circulation
- U2 HIZ
- U3 LIZ
- U3 HIZ
- Ecological Zone
- G2
- Ecological Area
- Countours
- Existing Road
- Proposed Road
- Proposed Road For Widening
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:6,500



*[Signature]*  
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MASTER PLAN CELL, JDA

*[Signature]*  
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*[Signature]*  
H.S. SANCHETI  
DIRECTOR (TOWN PLANNING), JDA

MASTER DEVELOPMENT PLAN - 2025



JAIPUR DEVELOPMENT AUTHORITY



# Growth Centre **PACHAR**



**Jaipur  
Development  
Authority**



Growth Centre  
PACHAR

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### MASTER DEVELOPMENT PLAN-2025 POLICIES

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**Jaipur Development Authority**





# 1 PROFILE OF THE TOWN

NORTH LATITUDES  
26°58'09"

EAST LONGITUDES  
75°32'18"



## 1.1 LOCATIONAL ATTRIBUTES

Pachar is located in the western direction of Jaipur region and is 1 Km south of State Highway-2C & North of Bandi river . It is situated at a distance of 35 kms from Jaipur city and 11 kms for Jobner. Pachar's geographic location is 26°58'09"N latitude and 75°32'18"E longitude. Pachar is a Gram Panchayat headquarter and also, it falls in the catchment area of Kalakh dam.

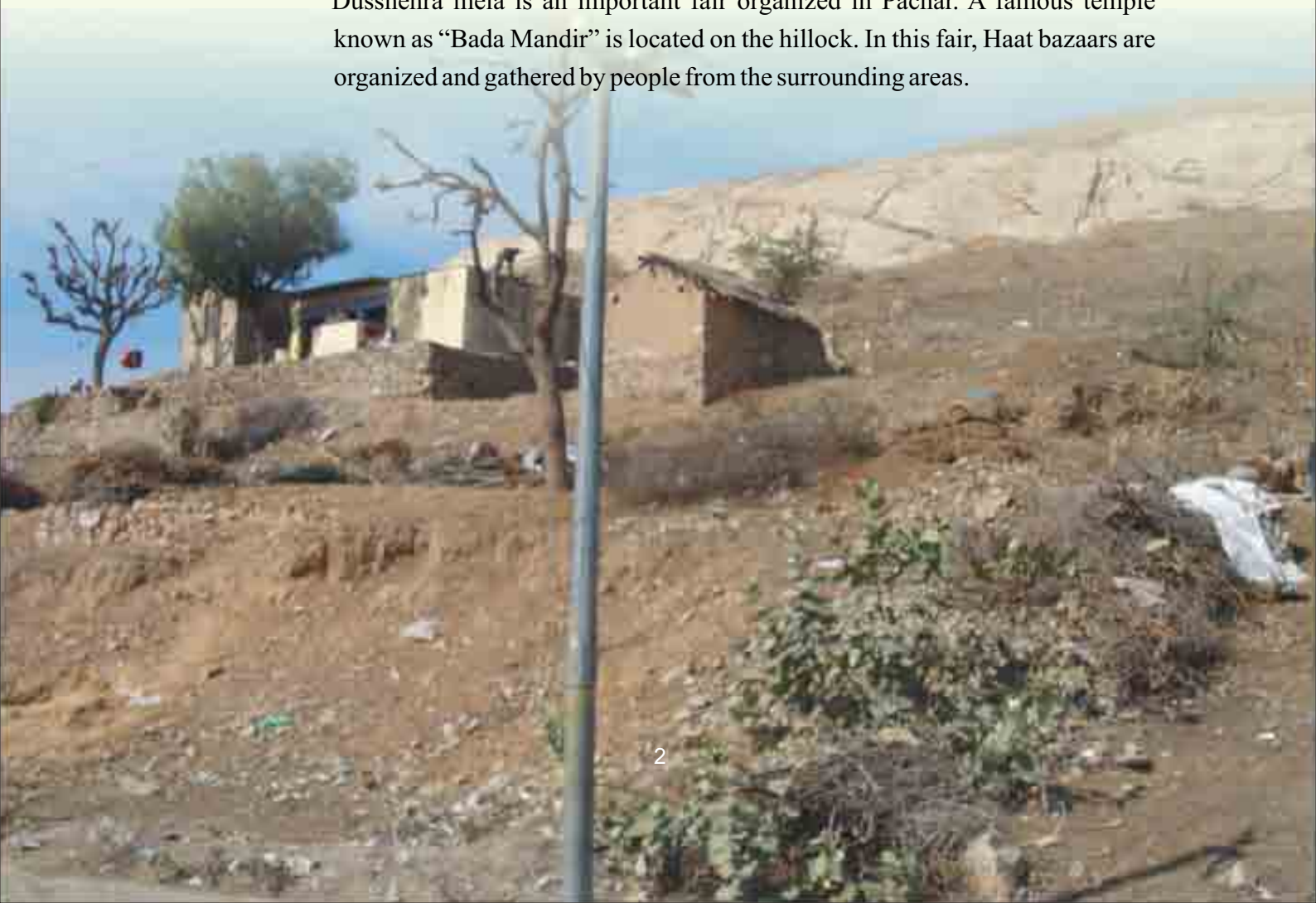
## 1.2 GENERAL PROFILE

### 1.2.1 HISTORICAL BACKGROUND

Pachar is an important settlement situated in the western part of Jaipur region. A 300 year old fortress is present in this settlement on a hillock overlooking green pastures. As per revenue records, the total area of this growth centre is 1557 hectare.

### 1.2.2 FAIRS AND FESTIVALS

Dusshehra mela is an important fair organized in Pachar. A famous temple known as “Bada Mandir” is located on the hillock. In this fair, Haat bazaars are organized and gathered by people from the surrounding areas.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Pachar is located in semi-arid zone. As per Indian Meteorological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e. 40.3° C. Annual mean rainfall recorded is 673.9 mm. The months of July and August record maximum rainfall.

