

Chapter-1

Background

1.1 Introduction

This Final Plan Report is the 6th of the series of the reports submitted under the tasks of DAP assigned to Group-E area. The first report of the project was the Inception Report that primarily dealt with the approach and methodology of the work highlighting the present scenario of the study area. The second report was study area report (called Report-1) which was about the collection and authentication of Mauza maps, fixation of study area boundary and geo-referencing of maps. The next report was survey report (Report-2) that contained the survey findings and the base maps prepared on the basis of physical survey and also the findings of sample household survey of the study area. Interim Report (Report-3) was the third report that contained description about previous higher level plans, stakeholder consultations, the broad land use plan and policies and the integrated plan. The Draft Plan Report (Report-4) contained the draft plan proposals. The current report is the Final Plan Report that illustrates the detailed area plan proposals, the projects prepared based on the plan, priority and phasing of project implementation and other details of institutional issues. The final report has been prepared incorporating the acceptable amendments received during public consultations.

1.2 Background

RAJUK initiated the Dhaka Metropolitan Development Plan (DMDP) project in early '90s. The project was originally designed to prepare a set of three hierarchical plans- Structure Plan, Urban Area Plan and Detailed Area Plan. Due to technical reasons the project had to be closed down in 1995 without preparing the Detailed Area Plan component.

The DMDP Structure Plan sets a 20 year (1995-2015) long term development strategy for metro-Dhaka sub-region of 1528 sq. km. of RAJUK area. The DMDP Structure Plan report identifies the order of magnitude and the direction of anticipated urban growth and sets forth a series of policy guidelines for achieving the overall plan objectives.

The DMDP Urban Area Plan (UAP) provides an interim mid-term strategy for 10 years (1995-2005) for the development of urban area within the RAJUK administrative boundary. Detailed Area Plan (DAP), the lowest tier in the three level planning exercises, is basically a local level plan which provides the proposed land use zoning, infrastructure and utility services.

Detailed Area Plan is a vital part of the DMDP as far as spatial development and development control are concerned. Absence of Detailed Area Plans not only hampered undertaking development projects by RAJUK but also led to uncontrolled and unwanted spatial development in the private sector. Absence of land use zoning provisions also posed another problem that restricted approval of building plans, particularly in the newly urbanizing areas of RAJUK. With a view to ameliorate all the above problems, RAJUK decided to complete the Detailed Area Plan component of the DMDP package and undertook the present project. On approval of the project by GOB, RAJUK invited proposals from competent consulting firms. Firms submitted proposals for assignments were divided into five groups (Group A, B, C, D and E). The proposals were studied and analysed and works were awarded to five successful applicants. Sheltech (Pvt.) Ltd. in association with Data Experts (Pvt.) Lt. was awarded Group-E area covering almost entire Savar Thana and a small part of Gazipur Sadar Upazila falling within the RAJUK jurisdiction.

1.3 Purpose of the Detailed Area Plan (DAP)

The provision of DAP is inherent in the Structure Plan with some specific purposes. These are:

- a. Provide basic infrastructure and services in the study area through systematic planning
- b. Create congenial environment to promote economic activities
- c. Improve drainage system and protect flood flow zones from encroachment
- d. Create service centres to enable urban growth
- e. Serve as a reference document for land clearance and building permission
- f. Provide guidelines for public and private investment priorities
- g. Provide relevant planning polices for sustainable development
- h. Serve as a document for land use and development control

1.4 Objective of the Project

The main objectives of the Detailed Area Plan (DAP) are as follows:

- a. To provide a quality urban design having aesthetic, functional and flexibility characteristics
- b. To develop a programme for public sector action aiming at the implementation of the plan
- c. To prepare database and disseminate it in professional manner
- d. To provide and guide private sector development
- e. To provide clarity and security to future inhabitants and investors
- f. To prepare guidelines for future infrastructure development

1.4.1 General Objectives

The general objectives of Detailed Area Plan envisage:

- To Implement Structure Plan and Urban Area Plan policies
- To Guide and control urban development in an orderly manner in preferred areas of urban expansion
- To create an urban environment enabling citizens to enjoy the services that suit urban living

1.4.2 Specific Project Objectives

- Implementation of Dhaka Metropolitan Development Plan 1995-2015
- Data Management and Dissemination
- Preparation of Multi-sector Investment Plan
- Ensuring Clarity and Security of Investment
- Providing Guideline for Development
- Ensuring Sustainable Environment

1.5 Custodian of the Detailed Area Plan

The present detailed area plan is a part of the DMDP plan package prepared under the banner 'Master Plan' as envisaged in Section 73(1) of the Town Improvement Act 1953. Rajdhani Unnayan Kartripakkha (RAJUK) is the custodian of the 'Master Plan' and as such it will be the custodian of the detailed area plan as well and responsible for execution of the development control and development proposals prepared under the plan. The development proposals can be implemented either by RAJUK itself or through any other development agency, public or private. Execution of many of the development proposals will rest on other public development agencies, but it will be the responsibility of RAJUK to take initiatives to get the work done by those agencies through the Ministry of Housing and Public Works. RAJUK will take action against whoever violates the provisions of the approved DAP proposals and development control provisions.

1.6 Duration of Detailed Area Plan (DAP) and Amendment

The current Detailed Area Plan (DAP) shall remain valid till the validity of the Structure Plan that is 2015. DAP proposals, including land use zoning made in this report, should be periodically reviewed to fit the plan with the need of the time. The purpose of the review will be to take an overview of the level of implementation of the DAP, review changing physical growth pattern, development of infrastructure, trend of public and private sector developments. Necessary changes should be made in DAP proposals in the light of the findings of the review.

