

Preface

Cities have become concentrates of intelligence and demand large investments for their development. Large resources are spent on the development of various urban settlements but the condition of these towns continues to deteriorate because of piecemeal nature of expenditure and lack of definitive development schemes. Adhoc efforts neither result in better environment nor strengthen the economic base. In view of this, Town Planning Organisation, Kashmir has undertaken the preparation of the Master Plans for various towns which envisages all encompassing development of these towns. Master Plans are expected to give impetus to the development and economic potential of the towns. In the first phase, the Master Plans of district headquarters have been taken up which will be followed up by Master Plans of other small and medium towns. Government has also decided of outsourcing some Master Plans; however the Master Plan for Baramulla which is on the threshold of becoming Class I town has been taken up in-house by Town Planning Organisation Kashmir. The Draft Master Plan-Greater Baramulla (2011-27) is not a maiden effort as the first planning effort was made in 1995 when first **Draft Master Plan Baramulla (1995-2015)** was submitted to the government for publication in 1998. It was as a consequence of this effort that Baramulla Development Authority was constituted and Local Area notified vide HUD-56/25-TP dated 26.10.1998.

The studies involved in the preparation of Master Plan for Greater Baramulla (2011-27) concern the areas crucial to planning and development of the region. Town Planning Organisation, Kashmir regards it a privilege to undertake the assignment of formulating the Master Plan of Greater Baramulla (2011-27). Essentially in this Draft Master Plan, the issues that are regarded as very crucial in framing the development proposals to achieve better living and economic conditions in the urban areas, have been considered after carefully weighing the opportunities and constraints offered by the town. The comprehensive efforts have established a framework for physical and socio-economic development and upliftment of the town- its constituent elements and the development policy mechanism by which these goals can be achieved.

At this juncture, the purpose of Town Planning Organisation, Kashmir in putting this document is to solicit critical comments and suggestions to achieve greater participation, meaningfulness and make the Master Plan for Greater Baramulla (2011-27) acceptable to stakeholders who have a role to play in its development and implementable for the Development Authority. **The Draft Master Plan Baramulla (2011-27)** is being submitted to the government and the already constituted Development Authority for publication under the provision of J & K Development Act 1970 and the rules framed thereof. The Local Area constituted needs to be modified to include all the villages of the planning area as per the Annexure "A" of this draft report.

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Executive Summary

- Baramulla town is situated at a distance of 55 km to the west of Srinagar between 34°-10' - 34°-13' north latitude and 74°-17' - 74°-22' east longitude. It is the administrative seat of Baramulla District and exists as town since 1911. Baramulla town has evolved as one of the major towns of Kashmir Region of immense concern necessitating the formulation of comprehensive development proposals. Opening up of the Srinagar-Muzaffarabad trade route and development of railway line have further added impetus to the growth of the town.
- Baramulla Draft Master Plan is a broad policy framework in the form of coherent set of proposals. In view of the large horizon period (2011-27), development of the town cannot be limited to existing town boundaries; hence the scope of this Master Plan has been extended beyond existing town limits to contiguous areas of Delina in the East, Sheeri in the West, Ludura in the North and Sangri in the South. The entire area existing within these extreme limits including other adjoining villages constitute the Local Area for the Master Plan of Greater Baramulla.
- Baramulla Region—as identified for purposes of this Master Plan comprises Baramulla, Sopore, Rohama, Pattan, Uri, Wagoora and Tangmarg. Agriculture is the most important sector of the Region's economy as more than 60 per cent workers are engaged in this sector.
- Baramulla District has the distinction of having pioneered industrial development. Unfortunately of late, majority of industrial units have gone through disaster with the number of Small Scale Industrial Units coming down from 346 in 1981 to 133 in 2008. Major reasons for overall sickness of industrial sector are power shortage, marketing problems, lack of raw-material, inadequate capital and present unpleasant circumstances
- There is an alarming trend of urban sprawl which has become characteristic of urban chaos in Baramulla town resulting in extra investment on infrastructure and utilities and non-optimal utilization of land.
- Analysis of land uses is necessary to understand and determine the forces responsible for shaping the urban morphology of a town and to get an insight into the future direction in which town has the potential to grow. A large chunk of potential land constituting about 6.3 percent (67 hectares) of the Developed Area (existing Landuse) in the town is under strategic use in the heart of the town on both sides of the National Highway.
- Population of Baramulla town has increased from 6599 in 1911 to 39455 in 1981 and to 72000 in 2001. The average annual growth rate from 1981 to 2001 has been 3.0 per cent. The population of the town area is estimated at 92500 in 2010. The population of the proposed Planning Area which was 92614 in 2001 has been projected to 119000 persons in 2010. It is estimated that the population if allowed to grow at the computed growth rates will be 151000 and 205000 in 2017 and 2027 respectively for the Planning Area Limits.
- Population growth from 2010 to 2027 has been used as a policy input in the preparation of Baramulla Master Plan. It is anticipated that the growth rate of the Planning Area will be more or less natural for first 7 years up to 2017 except for the TC+OG areas of Baramulla town which have been estimated to increase to 4 percent from 2012-2017. It is asserted that such growth rate is possible only if the pace of infrastructure development is consistent with the planned growth of the town as conceived in the Master Plan. From 2017 onwards, the town is expected to witness declining growth trend of 3.5 and 2.75 for the remaining period of horizon. On the contrary, the annual growth rate for fringe areas has been estimated as 3.5% from 2017-2022 and is expected to decline to 3.0% during the last five years.