### 1.3.2 SOIL

The settlement of Pachar is situated on very deep, well drained, sandy soil on gently sloping plains with sandy surface. The entire area in the proximity of this settlement is characterized by this soil type.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 70-80 feet. The water quality is good.



## 1.4 DEMOGRAPHY

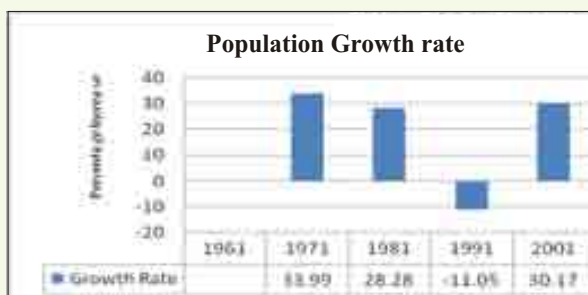
Table : Population growth of Pachar (1961-2001)

| Year | Population | Population increase | Decadal Rate% |
|------|------------|---------------------|---------------|
| 1961 | 2233       | -                   | -             |
| 1971 | 2992       | 759                 | 33.99%        |
| 1981 | 3838       | 846                 | 28.28%        |
| 1991 | 3414       | - 424               | - 11.05%      |
| 2001 | 4444       | 1030                | 30.17%        |

Source : Census of India

### 1.4.1 POPULATION GROWTH

It has registered a population growth of 28.29% in 1981. By the year 1991, it registered a population decrease of 11.05% and by the year 2001 the population has increased by 30.17%. The population of



Source : Estimated

the growth centre, as per Census 2001, was 4444 persons.

### 1.4.2 DENSITY

The population density is 285 persons / Sq. km in 2001 with a revenue area of 15.57 Sq.kms.

### 1.4.3 SEX RATIO

It has a sex ratio of 892 females per 1000 males in the year 1991. By 2001, the sex ratio improved to 1000:908, but still it is lower than the National ratio 1000:933 and State 1000:922 averages, though slightly higher than the district figures of 1000:897.

### 1.4.4 LITERACY

The literacy rate of the settlement, as per Census 1991, was 32%. Nearly 50% of the males and 12.51% females were literate. But by 2001, phenomenal improvement in the literacy rate was witnessed as it rose to 75.36%. The male and female literacy rate improved to 83% and 66.92% respectively.



### 1.4.5 OCCUPATIONAL STRUCTURE

Table : Occupational structure 2001-Pachar town

| Category                              | Year 1991 | %      | 2001   | %      | 2025   | %   |
|---------------------------------------|-----------|--------|--------|--------|--------|-----|
| Cultivator                            | 523       | 57.10  | 887    | 69.79  | 589    | 20  |
| Agricultural Labourer                 | 173       | 18.89  | 38     | 2.99   | 147    | 5   |
| Livestock & Allied Activities         | 22        | 2.40   | -      | -      | 147    | 5   |
| Mining and Quarrying                  | -         | -      | -      | -      | 89     | 3   |
| House hold industry                   | 16        | 1.75   | 29     | 2.28   | 147    | 5   |
| Other than house hold industry        | 43        | 4.69   | -      | -      | 354    | 12  |
| Construction                          | 16        | 1.75   | -      | -      | 147    | 5   |
| Trade and Commerce                    | 37        | 4.03   | -      | -      | 294    | 10  |
| Transport, storage and Communications | 15        | 1.64   | -      | -      | 147    | 5   |
| Others                                | 71        | 7.75   | 317    | 24.94  | 883    | 30  |
| Total                                 | 916       | 100.00 | 1271   | 100.00 | 2944   | 100 |
| Marginal                              | 43        | -      | 489    | -      | -      | -   |
| Total Population                      | 3414      | -      | 4444   | -      | 8411   | -   |
| P.R.                                  | 28.09%    | -      | 39.60% | -      | 35.00% | -   |

## 1.5 ECONOMY

The Economy is based on Agriculture and Animal Husbandry. Many people travel to Jaipur to pursue employment. Main crops sown in this settlement are Wheat, Gram (Channa), Mustard, Beans and Onion. The settlement has 4 milk collection centers of Jaipur dairy and it supplies 3400 Liters of milk a day.

# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Pachar-2009**

| Land use                    | Area (in ha) | Developed Area (%) | Total Area (%) |
|-----------------------------|--------------|--------------------|----------------|
| Residential                 | 16.69        | 77.63              | 66.87          |
| Commercial                  | 1.49         | 6.93               | 5.97           |
| Mixed use                   | 0.58         | 2.70               | 2.32           |
| Public/Semi-public          | 1.08         | 5.02               | 4.33           |
| Industrial                  | 0.20         | 0.93               | 0.80           |
| Circulation                 | 1.46         | 6.79               | 5.85           |
| <b>Total Developed Area</b> | <b>21.50</b> | <b>100.00</b>      | <b>86.14</b>   |
| Agricultural                | 0.52         |                    | 2.08           |
| Vacant Area                 | 2.94         |                    | 11.78          |
| <b>Total Area</b>           | <b>24.96</b> |                    | <b>100.0</b>   |



## 2.1 EXISTING LAND USE

### 2.1.1 RESIDENTIAL

The residential areas of this growth centre lies towards the south of Jaipur- Jobner State highway-2C. The roads within the residential areas are narrow. Majority of the buildings comes under the category of low rise development. The buildings along the State Highway-2C are dominated by mixed use activities.



### 2.1.2 COMMERCIAL

Most of the commercial activities of this settlement are within residential buildings. Some of these activities have come up on the State highway. Most of the streets are 8-12 feet wide and are made of cement concrete. 'Jaipur Thar Grameen Bank' is also present near Pachar mod..