As a part of the master plan, amendment of the detailed area plan will be done under the legal provision of Section 74(2) of the Town Improvement Act 1953. All the amendments shall have to be notified in the Official Gazette for public information. As the relevant provision of the act says, *“(2) The [Kartripakkha] may, from time to time, with the approval of the [Government] and the [Government] may at any time, amend or alter any specific provision of the Master Plan. Any such amendment or alteration shall be published in the Official Gazette.”* So RAJUK can carry out amendment of the DAP any time with the approval of its Board and the Ministry and publish the same in the Official Gazette. But the best way will be to carry out the amendments at regular interval instead of time to time peace meal amendments.

1.7 Format of Detailed Area Plan

The format of Detailed Area Plan consists of:

- a) Explanatory Report
- b) Integrated Planning Map

a) Explanatory Report

The current explanatory report of the plan describes the plan proposals and other necessary information to explain the plan. The report is divided into six chapters. Chapter one contains background elements that includes, among other things, project background, project objectives, planning area, plan duration and review of previous plans. Chapter two highlights the critical planning issues and problems prevailing in the planning area, the planning area profile and the future population. In Chapter three the development plan proposals have been placed in details including the integrated planning map. The development proposals include, infrastructure and services, public sector land development in new housing areas, ecological conservation, conservation of monuments and heritage and flood protection and drainage development. Chapter four describes the procedures and measures needed for plan implementation, comprising such issues as, fixation of priorities, public sector action program, and development control. Chapter five gives idea about the selected projects that would be implemented on priority basis. Chapter six is about follow up actions to be taken including necessary legal and procedural measures to execute the plan and development control.

b) Integrated Planning Map

The Integrated Planning Map shows different layers of map information like, the cadastral base, administrative boundaries, geo-physical features (contour line, water bodies), infrastructure and proposed land use.

Following are the various components of Maps with different prescribed scale as per ToR have been submitted at the final stage for the Detailed Area Plan (**Table-1.1**).

Table- 1.1: Required Maps with Corresponding Scale

SI No	Description	Scale
1	Base Map	1:1980
2	Physical Feature Survey Map (Road+ Structure Floor)	1:1980
3	Physical Feature Survey Map (Road+ Structure Type)	1:1980
4	Physical Feature Survey Map (Road+ Structure Use)	1:1980
5	Land Use Survey Map	1:1980
6	Topographic Survey Map	1:1980
7	Utility Services Map	
	a. River/ Khal/Drainage	1:1980
	b. Gas/Electricity/ Water Supply	1:1980
8	Comprehensive Detailed Area Plan	1:3960
9	Comprehensive Detailed Area Plan	1:1980
10	Identified Projects in separate layers	1:1000

Source: Terms of Reference (ToR) of DAP

1.8 Description of the Planning Area

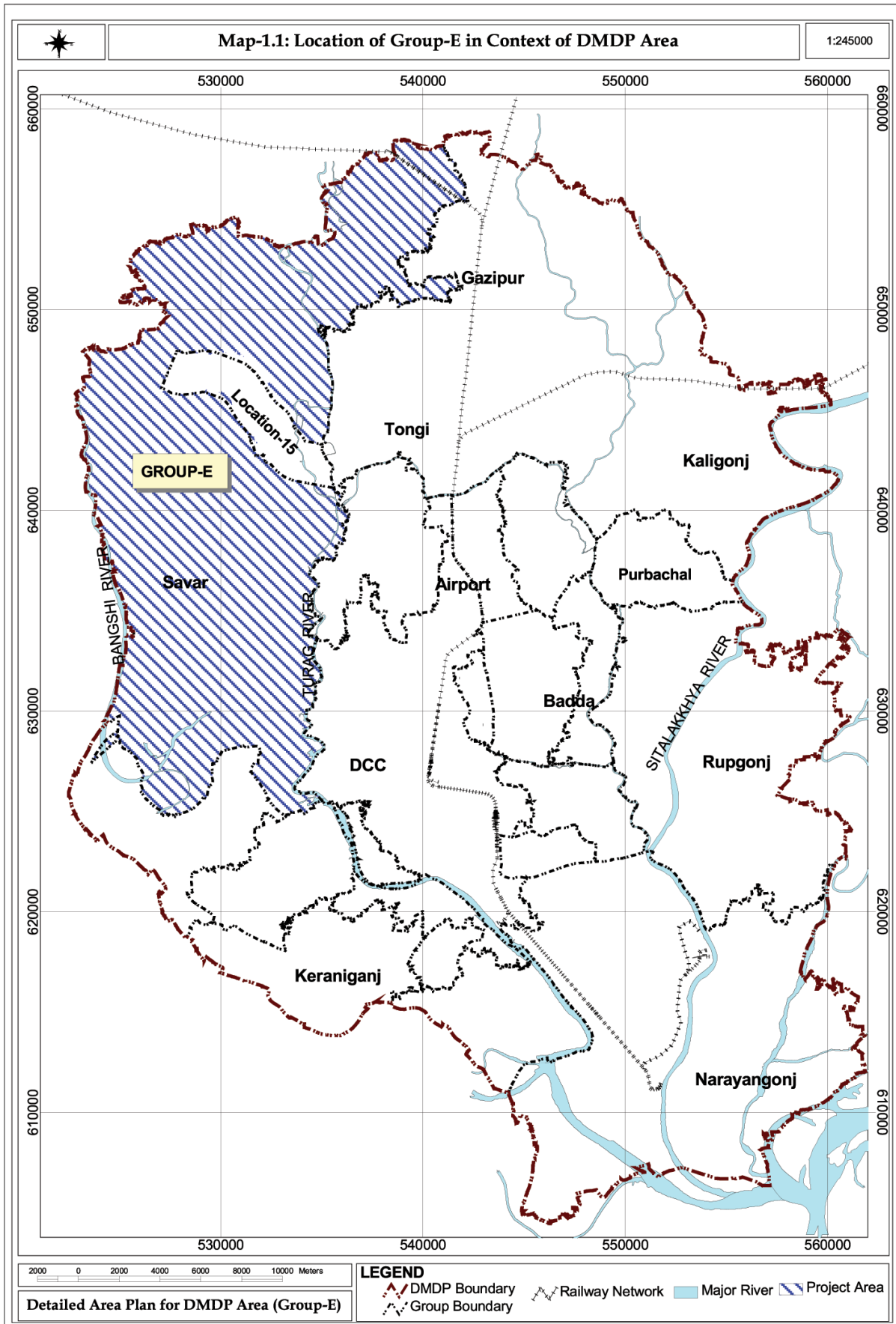
The Detailed Area Plan (DAP) project area of Group-E is located in the north-western part of DMDP area (RAJUK area) (**Map- 1.1**), comprising almost entire Savar Upazila of Dhaka Zila, and a small part of north- west Gazipur Sadar Upazila of Gazipur Zila including a part of Gazipur Pourashava. The total area of the project stands at 29,233.59 ha or 72,237 acres. **Table-1.2** shows the details of the study area with respect to SPZ. Variations have been found in the planning area of Group-E. According to Structure Plan combining all the three SPZs under Group-E the total area comes to 72,237.00 acres, while adding up all the unions under the above SPZs gives an area of 87,654 acres. Again, GIS estimation by consultants gives 75,114.53 acres.

