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ROYAL GOVERNMENT OF BHUTAN  
MINISTRY OF WORKS AND HUMAN SETTLEMENT  
DEPARTMENT OF HUMAN SETTLEMENT  
THIMPHU : BHUTAN



"Construction Industry: Solution through innovation and improved technology"

MoWHS/DHS/RRPD/S/Jongkhar/2021-2022/

13<sup>th</sup> July, 2021

## I. Principle adopted for Overall Planning

1. This revised plan is to be implemented with the close reference to the existing Narphung Development Plan approved in 2015, particularly for the matters concerning the urban design, infrastructure layout and architecture sample.
2. As recorded in the minutes of video conference dated 13/03/20, the Plan review is carried out to accommodate the kidu granted through Royal Kasho in the core area. As such, only the plots within the core are reconfigured. The remaining proposals in the earlier plan has remained same.
3. The area for planning and plot configuration has been carried out as occupied in the Thram area. The Cadastral data is the most updated as of July 2021 as provided by NLCS
4. No land pooling has been applied to any of the plots as per the information received from Dzongkhag Administration.
5. Road carriageway are as per the updated highway widening data sent by the Dzonkhang Administration. Except in the core and at the junction where the road alignment is modified, the road alignment for the rest of the area has remained same.
6. In view of extremely limited land available, no separate footpaths are provided. However, the setback requirement of 1.2M on the front is expected to create an arcade of connectivity within the core.
7. Since all the existing structures are of either semi-permanent or temporary in nature, they are not considered during plot reconfiguration.
8. Bus Parking provided at the entrance to town from Tashigrang to SJ at a small area that is currently available. Since this town is highly dependent on the highway commuter, bus parking is one of the most important amenities to enhance the commercial vibrancy of the town.
9. Likewise, the on street parking for other vehicle type is also another amenities that is equally important for Narphung. Therefore, on-street parallel parking on both side of the road at the commercial core is also provided.
10. In order to achieve this, since the area towards Orong side is extremely steep, the road the plots towards Gomdar side is realigned and configured since the topography is comparatively favorable on this side of the highway.
11. Plots ORO-7529 is proposed for relocation. The plot is located right at the junction and any structures built on this area will form the identity of the Narphung Town. Furthermore, any commercial activity at the junction may be unsafe for both residents and commuters.
12. Therefore, the area is proposed for community area. The area can be used for construction of any public space such as park or recreational area, Mani Dungkhor, resting area, etc. as deemed appropriate by the local government. It is envisaged that



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this kind of public space will enhance the community vitality of this small town encouraging more commuters to stop-by and spend time and money.

13. A fire-gap/view-corridor is provided at every certain interval to ensure unobstructed view and also as a preventive measure for fire disaster.
14. Minimum roadside width of a plot is 4m.

## II. General Development Control Regulation

Sl.no			Prescription
1	Maximum Permissible no. of floor		Two
2	Minimum Setback	Front	1.2M
		Rear	1M
		Side	1M

### 1. Exception

Plot GOM-7984 may be exempted from the setback requirement on its sides in view its extremely small area.

### 2. Notes

Development regulation concerning other matters such as built form, building materials, roof colors, wall finishings, etc. are to be adopted from the provisions in the development control regulations of the earlier plan.