### 2.1.3 INDUSTRIAL

The settlement has small scale units of steel products, pre-cast cement products, cottage units of leather Goods, iron jaali, pottery and ropes, etc.



### 2.1.4 PUBLIC & SEMI PUBLIC

The settlement has various government offices like Gram Panchayat, post office, Agriculture supervisors office, Patwar Ghar, Grameen Sahkaari Samiti office etc.



### 2.1.5 FORESTS

River 'Bandi' passes from southern direction of this growth centre. The Forest department has developed a nursery which has dense plantation.

## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

It has two government schools and a private girls' primary school. Besides these, three private schools are also situated in this growth centre.



### 2.2.2 HEALTH

It has a Primary health centre and an Ayurvedic Hospital for public.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

Water is supplied through tube wells from Lalpura. There are 202 water supply connections with a overhead tank.

### 2.3.2 SEWERAGE

There is no sewerage system in the settlement. Septic tanks are present in the houses having toilet facility. In absence of community toilets several families are outbound.



### 2.3.3 POWER

The settlement is connected by 132 KV line by JVVNL to Higonia grid station for supply of electricity to households and others.



Table : No. of Electric Connections

| CATEGORY     | NUMBER     |
|--------------|------------|
| Domestic     | 300        |
| Commercial   | 40         |
| Industrials  | 4          |
| Agricultural | 450        |
| Public       | 3          |
| <b>Total</b> | <b>797</b> |

## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.4 TRANSPORTATION

#### Roadway

A bus stop is located at Pachar mod which is towards the north of this settlement. Pachar is well connected by public transportation due to its proximity to Jaipur city. The town lies on an important State highway-2C which connects Jaipur to Kuchaman via Jobner. Buses of RSRTC as well as private agencies are operating on this route. The frequency of buses and other private vehicles is good.

#### Railway

The nearest railway station is located at Sheosinghpura which is at a distance of 13 kms from this growth centre.

#### Airport

The nearest Airport is located at Jaipur at a distance of 38 Kms from this growth centre.







# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1

### PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Growth centre- Pachar.

#### **Land use measures**

1. To rationalize the generalized residential densities.
2. To rationalize the generalized land use , so as to bring flexibility in planning approach

#### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view the development inputs.

#### **Environment measures**

1. To protect eco-sensitive areas like hills, forest, water bodies, etc.
2. To develop areas of ecological importance
3. To develop parks /Open spaces
4. To protect suitable agricultural Lands against indiscriminate urbanization.

#### **Other measures**

1. To develop Pachar with economic inputs and provision of utility services and community facilities.
2. To promotion of U-2 and U-3 areas for economic in puts.
3. To Plan and Develop through development control regulations.
4. To ban stone quarrying in this settlement



## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Pachar (2011-2025)

| Year | Population | Population Increase | Decadal Rate |
|------|------------|---------------------|--------------|
| 2011 | 5777       |                     |              |
| 2021 | 7510       | 1733                | 30%          |
| 2025 | 8411       | 901                 | 30%          |

*Source: As per estimates*

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this growth centre is 7500 person/sqkm. The density is assumed on the basis of standards given for a small town.

To cater the needs of the upcoming population in an efficient and planned manner, the land uses has been categorized and provided in the prescribed land use.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of growth center with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the growth center
- **Availability** of urban land
- **Availability** of government land

A systematic further development of infrastructure will attract a working population to Pachar from all over the region, and the number of people living in Pachar is projected to be 5777 by the year 2011. It is estimated that the target population of Pachar will reach 8411 by the horizon year 2025.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** does not have definite use zones but can accommodate certain urban activities
- **U3 area** (HIZ: along NH & SH with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area
- **Ecological area**

The draft plan was revisited and by accommodating the inputs given and corrections have been effected.



## 3.4

**PRESCRIBED  
LAND USE**

The plan prepared to accelerate the development of this growth centre. Keeping in view the basic need of a growth centre and the approaches being developed in Pachar, the land-use distribution are provided hereunder:

Table : Land use Distribution-2025

| Land Use           | Area (Ha)     | Percentage    |
|--------------------|---------------|---------------|
| Residential        | 69.77         | 59.29         |
| Commercial         | 10.28         | 8.74          |
| Public/Semi Public | 18.66         | 15.86         |
| Recreational       | 17.94         | 15.24         |
| Tourist Facility   | 0.38          | 0.32          |
| Circulation        | 0.65          | 0.55          |
| <b>Total(U1)</b>   | <b>117.68</b> | <b>100.00</b> |



The land use considers all the important land uses necessary for sustainable development of the settlement.

The existing residential area is extended towards the Northern and southern direction of the settlement. The river in the southern part of this growth centre acts as a natural barrier for further growth towards south. State highway 2C passes through this settlement along which major commercial activities are provided along this road. The areas in the north of this settlement have been designated for institutional land use.

The River 'Bandi' passes through the south of this Growth Centre is protected. The commercial land use is assigned to most of the existing mixed use character. Several commercial establishments and mixed land use have already come up along the state highway. The Public/Semi public use is provided better connectivity roads are prescribed.

The road network is provided by proposing new roads and widening of the existing roads wherever possible. The area under circulation is also increased to meet the requirements.

The hierarchy of roads in urbanisable area is as under. In addition to give continuity roads have been provided with following length.