Table-1.2: SPZ wise Number of Mauza, Area, Population and Households of the Project Area

SPZ	No. of Mauza	Area in Ha (Acre)	Population (1991)	Household (1991)
1. SPZ-16: Northern Fringe	41	7836.01 (19363)	79825	15438
2. SPZ-17(1): Savar	51	2489.65 (6152)	76675	15062
3. SPZ-1(2): Dhamsona (part)	42	482795 (11930)	69966	12125
4. SPZ-17(3): Flood Zone West (part)	150	13934.29 (34432)	174844	29617
Total:	284*	29233.59 (72237) 29.23 Sq.km.	401310	72242

Source : DMDP Structure Plan,

Note: *Cadastral Survey (CS) Mauza



1.8.1 Administrative and Cadastral Boundaries

The project area of Group-E consists of entire Savar upazila of Dhaka district and partial of Gazipur district. There is one municipal authority in the project area namely Savar Paurashava. The study area accommodates 14 unions. Table-1.3 shows the administrative units of the group-E area. Cadastral base of the project area are C.S and R.S mauzas. The study area is divided into 252 CS mauzas and 223 RS mauzas. There are in total 385 C.S and 324 R.S sheets of the project area Mauzas.

Table- 1.3: Administrative Units of Group-E

Name	Description
District	Dhaka, Gazipur (partially)
Thana / Upazila	Savar and Gazipur (part)
Paurashava	Savar
Union	Simulia (Part), Tetuljhora, Yearpur, Pathalia, Kaundia, Dhamsona, Bhakurta, Banagram, Ashulia, Biralia, Savar Cantonment, Basan (Part), Kayaltia (Part), and Kasimpur (Part)
Police Station	Savar

Source: Compiled from BBS Publications, 2001

1.8.2 Geo-Physical Profile

The following geographic profile of the study area has been ascertained through physical survey and other secondary sources.

a. Geology and Soil

The land of the planning area is composed of alluvial soil of the pleistocene period. The height of the land gradually increases from the east to the west. The southern part is composed of alluvial soil of the Bangshi and Dhalashwari rivers. Main rivers in the area are Bangshi, Turag, Buriganga and Karnatali.

b. Topography

The substantial part of the study area is geographically a part of the Pleistocene Terrace, popularly known as Madhupur Tract. Such lands are characterized by high, undulated land surface with red soil, criss crossed by flood plains and streams. Except the southern part, almost entire planning area land falls in this category. The level of land surface exhibits greater than gentle slope ranging between -2 m to +15 m with respect to m PWD. The highest level of lands in the area exists in patches and not in continuous form. A realm of lower level plains are found along the flood plains on the eastern periphery, moving from north to south, ranging from -2 m to +6 m. The levees of the flood plains are usually of higher elevation ranging up to 12 m PWD. Areas like Birlia, Savar Cantonment, Ashulia, part of Pathalia, part of Basan, Rajashan, Jahangirnagr University stand comparatively at a higher elevation, ranging between 10 m to 15 m to PWD. These areas are free from normal floods and used for settlement development, while the areas of lower elevation are used for cultivation of crops.

c. Geological Faults

Geographically, Bangladesh finds itself in one of the most earthquake prone areas of the world. The northern part of mega Dhaka that is almost the entire Group-E area falls in the most severe earthquake zone of the country. As per Earthquake Risk Index (ERI), Dhaka is one of the riskiest cities in the world, "although geologically Dhaka is in the second earthquake prone zone. Its vulnerability is due to its non-engineered structures," said experts (Daily Star, August 25, 2006). From the study of "Dhaka City and Earthquake", it has been observed that (Daily Star, August 25, 2006) two fault lines pas through the Group-E area creating two areas which are most vulnerable and moderately vulnerable. One line has passed through Bangshi-Dhaleswari River and the other through the Turag River. The Structure Plan identified three fault lines. One fault, called Bansi Fault passes through the Turag, the Dhamrail fault runs through the Karnapara River and the fault, originating from Karnapara River in the west runs north-east, crosses Bansi fault and joins Tongi fault. Development control should be exercised in these areas through Building Construction Rules 2008 and Bangladesh National Building Code (BNBC) 2006 to avoid any possible disaster. Please see **Map-1.2**.

1.9 Review of Previous Plans and Proposals

The following section presents a review of the previous plans undertaken in the planning area.

