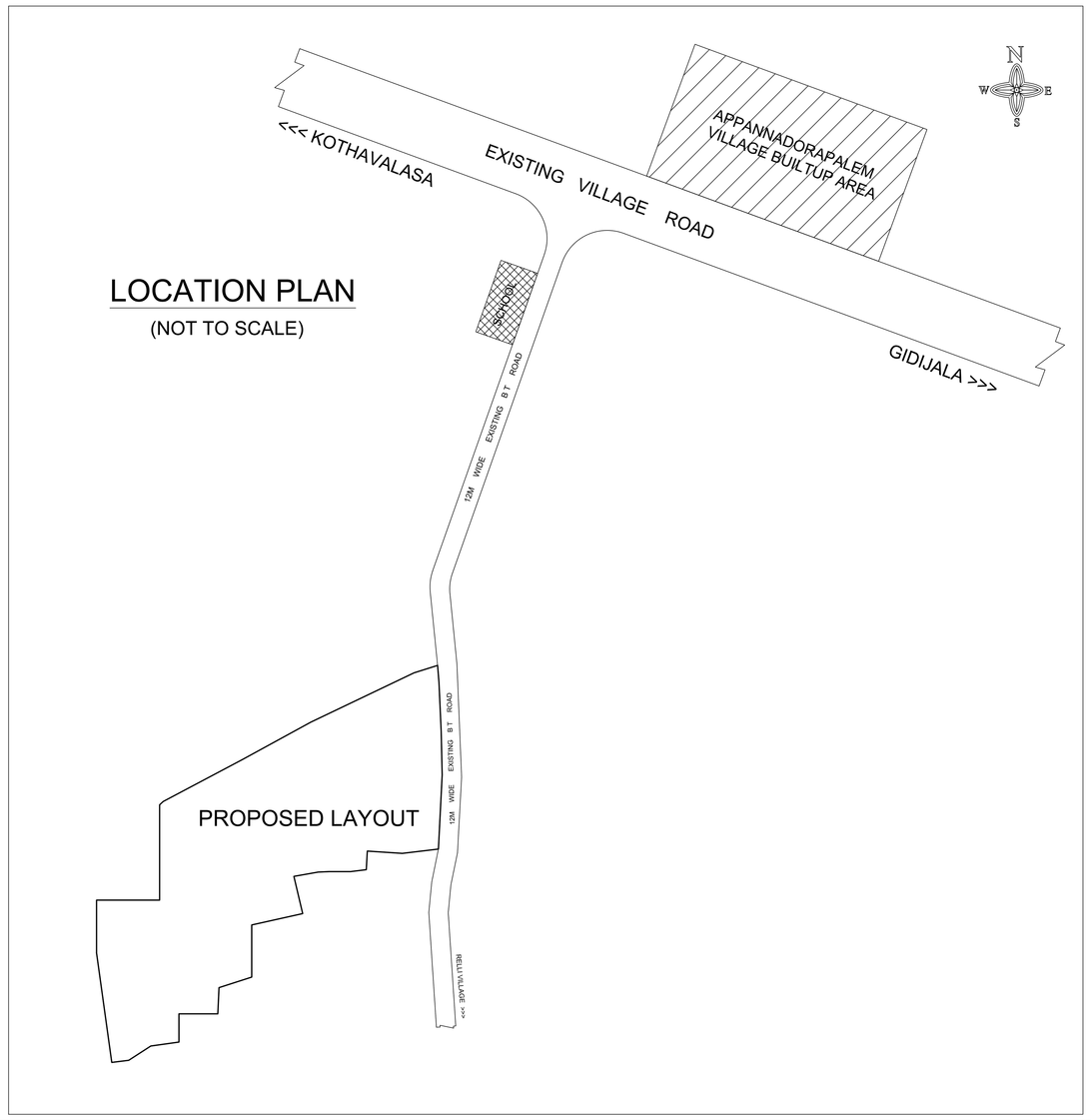
FLP NO.:-11570/2019/LIP/VIMROA/2020/Mortgage
LP NO.:-33/2020

LAYOUT PLAN
(Scale - 1:400)




LOCATION PLAN
(NOT TO SCALE)

FMB SKETCH IN SY. NO'S. 182/1P,2P,3,5,6P,7p,8,9,10,11 & 12 OF
RELLI VILLAGE, KOTHAVALASA MANDAL, VIZIANAGARAM DISTRICT.