**Table : Hierarchy of Roads**

| Road Width             | Prescribed Road Length (Mt) | Prescribed Road For Widening (Mt) | Length (Mt)  |
|------------------------|-----------------------------|-----------------------------------|--------------|
| 24 Mt.                 | 394                         |                                   | 394          |
| 30 Mt.                 | 6290                        | 3351                              | 9641         |
| 60 Mt.                 |                             | 2326                              | 2326         |
| <b>Total of Length</b> |                             |                                   | <b>12361</b> |

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas and water body and their buffer area would act as an interface between the growth centre and its surroundings.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN-2025

## GROWTH CENTER PACHAR

### KEY MAP



### LEGEND

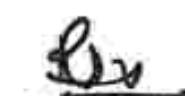
- Residential
- Commercial
- Public/ Semi Public
- Tourist Facilities
- Recreational
- Circulation
- U2 LIZ
- U2 HIZ
- U3 LIZ
- U3 HIZ
- Ecological Zone**
- G1 Drain/River/Waterbody
- G2 Ecological Area
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Contours
- U1 Area Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:4,500

JDA/MP/MDP/LU/II/IS

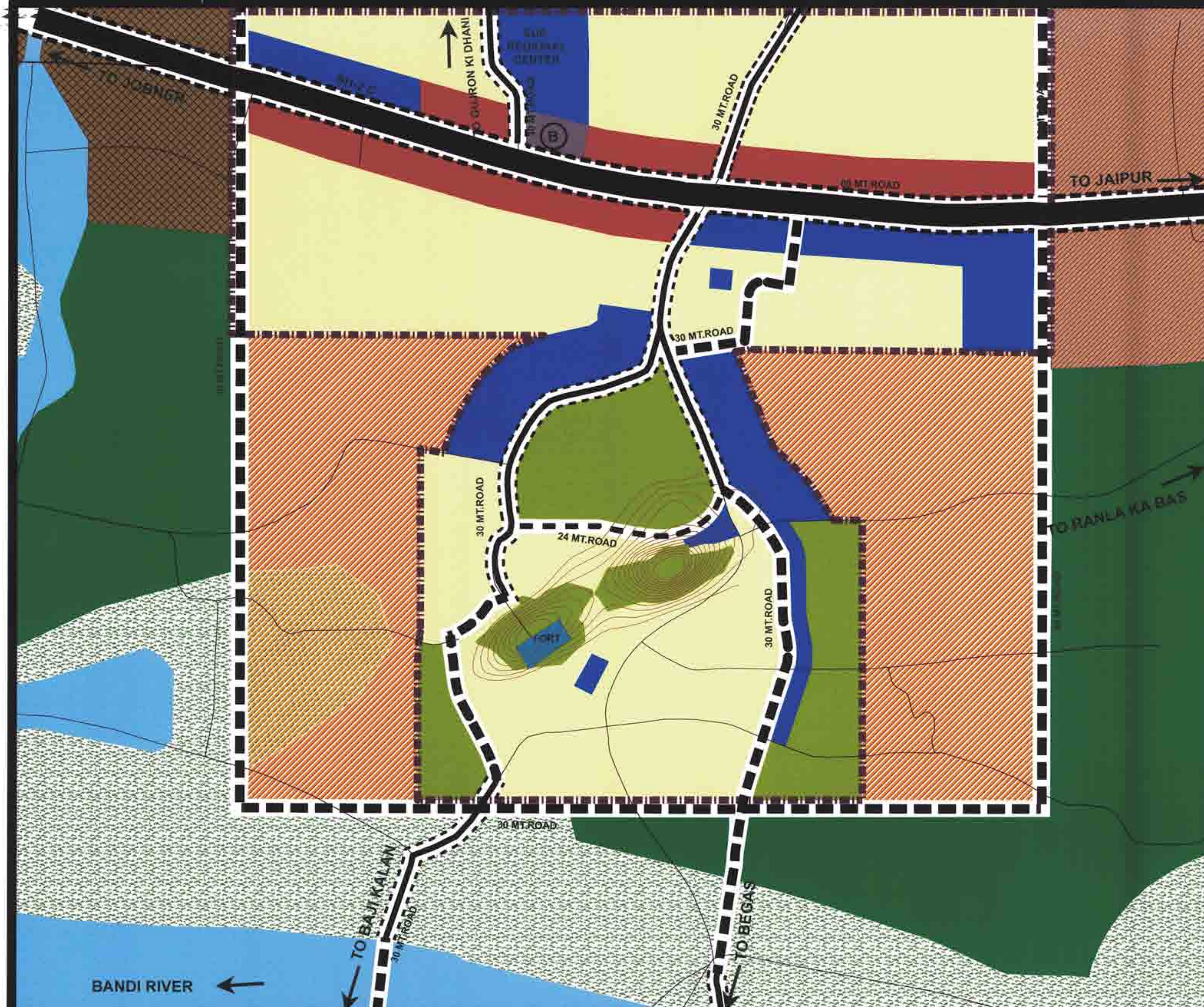
  
ASHA AWASTHI  
SENIOR TOWN PLANNER  
MASTER PLAN CELL, JDA

  
P. RAVIND  
ADD. CHIEF TOWN PLANNER  
MASTER PLAN CELL, JDA

  
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DIRECTOR (TOWN PLANNING), JDA

MASTER DEVELOPMENT PLAN - 2025

  
JAIPUR DEVELOPMENT AUTHORITY





**Growth Centre** **SHIVDASPURA**  
**& CHANDLAI**



**Jaipur  
Development  
Authority**



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### MASTER DEVELOPMENT PLAN-2025 POLICIES

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# Growth Centre SHIVDASPURA & CHANDLAI



**Jaipur Development Authority**





# 1 PROFILE OF THE TOWN

**NORTH LATITUDES**

26°40'42" to 26°43'06"

**EAST LONGITUDES**

75°52'00" to 75°54'30"