1.9.1 Master Plan for Dhaka, 1959

a. Relevant Recommendations

The Dacca Master Plan 1959, prepared in 1959 and approved in 1960, covered an area of about 829 sq. km (320 sq. m.) encompassing the Dhaka Municipality, Tongi Municipality and Narayanganj Municipality. The present study area of Group-E that is Savar Thana and part of Gazipur Sadar Thana, was totally outside the jurisdiction of the 1959 Master Plan area. So for logical reasons review of 1959 Master Plan is omitted here.

1.9.2 Dhaka Metropolitan Area Integrated Urban Development Project (DMAIUDP), 1981

a. Relevant Recommendations

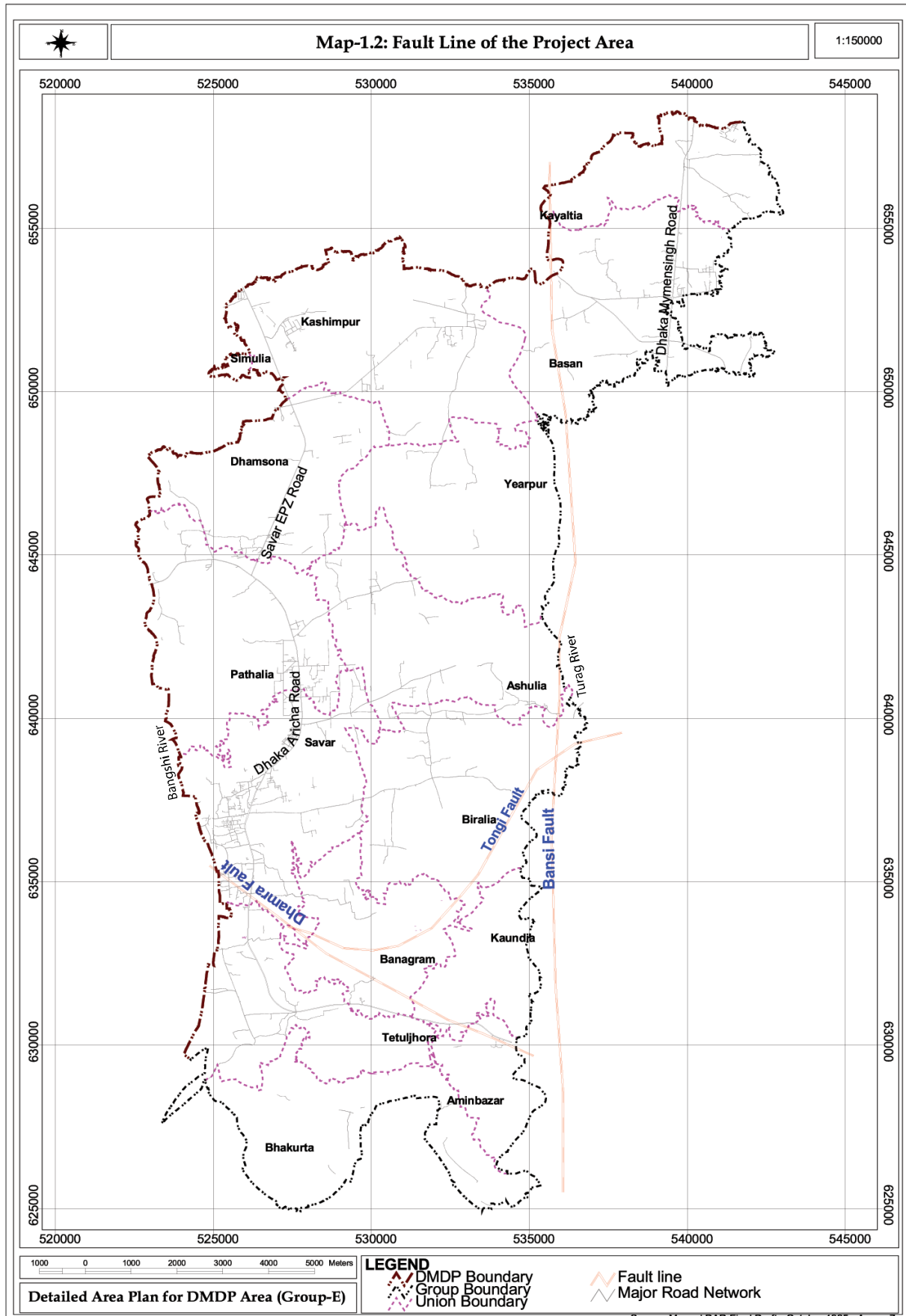
DMAIUDP was undertaken in 1980-81 with a view to prepare a long term strategy for the future development of Dhaka City. The project proposed some alternative growth strategies for future Dhaka, evaluated them and finally selected the most suitable strategies for future development of Dhaka.

Preparation and Selection of Strategic Options by DMAIUDP

Dacca Metropolitan Integrated Urban Development Project (DMAIUDP) 1981 was undertaken to work out the future mode and pattern of Dhaka city development in consideration of the physical and social constraints and opportunities existing within and possible areas of future expansion. It was the first ever attempt to prepare a strategic plan in Bangladesh. The project was jointly funded by the Government of Bangladesh (GOB), the Asian Development Bank (ADB), and the United Nations Development Programme (UNDP). The Planning Commission of GOB was entrusted with the responsibility to implementing the project with Asian Development Bank as the executing agency.

A British consulting firm in association with a number of local firms initiated the project in 1980 and completed in 1981. The experts drew up nine strategic options for future development of Dhaka city. They reviewed the options for selection of the most suitable one. The options were,

- Option-1: continuation of the current trend –sustained peripheral growth of the city with limited northward expansion.
- Option-2: peri-urban development – low density resettlement with intensive agricultural production, over an extensive area surrounding the city.
- Option-3: comprehensive flood control-flood protection of the existing city and the northern, eastern and western development areas by enclosing embankment.
- Option-4: comprehensive flood control around the south and south eastern periphery of greater Dhaka.
- Option-5: northern expansion- development by concentration of employment, infrastructure and services.
- Option-6: northern expansion- as for 5 with addition of an improved transportation facility linking urban centers in the north up to that in the south-east.
- Option-7: development of new satellite city – concentration of new development at one new location in the city region away from the existing city.
- Option-8: sub-regional dispersal –decentralization of urbanization and urban development in the existing urban centers of the city region.
- Option-9: minimization of urban growth-limitation of urban population growth by reducing the level of investment in the city in favour of rural development.