- To ensure the high productivity and employability of the town and create a balance between secondary and tertiary sectors, macro-level distribution of workforce in 2010, 2017 and 2027 has been used as policy measure in the Master Plan.
- The Master Plan envisages a distinctive concept for the spatio-economic development of Baramulla town during the horizon period of almost two decades. Given the existing physical thresholds, the proposed Land Use pattern has been evolved based on the concept of compatibility, improving regional connectivity as well as developing new linkages across Jhelum ensuring the balanced and harmonious development of the twin city in its entirety.
- The Master Plan proposes smart growth of Greater Baramulla at the cost of unabated urban sprawl which devours the rich agricultural hinterland. Basic objective is to safeguard hinterlands from infringement through least human interference caused by way of proliferation of loose and spotty urban growth. It is construed that smart growth of Baramulla would result in multiple benefits besides respecting its fragile ecosystems. High-density development can achieve economies of scale in infrastructure provision.
- Following measures are expected to work as devices for urban development strategy and will become major actors in giving a definite shape and structure to Baramulla town:
 - (a) Develop Baramulla as an important Transboundary trade centre;
 - (b) Transform urban ecology of the town by shifting existing strategic activities outside town limits to minimize incompatibility and clash of strategic land use with other urban land use(s);
 - (c) Develop the town as a regional growth centre with judicious diversification of activities like services, trade and commerce and industries;
 - (d) Balanced and harmonious development of Greater Baramulla based on the concept of neighbourhood growth of residential settlements and hierarchical disposition of service Centres;
 - (e) Development of a capital city with state-of-the-art administrative complexes and community facilities;
 - (f) Development of four tier east-west corridors of regional, sub-regional and local importance;
 - (g) Development of north-south linkages for efficient flow of goods and services and increasing the level of interaction between old city and new developments;
 - (h) Development of an industrial corridor sprawling from existing railway station up to Delina along the railway line as a Special Investment Zone (SIZ) for promotion of horticulture and other regional produce;
 - (i) Decongestion of old city by way of de-densification and relocation & shifting of administrative offices of public importance;
 - (j) Revitalizing the magnificence and grandeur of old Baramulla by applying innovative tools of conservative surgery, gentrification, redevelopment etc.
- Land requirement of Baramulla town has been worked out from the studies related to sub-sectors like housing demand, community facilities, utilities and services, transportation, industries, besides the land requirement for government offices and commercial establishments. For the projected population of 2,05,000 persons, the total area required over the next 17 years for urban development is forecasted to be 2613 hectares, out of which 1205 hectares (46%) are earmarked for residential development against 603 hectares available at present and will have average gross residential density of 80 persons per hectare.

- Population density as envisaged in the Greater Baramulla Master Plan-2027 varies from low of 120 PPH, medium density 121-180 PPH, high medium density 181-240 PPH and high density of 240 PPH and more. Planning zones ‘PZ-E1’ and ‘PZ-D1’ are proposed to be developed as high density areas with provision of ‘Group and Flatted Housing’. The Master Plan proposes that the areas abutting river Jhelum and the foothills be developed as low density areas. Planning zones PZ-A1 and PZ-A3 have been proposed as eco-tourism areas while planning zone PZ-B3 is proposed as a new capital city area. Old city and Central Business District (CBD) have been envisaged as special areas for purposes of the Master Plan.
- The Master Plan Baramulla makes a provision for de-densification of Core area designated in Land Use Plan as sub-zone PZ-B1 (excluding Khanpora and Takki Sultan) comprising ward Nos. 1 - 9 having a population of 31,116 as per census 2001.
- The Master Plan recommends that the Baramulla Development Authority and Municipal Council Baramulla shall prepare a Detailed Project Report (DPR) in line with the guidelines prescribed in the National Policy on Street Vendors-2007 for rehabilitation of street vendors and identify compatible areas for activities of this Informal Sector.
- The Master Plan Baramulla-2027 proposes a network of new arterial, sub-arterial and collector roads, besides improving access linkages within the existing town limits as reflected in the proposed Land Use Plan-2027. Greater Baramulla is proposed to have parallel corridors.
- Keeping in view the quantity of fruit produced and its significant contribution to the G.D.P. of the region, provision of Logistic Park in the town will give impetus to its economy. Logistic Park is proposed to be located adjoining existing railway track in the proposed Special Investment Zone (SIZ) and comprises Integrated Freight Complex (IFC) and a Truck terminal spread over an area of 28 hectares.
- The Master Plan proposes a set of techniques for land assembly or land procurement on the pattern of states like Maharashtra, Gujarat and Andhra Pradesh which includes the following:
 - Town Planning Scheme (TPS) by way of land pooling and redistribution;
 - Mechanism of Transfer of Development Right; and
 - System of Accommodation Reservation.
- Baramulla Local Area has been divided into five (05) Planning Divisions (A, B, C, D and E) and fourteen (14) Planning Zones with the land use of each division/zone clearly defined to ensure that the land uses are not abused by the implementing authority and the applicants. The planning zones are mainly based on the predominant aspects of the landuse with the objective of preserving the character of the local area while as the zonal boundaries are predominantly based on the natural/artificial features of the area.
- The Master Plan for the first time propagates “*Conversion of Landuses*” in areas having potential for such conversions. This is subject to the ground realities and general tendency of an area experiencing competitive market forces because of its locational advantages.

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