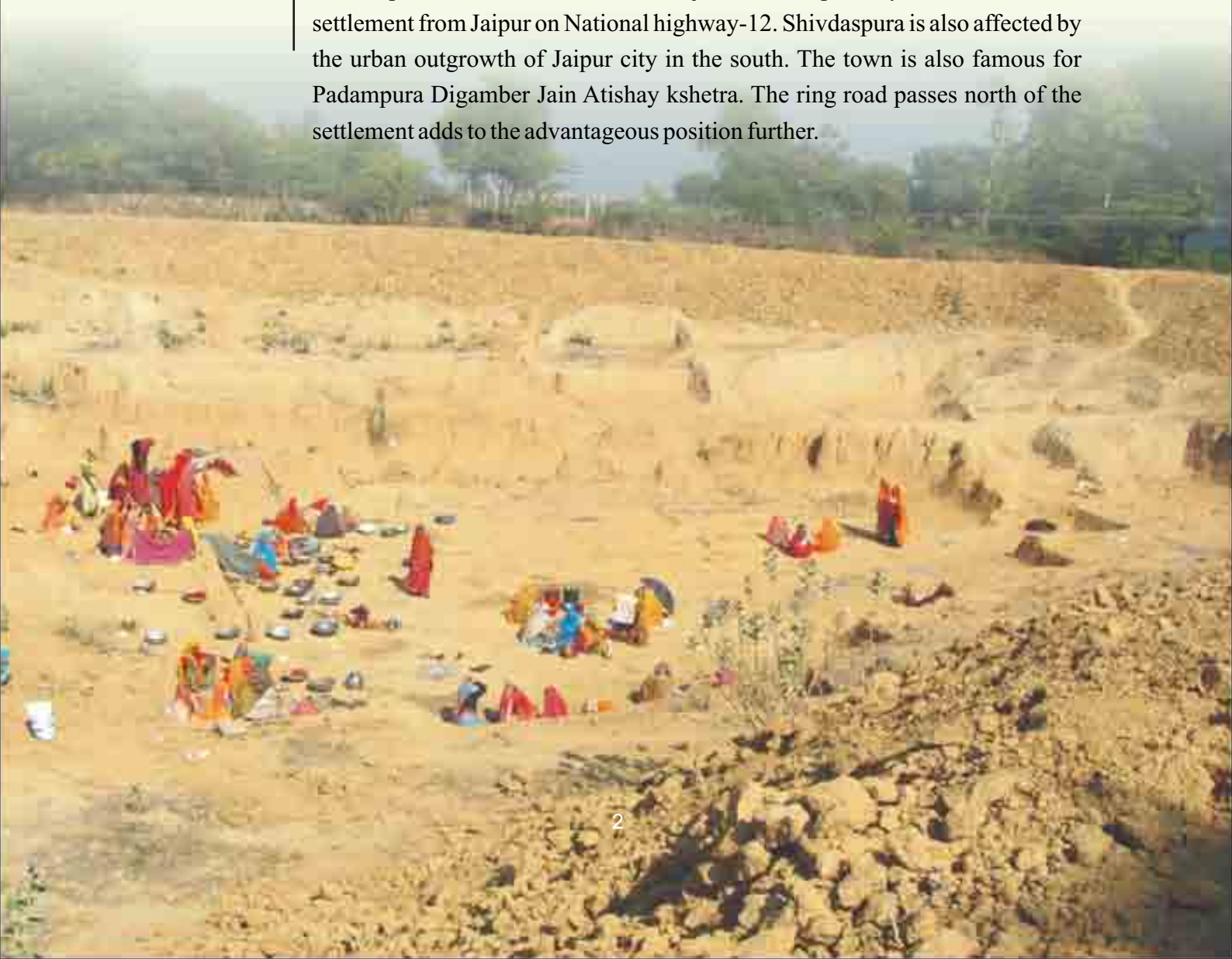
## 1.1 | LOCATIONAL ATTRIBUTES

The settlements of Shivdaspura and Chandlai are located between 26°40'42" to 26°43'06" North latitudes and 75°52'00" to 75°54'30" East longitudes at a distance of about 25 Kms from Jaipur city on National highway-12 popularly known as 'Tonk road' within Jaipur region.

Shivdaspura is on the eastern side of NH-12 and flanking Tonk Road whereas Chandlai is 3 Kms west of Tonk road. The total area of these twin settlements as per revenue records is 26.12 Sq.km. Both the settlements falls under Chaksu Samiti of Jaipur district.

## 1.2 | GENERAL PROFILE

Shivdaspura is a small settlement adjacent to Jaipur city. It is the nearest settlement from Jaipur on National highway-12. Shivdaspura is also affected by the urban outgrowth of Jaipur city in the south. The town is also famous for Padampura Digamber Jain Atishay kshetra. The ring road passes north of the settlement adds to the advantageous position further.





## 1.3 PHYSIOGRAPHY

### 1.3.1 CLIMATE

Shivdaspura & Chandlai are located in semi-arid zone. As per the Indian Metereological Department, the mean minimum temperature recorded is in the month of January which is 7.8°C and maximum in the month of May and June i.e., 42.3° C. Annual mean rainfall recorded is 673.9 mm. July and August months record the maximum rainfall.

### 1.3.2 SOIL

The urban settlements of Shivdaspura & Chandlai is situated on deep, well drained, calcareous, sandy soil.

### 1.3.3 GROUND WATER

The ground water in the settlement is generally found at a depth of 200 feet. The water quality is not good and not suitable for drinking purpose because the fluoride nitrate content is high in water.



## 1.4 DEMOGRAPHY

Table : Population of Shivdaspura & Chandlai (1961-2001)

| Year | Population | Population Increase | % Decadal Growth Rate |
|------|------------|---------------------|-----------------------|
| 1961 | 3753       | -                   | -                     |
| 1971 | 4595       | 842                 | 22.44                 |
| 1981 | 5981       | 1386                | 30.16                 |
| 1991 | 6779       | 798                 | 13.34                 |
| 2001 | 8837       | 2058                | 30.36                 |

### 1.4.2 DENSITY

The population density of Shivdaspura & Chandlai were 235 persons per Sq.kms in the year 1991 which increased to 340 persons per Sq.kms by 2001.