A two stage evaluation of the option was carried out. But the consultants finally found none of the options satisfactory. In the first stage the experts rearranged the options into following three strategies.

- a. Extensive development of land immediately adjoining the city by comprehensive flood protection.
- b. Continuing peripheral expansion of the city without flood protection.
- c. Expansion of the city to the north and west which does not require comprehensive flood protection.

A second stage evaluation of the three alternatives was carried out based on the criteria of,

- cost
- benefit
- Implementation possibilities and
- flexibility.

After evaluating the three alternatives the experts came to the conclusion that alternative B and C were the best choices as they have “*the balance of advantages*”. And these advantages “*could be achieved at a lower level of urban development expenditure, with fewer implementation problems, and at lower risk than in the flood protection strategy.*” Therefore, the combined peripheral growth /northern expansion strategy was adopted as the recommended urban development strategy for development of future Dhaka.

Review and Analysis of DMAIUDP Options in the Context of the Study Area

Though the strategy was never officially adopted but the spontaneous trend of development was towards the same direction as anticipated by the DMAIUDP consultants. The northern and central part of Savar and the areas around Joydebpur Chowrasta are nothing but the part of Option C that is northern expansion in flood free zone. In Alternative A: Comprehensive Flood Protection Strategy the Savar and Gazipur Sadar Thanas, termed as ‘less intensive peripheral growth area’, were not included within the comprehensive flood protection strategy.

In **Alternative B: Peripheral Growth**, areas adjacent to the exiting built up parts of Group-E area were included as possible future peripheral growth locations. These areas are located in Savar and on the both sides of Dhaka-Aricha Highway and areas around Joydebpur Chowrasta.

In **Alternative C: Northern Expansion**, the entire Group-E area was included as future expansion areas except the central flood flow zone. The Gazipur part falling within the study area was considered as 1st expansion area in the C alternative. In Savar, the northern part was taken as 4th phase development area. The central eastern part of the Group-E area was considered as 3rd phase and the central part Government Dairy and Livestock Farm and other public establishments and privately planned housing areas were marked as ‘development areas already planned.’ The central western part on the west of Dhaka-Aricha Highway was considered as the 1st phase development area.

Latest physical survey by the consultant reveals unprecedented spatial growth in the study area beyond comprehension of the experts of DMAIUDP. Peripheral growth has surpassed the prediction in the eastern and northern part of the city, however within predicted limit in Savar and Gazipur. Alternative B did not predict any growth along Nabinagar-Chandra Road, but this is one of the fastest expansion areas of mega Dhaka, mainly induced by the development of two EPZs in the area. A new Abdullapur-Baipal Road was built during late eighties that also boosted industrial and commercial developments along the road. Large scale increase in the global export of RMG and knitwear by Bangladesh are the main reasons for boosting manufacturing establishments in the area. Flood free cheap lands with good communication with Dhaka City are the major pull factors that led to the large scale growth of industries in the northern periphery. However, it is true that the than experts did not foresee such economic boost in the country back in early 1980s. Similar spatial growth is also observed along the Tongi-Gazipur Road. New investments in the manufacturing in these areas have resulted in large scale population growth in the vicinity leading to growth of other supporting activities. The Alternative C predicted much wider spatial growth on the flood free northern periphery. It predicted development in four phases. But the developments have been not that momentum to cover all the four phased areas. Rather the 1st phase locations are yet to become saturated.

DMAIUDP report was never officially accepted as strategy for urban development by the government and no urban development agency ever showed any response to the recommendations of the report. In fact the report was virtually ignored. However, the private land development that took place after preparation of the report was mainly along the

flood free land and the expansion was northward. Some flood control structures built during the great floods in 1988 encouraged developments in the low lands within the embankment area in the western city fringe.

1.9.3 DMDP Structure Plan and Urban Area Plan (1995-2015)

The Dhaka Metropolitan Development Plan in the form of Structure Plan and Urban Area Plan was prepared during the period 1992-1995 to provide policy guidelines for the development of Metro Dhaka for 1995-2015 period. The policies and strategies adopted in the plan was to provide a rough development control guidelines for the Metro Dhaka until the preparation of Detailed Area Plan, the third of the three tier new urban development plan document. Structure Plan and Urban Area Plan framework relevant to Group-E area is presented below.

a. Relevant Recommendations

Structure Plan Land Use Development and Control Policies divide the Group-E area into following Land Use zones (**Map-1.3**).