TLP NO11570/019/LP/VIMROA/2020 | SHEET NO. : 1 | DATE : 23-12-2020

Project Title : PROPOSED LAYOUT PLAN IN SY. NO'S: 182/1P,2P,3,5,6P,7p,8,9,10,11 & 12 OF RELLI VILLAGE, KOTHAVALASA MANDAL, VIZIANAGARAM DISTRICT. Belongs to: M/s. TIRUMALA TOWNSHIPS LLP.

| | |
|---|---|
| AREA STATEMENT | VERSION NO.: 1.10.01.07<br>VERSION DATE: 05/12/2020 |
| PROJECT DETAIL | |
| Region: VIZIANAGARAM REGION | Plot User: Residential |
| Authority: VIZIANAGARAM URBAN DEVELOPMENT AUTHORITY | Land Use Zone: Agriculture Zone |
| TLP No.: 11570/019/LP/VIMROA/2020 | Main Abutting Road Width: 12 |
| Application Type: General/Proposal | If Plot is abutting to Highway: No |
| Project Type: Open Layout | Plot No: NA |
| Nature of Development: New | Survey No.: 182/1P,2P,3,5,6P,7p,8,9,10,11 & 12 |
| SubLocality: NA | North: - |
| Village Name: Relli | South: - |
| Mandal: KOT | East: - |
| Ward: Relli | West: - |
| AREA DETAILS | SQ.MT. |
| AREA OF PLOT (Minimum) | 24620.99 |
| NET AREA OF PLOT | 24620.99 |
| Deduction for Balance Plot Area | |
| Amenity Area | 625.75 |
| Total | 625.75 |
| BALANCE AREA OF PLOT | 23995.24 |

| LTP NAME AND SIGNATURE | STRUCTURAL ENG NAME AND SIGNATURE | BUILDER NAME AND SIGNATURE |
|---|---|---|
| Hanumanthu Lakshmi Narayana 154 | | TIRUMALA TOWNSHIPS LLP<br>REG/11/18720/2/2020/2020 |

Individual Plot Area

| Plot No. | Abutting Road | Plot Area Reqd | Plot Area Prop | Plot Width Reqd | Plot Width Prop | Plot Depth Reqd | Plot Depth Prop | Frontage Reqd | Frontage Prop |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 288.76 | 8.00 | 16.74 | - | 17.69 | - | 15.28 |
| 2 | 12M WIDE EXISTING B T ROAD | 100.00 | 166.83 | 8.00 | 9.15 | - | 18.26 | - | 9.15 |
| 3 | 12M WIDE EXISTING B T ROAD | 100.00 | 169.63 | 8.00 | 9.15 | - | 18.56 | - | 9.15 |
| 4 | 12M WIDE EXISTING B T ROAD | 100.00 | 171.56 | 8.00 | 9.15 | - | 18.77 | - | 9.15 |
| 5 | 12M WIDE EXISTING B T ROAD | 100.00 | 173.49 | 8.00 | 9.15 | - | 18.98 | - | 9.15 |
| 6 | 12M WIDE EXISTING B T ROAD | 100.00 | 172.38 | 8.00 | 9.15 | - | 18.88 | - | 9.15 |
| 7 | 12M WIDE EXISTING B T ROAD | 100.00 | 168.22 | 8.00 | 9.16 | - | 18.42 | - | 9.16 |
| 8 | 12M WIDE EXISTING B T ROAD | 100.00 | 164.05 | 8.00 | 9.16 | - | 17.96 | - | 9.16 |
| 9 | 12M WIDE EXISTING B T ROAD | 100.00 | 159.89 | 8.00 | 9.16 | - | 17.51 | - | 9.16 |
| 10 | 12M WIDE EXISTING B T ROAD | 100.00 | 219.62 | 8.00 | 13.23 | - | 17.03 | - | 13.23 |
| 11 | 12M WIDE PROPOSED ROAD-1 | 100.00 | 192.02 | 8.00 | 12.15 | - | 15.24 | - | 12.15 |
| 12 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 13 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 14 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 15 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 16 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 17 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 18 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 19 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 283.50 | 8.00 | 15.24 | - | 22.52 | - | 13.84 |
| 20 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 294.30 | 8.00 | 17.68 | - | 15.24 | - | 13.84 |
| 21 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 22 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 23 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 24 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 25 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 26 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 27 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.30 | 8.00 | 9.18 | - | 15.24 | - | 9.18 |
| 28 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 374.86 | 8.00 | 13.14 | - | 29.60 | - | 13.14 |
| 29 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.29 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 30 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 31 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 32 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 33 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 34 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 35 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 284.78 | 8.00 | 15.24 | - | 22.60 | - | 13.84 |
| 37 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 38 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 39 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 40 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 41 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 42 | 12M WIDE PROPOSED ROAD-2 | 100.00 | 137.93 | 8.00 | 8.43 | - | 15.24 | - | 8.43 |
| 44 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 45 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 46 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 47 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 48 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 139.35 | 8.00 | 9.14 | - | 15.24 | - | 9.14 |
| 49 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 431.30 | 8.00 | 15.24 | - | 28.30 | - | 15.24 |
| 50 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 366.87 | 8.00 | 15.27 | - | 31.90 | - | 15.27 |
| 51 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 225.28 | 8.00 | 13.71 | - | 13.72 | - | 13.71 |
| 52 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 53 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 54 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 55 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 56 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 57 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 58 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 59 | 12M WIDE PROPOSED ROAD-4 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 60 | 12M WIDE PROPOSED ROAD-1 | 100.00 | 304.05 | 8.00 | 19.78 | - | 16.76 | - | 15.92 |
| 61 | 12M WIDE PROPOSED ROAD-1 | 100.00 | 308.34 | 8.00 | 16.76 | - | 23.08 | - | 15.92 |
| 62 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 63 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 64 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 65 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 66 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 67 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 68 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 153.29 | 8.00 | 9.14 | - | 16.76 | - | 9.14 |
| 69 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 225.28 | 8.00 | 13.71 | - | 13.72 | - | 10.67 |
| 70 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 209.32 | 8.00 | 12.26 | - | 13.72 | - | 12.26 |
| 71 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 156.50 | 8.00 | 10.97 | - | 13.72 | - | 10.97 |
| 72 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 167.77 | 8.00 | 12.23 | - | 13.72 | - | 12.23 |
| 73 | 12M PROP ROAD-5 | 100.00 | 167.77 | 8.00 | 12.23 | - | 13.72 | - | 12.23 |
| 74 | 12M WIDE PROPOSED ROAD-5 | 100.00 | 156.50 | 8.00 | 10.97 | - | 13.72 | - | 10.97 |
| 75 | 12M WIDE PROPOSED ROAD-7 | 100.00 | 209.32 | 8.00 | 12.26 | - | 13.72 | - | 10.67 |