### 1.4.3 SEX RATIO

The sex ratio showed gradual increase as it was 1000:873 in the year 1991 and then improved to 1000:905 as evident in the Census of India, 2001. This sex ratio is lower than the national level ratio of 1000:933, State level 1000:922 but higher than the district level figures of 1000:897.

### 1.4.4 LITERACY

As per the Census of India, 1991 the overall literacy rate of these were 36.97% of which 54.55% were males and 16.84% were females. By the year 2001, the overall literacy rate increased to 60.10% of which 80.76% were males and 39.03% were females.

### 1.4.5 WORK-FORCE

The workforce in Shivdaspura and Chandlai is 804 and 1185 respectively accounting for a work-force participation rate of 29.56% and 29.19% respectively. The overall participation rate for the two settlements was 29.34% as per the Census of India, 1991. The male and female participation rates for Shivdaspura and Chandlai are 45.92% and 10.35% respectively.

As per the Census of India, 2001 the overall workforce participation ratio is 35.33%. The male and female participation ratios were 45.63% and 23.89% respectively. The land is fertile and nearly 49% of the workforce is engaged in agriculture although water in the region contains fluoride content.



## 1.5 ECONOMY

The crops grown in this area are Wheat, Jau (Barley), Maize, Bajra, Mustard and oil seeds. There is a co-operative society or milk dairy in Shivdaspura which supplies milk to Jaipur city every day. Milk dairy collect milk from the town and surrounding area and Supply it direct to dairy in Jaipur city.

Besides agriculture and milk business, about 1250 persons travel to Sitapura Industrial area and Jaipur every day for work.

# 2 EXISTING SCENARIO

## 2.1 EXISTING LAND USE

**Table: Existing Land use Distribution of Shivdaspura & Chandlai-2009**

| Land use             | Area (in ha) | Developed Area (%) | Total Area (%) |
|----------------------|--------------|--------------------|----------------|
| Residential          | 77.95        | 52.54              | 20.68          |
| Commercial           | 3.14         | 2.12               | 0.83           |
| Mixed use            | 3.53         | 2.38               | 0.94           |
| Public/Semi-public   | 12.11        | 8.16               | 3.21           |
| Industrial           | 15.00        | 10.11              | 3.98           |
| Circulation          | 36.64        | 24.69              | 9.72           |
| Total Developed Area | 148.37       | 100.00             | 39.36          |
| Agricultural         | 22.62        |                    | 6.00           |
| Vacant Area          | 203.48       |                    | 53.98          |
| Water Body           | 2.50         |                    | 0.66           |
| Total Area           | 376.97       |                    | 100.0          |



## 2.1 EXISTING LAND USE

The number of households as per Census of India, 1991 for Shivdaspura and Chandlai are 379 and 585 respectively with an average household size of 7.18 and 6.94 respectively. Total number of households is 964. The average household size for both the settlements together is 7.03 as per 1991 census and Number of households 1207 and the average household size 7.32 as per 2001 census.

### 2.1.1 RESIDENTIAL

Residential land use dominates other uses of the town and comprises 52.54% of the total developed area in use. The houses are generally low rise and haphazardly situated along narrow streets. Similar scenario is witnessed in the old settlement as well as in the outgrown area on the opposite side of the National Highway. Some of the residential premises are also used for commercial activities and therefore 2.38% of the area falls under mixed use. The roads within the settlement are generally narrow are developed haphazardly.



### 2.1.2 COMMERCIAL

The commercial use is 2.12% of existing developed area. The prominent commercial areas in the town have come along the major road approaching the old town from NH-12. The commercial structures are both permanent & temporary in nature. Some unplanned commercial has developed at the junction of NH which is a temporary bus stop of the town.

### 2.1.3 PUBLIC & SEMI PUBLIC

The town has a significant area under Public & Semi public land use. Nearly 8.16% of the existing developed area is having public & semi public use which mainly comprises of educational and health facilities.



The town has various government and semi-government offices such as Patwar Circle, PHED, JVVNL, agriculture development centre, Rajiv Gandhi Information & Service Centre, Primary Health Sub Centre, Dairy booth, Police Station, Panchayat Bhawan, Jaipur Thar Gramin Bank, etc. Besides these, the settlement also has schools and colleges with large playgrounds.

## 2.2 SOCIAL INFRASTRUCTURE

### 2.2.1 EDUCATION

In the year 2001 overall literacy rate of the town increased to 60.10% of which 80.76% were males and 39.03% were females. The settlement has one senior secondary school, two secondary school, three primary schools and three anganwadies. There are also one secondary, nine middle schools and one Engineering college which are operated by private organizations.