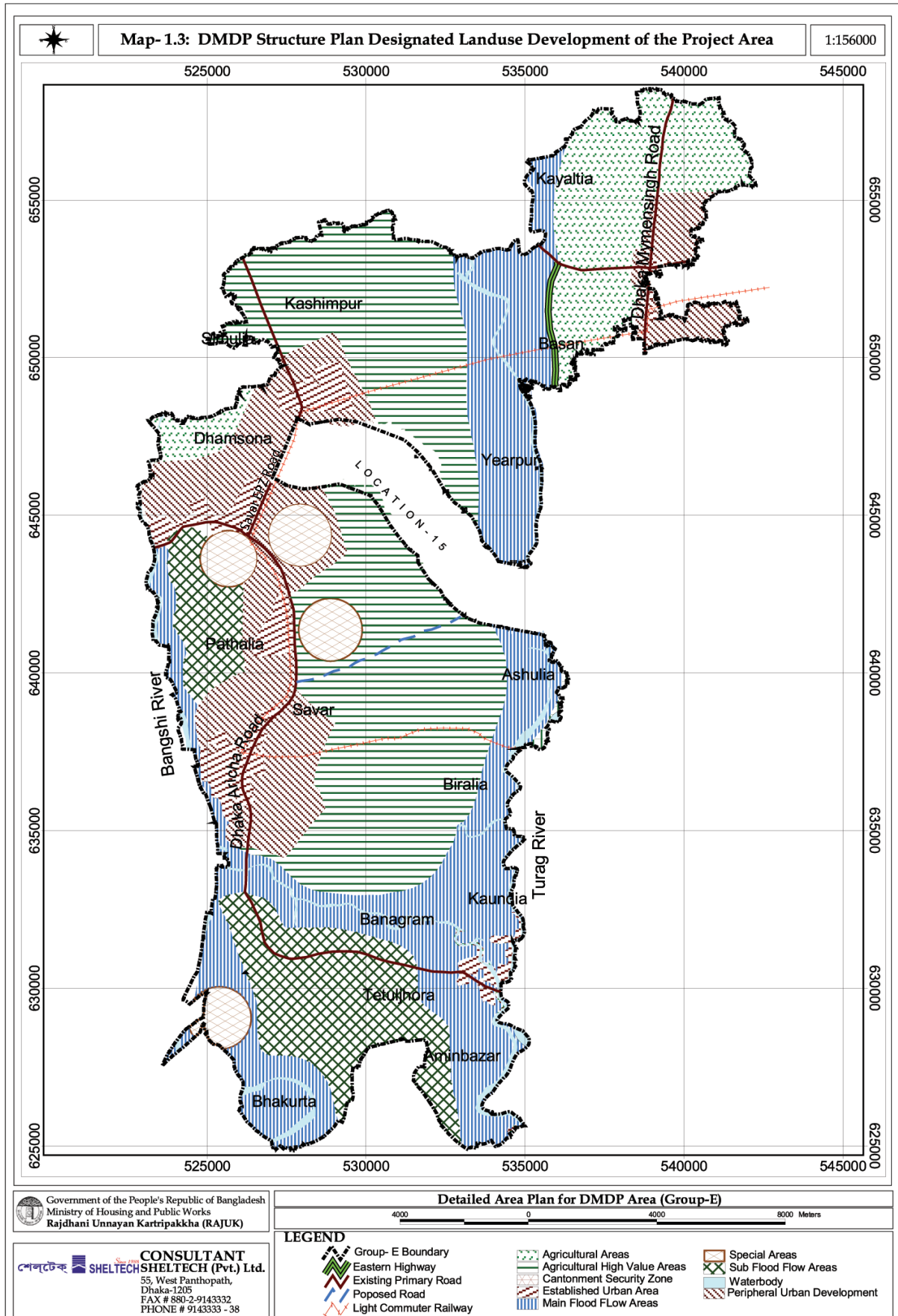
- Established Urban Area up to 1989 (Consolidation)
- Peripheral Urban Development (Enablement)
- Agriculture Area
- Main Flood Flow Zone
- Sub-flood Flow Zone
- High Value Agricultural Land
- Special Area
- Flood Retention Pond (Indicative)

Major Roads/Public Transportation Network

The DMDP Structure Plan policies relating to transport sector derived largely from the Greater Dhaka Metropolitan Area Integrated Transport Study (DITS). The main objective of the study was to establish a long term primary road network for the metropolitan area, to serve the needs of the growing urban concentrations by providing improved access to the main urban area itself and linkage to areas with potential for growth. These roads would differ from the remaining network in that its main purpose would be to provide a national link rather than to provide for urban travel. The DMDP Structure Plan proposed different road transport infrastructures like, road development, public transport, sub-way development etc. **Table-1.4** shows the proposed sequence of road development covered in Group-E area.

Road Development

As policies oblique, oblique the DMDP offered high priority to the development of “limited access Eastern By-pass to become a key link in the emerging national network of arterial roads and relief the existing urban network”. However the Eastern By-pass lies outside the study area of Group-E. The DMDP also recommended a policy of “incremental road development”, as a long term road development approach. Under this approach Right of Way will be reserved in advance of future development where need arises. The roads will be developed in phases.



Public Transport

The main thrust of public transport would be bus service which is proposed to be expanded on different routes as proposed by DITS. This policy has largely been executed. The DMDP also proposed for a commuter rail network as a major mass transit covering key parts of the existing urban and sub-urban areas of Dhaka City. This was a long term proposal to serve the high density areas. **Table-1.4** shows transportation development proposals in Group-E area.

Table-1.4: List of Proposed Road Development in Structure Plan within Group-E area

SI. No	Name of the road	Short term	Mid term		Long term	Implementing Agency
		1995-2000	2000-2005	2005-2010	2010-2015	
Major Road						
M2C	Part of eastern by-pass from Kuniapasur to Chandra (2 km)	UD 565	COM 185	--	--	RHD
M8B	From Chandra to Joydebpur-Tangail Road near Kadda (5.9 km)	UD 1550	COM 515	--	--	RHD
M13	From Ashutia to Aricha Road near PATC via Ashulia (8 km)	UC --	--	--	--	LGED
M16	Savar By-pass from Keraniganj By-pass near Barajaynagar to Aricha Road near Jadurghat via Neemtali (10.3 km)	--	--	--	ROW 1545	LGED
Road Widening						
W4	Development of service road from Savar to University (6.5 km)	COM 1300	--	--	--	LGED
Commuter Railway Network Development Program						
R3	From Jahangirnagar University to Dhamsona	--	--	R.O.W.	UD	COM
R6	Mirpur north to Savarloop line	--	--	R.O.W.	UD	COM
R8	Dhamsona to Gazipur	--	--	--	--	R.O.W.
Sub-way Proposal for DMDP Area						
SU5	From Gabtoli to Jahangirnagar University	--	--	--	UD	BR