Land use analysis/Area distribution (Table 2c)

| Area covered under | Proposed Area in sq. mt. | Proposed Area in sq. yd. | Percentage(%) |
|---|---|---|---|
| Plotted Area | 12774.04 | 15277.62 | 51.88 |
| Road Area | 8608.09 | 10295.19 | 34.96 |
| Amenity-26 | 306.69 | 366.80 | 1.25 |
| Amenity-43 | 319.01 | 381.53 | 1.30 |
| Public Open Space | 2475.70 | 2960.91 | 10.06 |
| Utility Area | 137.35 | 164.27 | 0.56 |
| Total net layout | 24620.88 | 29446.33 | 100.00 |

Land Area to Mortgage Details

| Name | Ind Plot Name | Ind Plot Area |
|---|---|---|
| MORTGAGE PLOTS | 70 | 209.32 |
| | 71 | 156.50 |
| | 73 | 167.77 |
| | 74 | 156.50 |
| | 75 | 209.32 |
| MORTGAGE PLOTS | 49 | 431.30 |
| | 50 | 366.87 |
| MORTGAGE PLOT | 28 | 374.86 |
| Total | - | 2554.46 |

Mortgage Area Details

| Name | Mortgage Area | |
|---|---|---|
| | Reqd | Prop |
| Land Area to Mortgage | 1916.11 | 2554.46 |

General Conditions

| No. | General Conditions |
|---|---|
| 1 | LTP is responsible for any misrepresentation in above aspects. |
| 2 | Spray shall be maintained as per GO Ms NO.119, MA & UD dt.27.03.2017 in all the road corners. |

| AREA STATEMENT | |
|---|---|
| Sy. No. | Proposed Extent Sq. Mts. |
| 182-1p | 2038.73 |
| 182-2p | 2023.50 |
| 182-3 | 1335.51 |
| 182-5 | 1375.98 |
| 182-6p | 1011.75 |
| 182-7p | 1983.03 |
| 182-8 | 3116.19 |
| 182-9 | 6394.26 |
| 182-10 | 1537.86 |
| 182-11 | 3197.13 |
| 182-12 | 607.05 |
| TOTAL | 24620.99 |

| COLOR INDEX |
|---|
| Plot / Site lines |
| Existing street / road |
| Proposed work including services |
| Existing construction proposed to be demolished |
| Existing structure to be retained |
| Work in progress duly sanctioned |
| Open Space |
| Drainage and Sewerage work |
| Water Supply work |
| Deviations |
| Recreation ground |

This is system generated report and does not require any signature.For further confirmation you can access the department revenue www.apgrs.ap.gov.in with file number.
Accuracy of Scrutiny Report and Drawing is subject to accuracy of end-user provided data, 3rd party software/hardware/services, etc. We are not liable for any damages which may arise from use, or inability to use the Application.

ISO_full_bleed_2A0_(1189.00_x_1682.00_MM)