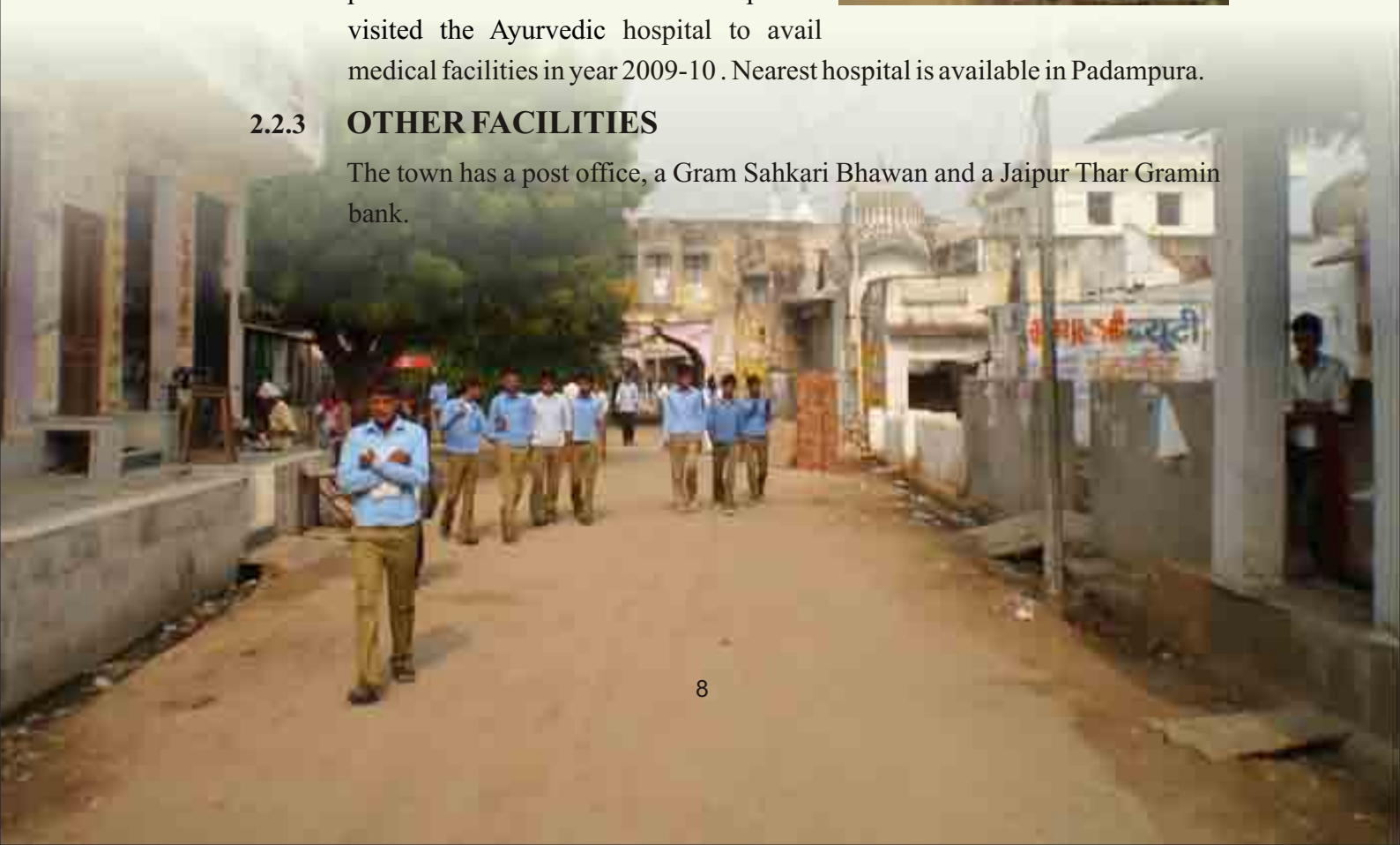
### 2.2.2 HEALTH

There is only one Primary Health Sub Centre with staff of 3 person including 1 compounder and two nurses, 7-8 person visit the hospital daily to avail medical facilities. however, there is also one Govt Ayurvedic centre with staff of 4 persons, as per the information about 13787 person visited the Ayurvedic hospital to avail medical facilities in year 2009-10 . Nearest hospital is available in Padampura.



### 2.2.3 OTHER FACILITIES

The town has a post office, a Gram Sahkari Bhawan and a Jaipur Thar Gramin bank.





## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.1 WATER SUPPLY

The water is supplied by PHED from ground water sources. PHED supplies 2.0 lac liters of water per day for 40-45 minutes. The water is drawn from Dhund river through pipe lines, stored in a ground water reservoir having capacity of 0.5 lac litres and further stored in two overhead tanks having capacity of 1 lac liters each for water supply. PHED has one Water Treatment Plant but is not functional. Other sources of water are hand pumps, open wells and tube-wells in the area.



| Category     | Numbers    |
|--------------|------------|
| Domestic     | 550        |
| Commercial   | 4          |
| Public       | 10         |
| Others       | 6          |
| <b>Total</b> | <b>570</b> |

### 2.3.2 SEWERAGE AND DRAINAGE

The settlement lacks sewerage network. Most of the houses have toilet facilities with septic tanks. there is no community toilets, In absence of community toilets several families use open field for defecation. the drain are open and most of the drains are choked due to waste dumping in them. The drainage facility is very poor.



### 2.3.3 SOLID WASTE MANAGEMENT

The solid waste is generally dumped in the open areas within and near the settlement. At some places it is also dumped in open drains which results in the clogging of drains. There is no solid waste management system.

## 2.3 PHYSICAL INFRASTRUCTURE

### 2.3.4 POWER

The electricity supply is supplied from JVVNL through 33KV electric substation which is situated outside the town on Chandlai road, which is catering the twin settlements. The town receives electricity supply from Chaksu & Sitapura Industrial areas.

### 2.3.5 TRANSPORTATION

#### Roads

Shivdashpura has very good connectivity with Jaipur as RSRTC buses passes from Shivdaspura in route to Jaipur. Besides this, private buses also operate on this route. The roads within the town are narrow and bottlenecks are formed at several places Chandlai situated adjacent to Shivdaspura has the same transportation inputs.

#### Railway

The nearest railway station is situated 1 Km away. The Railway Station of Jaipur city is located nearly 25 kms away from the main settlement area of Shivdaspura.

#### Air Connectivity

The nearest Airport is located in Jaipur at a distance of nearly 15 kms from the town.







# 3 MASTER DEVELOPMENT PLAN-2025 POLICIES

## 3.1 PLANNING POLICIES AND PRINCIPLES

Following planning policies and principles have been adopted while preparing the land use plan-2025 for Growth Centres- Shivdaspura & Chandlai.

### **Land use measures**

1. To rationalize the generalized residential densities based on a scientific method.
2. To rationalize the generalized land use to usher a flexible planning approach

### **Transportation measures**

1. Major roads to be strengthened to enhance economic development within the region.
2. Hierarchy of roads to be worked out keeping in view of development inputs.

### **Environment measures**

1. To protect eco-sensitive areas.
2. To develop areas of ecological importance.
3. To develop Parks /Open spaces /playgrounds.
4. To protect suitable agricultural Lands against indiscriminate urbanization.