Source: DMDP Structure Plan (1995-2015)

Sub-way Development

The DMDP anticipated very high population growth in Dhaka as a mega city, which vis a vis would increase its transport demand. The plan to ease the future traffic flow and mass transit of future Dhaka recommended for sub-way. The plan said, "Sub-way will definitely create opportunity to retain the characteristics of the old Dhaka allowing mass transi". It proposed to start sub-way development program for mass light railway network by the year 2000. But no attempt in this respect was taken subsequently.

b. Application of the Structure Plan and the Urban Area Plan

A considerable time has elapsed since the DMDP Structure Plan and Urban Area Plan were accepted. However, large scale transfer of land is taking place resulting in land sub-division with provision of very narrow access. In some areas, industrial growth has taken place indiscriminately. Total disregard to controlled discharge of hazardous

industrial effluent especially by the emerging dyeing industry has resulted in large scale water pollution. In the absence of strong and effective development control measures new areas are developing in a completely haphazard manner and every year new areas are being occupied by settlements with little or inadequate infrastructure and utility facilities.

1.10 Public Consultation

1.10.1 Consultation with Local Government Authorities

Consultation with Savar Pourashava

A discussion program was worked out by the consultant to discuss about the problems and prospects related to spatial, social and economic development of the pourashava. In one discussion meeting Executive Engineer of Savar Pourashava informed that a draft municipal development plan (infrastructure and land use) was completed by Urban Governance and Infrastructure Improvement Project of Local Government Engineering Department (LGED) under Ministry of Local Government, Rural Development and Cooperatives. Executive Engineer also informed about different ongoing projects for the improvement of the pourashava. It was informed that developments in pourashava is growing in an unplanned way. The tendency of mixed land use has increased all over the pourashava thus creating problems for residential areas. With the urban invasion farm lands are fast disappearing. He also informed that different industries/ commercial units are growing without following the planning and environmental standards. Pourashava was unable to provide adequate utility services to its citizens due to paucity of fund. He suggested that the industries that pollute environment should be relocated outskirts, and industrial developments should be restricted in certain areas for protecting environment.

Findings of discussions:

- It was understood from the discussions that spatial growth is taking place in a haphazard manner and it is prime time to stop it by not allowing unacceptable mixed use of land.
- Important roads need to be widened considering the present traffic volume and for next 15 years. Internal road conditions are also not up to mark and unsuitable for vehicular movement.
- Encroachment of land by different developers needs to be addressed properly because this is a big problem for Savar area.
- Land filling in different parts of the area is also creating problem for natural drainage. High valued agricultural lands need to be protected from non-agricultural uses.

Consultation with LGED about UGIIP

The urban governance and infrastructure improvement project (UGIIP) of LGED intends to support the sectoral investment plan of the GOB in selected secondary towns by means of ensuring good governance. The pourashavas are required to implement an urban governance improvement action plan first with a limited allocation of project funds to cover the most urgent infrastructure needs.

At the pourashava level, Town Level Coordination Committee (TLCC) has been formed to provide overall advisory services to the pourashava to ensure governance and in the process the pourashava have also been strengthened through introducing automation in office works and skill development.

Findings of discussion:

- The infrastructure development programmers include transportation planning and management, surface water drainage and sewerage system, housing and shelter, water supply and sanitation, solid waste disposal, and different utility services.
- The study include, identification of existing conditions, problems, determination of vision objective and goal for improvement and development, receive different development proposals from local committees and finally, prepare recommendations.
- Prepare a plan framework for pourashava that can help guide the development authorities on development issues in order to guide and develop pourashava as appropriate in order to reach the goal for a livable pourashava which is not only healthy and safer but also efficient and better.

- This could be assured through better socio economic service facilities that could be achieved through, effective use of micro credit program and primary health service opportunities and drainage structures, road linkages, improved garbage disposal and sanitation system.

Further Consultation with local governments was carried out through:

- Dhaka City Corporation,
- Savar Upazila Parishad
- Concerned Ward
- Union Parishad

1.10.2 Consultation with Different Communities

Consultation with World Vision (NGO)

Activities and services of the organization provided to the local people. cover local level institution development through which local people can uplift their lifestyle by themselves. Through discussions it was understood that they had program on education sector, with special attention on children, with assistance in the form of cash or kind. They are also providing assistance to institutions like, renovating school buildings for creating better educational environment. If necessary they are also providing school furniture, flip charts, electric fans, blackboard, to enhance number of enrollment. Considering health and hygiene issues, on urgent basis, they also provide facilities like installation of latrines, playground facilities and sports materials

World Vision has been performing different activities as part of their area development program and helping community people to change their living condition and environment in a sustainable way. Under infrastructure development sector it mims in improving the already existing rural roads (Type 3) which lead directly to markets and urban centers, schools, hospitals, and other main roads. Improvement of these roads enhanced acquisition of farm inputs, marketing of agriculture products etc. These also help poor people to add new source of income like rickshaw pulling, opening of small business along the roads.

Findings of discussions:

- NGO is trying to help the local community to improve their lives in a sustainable way.
- Social development of the poor households is the main objective of the organization.
- Two of the main thrusts of the organization are to help the distressed women by improving their social status and make them be able to become an income earner in the family and help children to grow as educated and healthy citizens.

1.10.3 Public Hearing

As per Section 74 of Town Improvement (TI) Act 1953, RAJUK carried out a two month long public hearing on the Detailed Area Plan from October 3, 2008 to December 4, 2008. The public hearing was carried out through:

- Media Coverage
 - Print
 - Electronic
- Press Conference
- Web based Publication
- Display of Maps (Hard Copy)
 - RAJUK Auditorium
 - DAP, PD Office
 - RAJUK Zonal Office at Dhanmandi
 - RAJUK Zonal Office at Mohakhali
 - RAJUK Zonal Office at Uttara
- Explaining different aspects of the Plan to the stakeholders by experts
- Digital Display upto individual Mauza Plot level in GIS Platform

- Collection of Complaints in prescribed format and preparation of checklist
- Collection of Complaints in the form of letter to Chairman/Project Director.

Table-1.5: Summary of Reponses Received in Public Consultation and Actions Taken

Total No. of Responses Received	No. of Application Expressing Appreciation About the Plan	No Comment	Action about Complaints/Suggestions		
			No. of Application Having Complaints/ Suggestions	No. of Application Addressed	No. of Application Unable to Address
869 (100.00)	170 (19.56%)	3 (0.35%)	696 (80.09%)	150 (21.55% of 696)	546 (79.23% of 696)

In Group-E area about 869 responses were received during public hearing. These responses were checked and analysed by the consultant. Out of total responses, 170 expressed appreciation about the whole plan or its different aspects. Three respondents made no comment about the plan. But most responses were requests to declare their areas a land use as per their desire or free their land from any development proposal or development restriction. The consultant carefully studied all these petitions and tried its best to accommodate only the requests that were found feasible. The **Table-1.5** gives a summary statistics about the responses received and actions taken about them. Out of 869 petitions having complaints/suggestions, 19.56%% expressed their satisfaction about the whole plan or any particular development proposal in the plan. The number of complaints/suggestion receive stands at 696, out of which 21.55% were addressed or accommodated that were found reasonable, and 79.23% could not be addressed for various reasons including restriction of the Structure Plan and on other environmental and planning grounds.

1.10.4 Consultation with Public Representatives

A series of consultation meetings were held with the Honorable Members of the Parliament of the RAJUK jurisdiction to appraise them of the draft final DAP and obtain their valuable suggestions and recommendations. Almost whole August and half of September, 2009 was spent on this consultations. The outcome of the consultations may be summarized as follows:

Honorable parliament members appreciated the endeavor and expressed that in order to develop Dhaka in planned way all necessary measures including implementation of the draft DAP should immediately be undertaken. Some members made specific suggestions for widening of certain roads, making suggestion for new connectivity. Some members wanted changes in the landuse proposals. The consultant accommodated their suggestion only where higher level plan allowed. Suggestions that did not conform to the higher level plan could not be adhered to.

1.11 Draft DAP Review by Review Committee

To give top priority to environmental considerations and also to ensure civil society participation in plan making process, RAJUK organized a 13 member Technical Working Group (TWG) representing professional groups and environmental activists. The TWG examined the various aspects of the plan proposals including the environmental issues. A series of tripartite meetings were held with representatives from RAJUK, consultants and the TWG. The major observation of the TWG covered the following issues:

- (i) Population projection.
- (ii) Conformity of the proposed land use of DAP with DMDP and from planning principles and norms.
- (iii) Standards for amenities.
- (iv) Issues of transportation.
- (v) Development management tools/strategies.
- (vi) Issues of data discrepancy.

On the recommendation of TWG, a Review Committee (RC) was set up and was assigned to finalize its review report based on discussion by March 30, 2009. But the consultants differed on the RC report and it was decided to resolve the issues through discussion among the RC, RAJUK and the Consultants. Accordingly a series of tripartite meetings were held and finally, the matter was resolved through consensus reached by all the three parties. According to consensus following decisions were taken.

- Population
 - Population for 2015 shall be projected on the basis of:
 - Population of 2001 and shall be considered as 10.24 Million.
 - Population for 2015 and shall be accepted as 18.43 Million.
 - Overall Annual Growth Rate shall be considered as 4.29 %.
- Rural Settlement Zone
 - A new zone named Rural Settlement Zone shall be created to accommodate and confine traditional cluster of rural settlements.
- Flood Flow Zones
 - Since all the structures have been contained within newly created Rural Settlement Zone, the remaining parts of Main Flood Flow and Sub Flood Flow zone become one and therefore merged into one zone namely Flood Flow Zone.
- Agricultural Zone
 - High value Agricultural Zone and Agricultural Zone shall be merged into one zone namely Agricultural Zone due to their uniform and similar landuse control requirement.
 - Any further use that does not conform to the Agricultural Zones shall be strictly prohibited.
- Retention Ponds & Canals
 - Retention Pond as provided by the consultants in the form of canals at DND and the Eastern Fringe may be maintained as they comply with the Structure Plan & Urban Area Plan.
 - Retention Pond as provided by the consultants at the outskirts of the Eastern Fringe alongside the embankment to ease pumping out of water may be maintained.
 - Canal Network at the Eastern Fringe may be improved by creating links among them.
 - Canals for drainage of Eastern Fringe as per Halcrow Study will work but FAP 8A proposed Retention Area may be kept as further caution.
- Road Network
 - Grid Iron pattern for main roads (Down to secondary roads) as proposed by the Consultants may be provided.
 - Crossing the canals by main roads (Down to secondary roads) as proposed by the Consultants may be provided.
 - Regional Road over Retention Pond on viaduct may be provided.
- Urban Deferred
 - Since DAP projected population for 2015 is more than the estimated population of the Structure Plan, no part of the area designated as urban in the Structure Plan is required to be shown as urban deferred.
- Standards
 - Amenity Standards as set by the DAP Consultants are acceptable.
 - Standard of Regional Parks and Open Spaces within DMDP will be 0.28 acres /1000 people.
 - Spaces for the Universities to be earmarked in suitable locations within DMDP jurisdiction.
- Existing Non Complied Uses
 - The use / function that do not comply with the designated landuse category shall be either of the following types:
 - Overlay Zone:** Non-complied use/function that DAP allows to continue in its present use.
 - Non-conforming Use/Site:** Non-complied use/function that DAP does not allow to continue in its present use and fixes time frame for its discontinuation based on the nature and extent of its potential adverse effect on the underlying land use.