### **Other Measures**

- 1) To develop Shivdaspura and Chandlai with economic inputs and keep provision for utility services and community facilities.
- 2) Promotion of U2 and U3 areas for rapid economic development looking into the proximity towards Jaipur and National highway.
- 3) Planning and Development of the town to be controlled through development control regulations.



## 3.2 POPULATION PROJECTIONS

**Table:** Projected Population of Shivdaspura (2011-2025)

| Year | Population | Population Increase | Decadal Growth Rate % |
|------|------------|---------------------|-----------------------|
| 2011 | 9751       | -                   | -                     |
| 2021 | 11028      | 1277                | 13.09                 |
| 2025 | 11534      | 506                 | 11.47                 |

*Source: As per estimates*

As per Master Development Plan-2011 the assigned population was 30,000 but could not be achieved.

### 3.2.1 PRESCRIBED DENSITY

The density prescribed for this Growth center is nearly 3500 person per Sqkm. The density is assumed on the basis of standards given for a small town and all the below mentioned parameters so as to project this town as a Growth center for the mother city.



### 3.3 PARAMETERS FOR DEVELOPMENT

- **Regional** setting
- **Connectivity** of growth center with Mother City
- **Natural** growth rate
- **Migration**
- **Decentralization** of the Mother City-Jaipur
- **Work force** and economic potential of the growth center
- **Availability** of urban land
- **Availability** of government land

A systematic further development of infrastructure will attract a working population to Shivdaspura & Chandlai from all over the region, and the number of people living in Shivdaspura & Chandlai is projected to be in the range of 9751 by the year 2011. It is estimated that the target population of Shivdaspura & Chandlai will reach 11,534 by the horizon year 2025.

In view of the concept discussed in the Jaipur Region Master Development Plan-2025, the following categories have been provided in this town.

- **U1 area** which includes all the use zones such as residential, commercial, industrial, etc.
- **U2 area** do have definite use zones but can accommodate certain urban activities.
- **U3 area** along NH with specified depth.
- **G1 area** is green/eco-sensitive area like hills, nallah course, river course, water body, reserved forests, etc.
- **G2 area** is a buffer area around G1 area

The draft plan was revisited and by accommodating the commitments objection/suggestion and to give clarity in reading the plan corrections have been effected.



### 3.4 PRESCRIBED LAND USE

The plan prepared to accelerate the development of the town. Keeping in view the basic needs of a growth centre and the approaches being developed in Shivdaspura & Chandlai, the land-use distribution are provided hereunder:

Table: Land use Distribution-2025

| Land Use                   | Area (Ha)      | Percentage (%) |
|----------------------------|----------------|----------------|
| Residential                | 335.39         | 20.96          |
| Commercial                 | 89.69          | 5.61           |
| Public & Semi Public       | 67.11          | 4.19           |
| G1 (U1 Part Chandlai Pond) | 186.99         | 11.69          |
| Recreational               | 81.15          | 5.07           |
| Special Area               | 503.16         | 31.45          |
| Industrial                 | 51.16          | 3.20           |
| Circulation                | 285.14         | 17.82          |
| <b>TOTAL (U1)</b>          | <b>1599.79</b> | <b>100.00</b>  |



The prescribed land use takes into account all the necessary land uses necessary for sustainable development of the Growth centre. Commercial land use is assigned along NH and on the important locations. A proper road network has been provided by keeping provisions for new roads, completing the missing links and widening the existing congested roads.

The twin settlements Shivdaspura and Chandlai were given adequate inputs with respect to residential land use by allocating 20.96%.

Shivdaspura, being situated on N.H. 12, inputs with respect to commercial speed provided for. The Chandlai settlement accommodated with commercial use in the existing development part. In all commercial use account for 5.61%.

The Public/Semi public use is provided is 4.19% the settlements.

The Growth centre has an existing industrial site which has been extended to accommodate this use. It accounts for 3.20 %.

The area indicated as special area in the draft is retained. The decision on this land, as and when, taken by the Govt. shall be treated as part of the Master Plan.

The hierarchy of roads in urbanisable area is as under. In addition to give continues roads have been provided with following length.

**Table : Hierarchy of Roads**

| ROAD WIDTH      | PRESCRIBED ROAD Length (Mt.) | PRESCRIBED ROAD FOR WIDENING (Mt.) | LENGTH Mt. |
|-----------------|------------------------------|------------------------------------|------------|
| 30MT.           | 10691                        | 3664                               | 14355      |
| 60MT.           | 33423                        | 6162                               | 39585      |
| 90MT.           |                              | 7346                               | 7346       |
| TOTAL OF LENGTH |                              |                                    | 61286      |

Chandlai pond to be protected and its holding capacity is to be enriched

The largely undeveloped areas consisting of agricultural uses, eco-sensitive areas, water bodies and water channels most of which are part of U2, U3 and G2 areas would act as an interface between the town and its region.

The Development Promotion Control Regulation shall further attend to the use premises level, while according development permissions.



# LAND USE PLAN-2025

## GROWTH CENTRE SHIVDASPURA

KEY MAP



### LEGEND

- Residential
- Commercial
- Public & Semi Public
- Industrial
- Circulation
- Railway Station
- Recreational
- Special Area
- Ecological Zone**
- G1
- Drain/River/Waterbody
- U2 LIZ
- U2 HIZ
- Existing Road
- Proposed Road
- Proposed Road For Widening
- Railwayline
- U1\_Boundary

\* Approved vide 60 th Authority meeting dated 05.09.2011

Scale:- 1:19,000

0 0.1 0.2 0.4 0.6 0.8 Kilometers

JDA/MP/MDP/W/11/14

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MASTER DEVELOPMENT PLAN - 2025

  
**JAIPUR DEVELOPMENT AUTHORITY**

