

Chapter- 3

DEVELOPMENT PLAN PROPOSALS

3.1 Relevant Policy Frameworks of Higher Level Plans

The Project Area DND north (Location-5) covers three Strategic Planning Zones (SPZ) namely-7, 11.2 and 12 of Structure Plan. Two higher level plans namely-DMDP Structure Plan and Urban Area Plan provide different policies for their development depending on the nature and character of the area:

Structure Plan Policy for the Existing near Urban Fringe

This is the area of land which was converted to urban use in post 1980. Here the development has taken place in a spontaneous, but haphazard way, leaving little way for an appropriate road network nor for basic infrastructure facilities and services. The broad policy is that a number of main infrastructure developments such as spine roads, retention ponds, drainage/khals and embankments have to be provided to make the neighborhood and community level developments more effective.

Short-term Priority Investment Area

As per structure plan the project area (DND north) has been identified as short-term investment area based on the anticipated growth and distribution of population. The Project area is a developing area of the urban fringe, developed post 1983. It will take some further decades to reach the population densities of the urban core. Low initial densities in this area do not justify supply of full range of services as it will initially under use. However it is essential that planning and reservation of rights of way, at least for primary network, be undertaken soon to enable provision when justified by increased density levels and allowed by resources.

Infrastructure Reservation

DMDP structure plan recognized that land needed for major infrastructure projects has to be purchased or reserved for purchase and use at a later date. Reservation should be made well in advance of land acquisition. These should be shown in Detailed Area Plan and also to be demarcated on the ground using suitable markers. Development within the area thus defined would be prohibited.

One mechanism to achieve some cost recovery is to acquire excess land on one or both sides of the required road right-of-way. After the road is completed, this excess land can be sold at market value for commercial or similar use to offset cost of original land acquisition plus road construction.

Structure Plan Recommendations

The structure plan is a frame work of urban development for twenty years period. In the structure plan a primary road has been proposed through the middle of the project area in north-south direction from Fatullah to Uttarkhan /Fayedabad. From the eastern portion of the project area a Mass Transport (rail) has been proposed in north-south direction with a branch linked with Kamlapur railway station in east-west direction.

The land towards the east of proposed Mass Transport (rail) has been shown as 'New land development area' (promotional) and between Mass Transport and Primary road, the use has been shown as 'Flood protection pond'.

Urban Area Plan Policy

This was a mid-term strategy. It has been prepared as a guide for future urban development for ten years period and defines the geographic boundaries of the extent of area that will cover during the interim plan period. In the Urban area plan the Old Demra road has been shown as 'Existing Flood Protection Wall'. In both the sides of Kazla khal has been shown as 'Indicative retention pond' but exact location was not shown. From the middle of the project area towards north has been shown as 'Restricted Flood Protection Reserve' which is extended beyond the project area.

- a. Sectoral Policy SE/4 advocates for an integrated policy of the incremental environmental upgrading and relocation, where necessary, of Dhaka's polluting industries, in a manner commensurate with sound environmental practice and cost-effectiveness.
- b. Infrastructure Policy IN/2 promotes for incremental network development in the transport sector in order to conserve resources and being responsive to proven demand for the service being offered.
- c. FAP-8A project will provide drainage facilities and retention ponds in the area making the area free from internal flooding.

Urban Area Plan Recommendations

- a. On completion of DAP the embargo on development in this area should be lifted to ensure planned development of the Zone.
- b. Adequate control should be imposed on the intake canals of Sayedabad Water Treatment Plant.
- c. More projects to enable low income people to get hold of serviced plots should be taken.
- d. Land Readjustment Projects to realize planning standards in the established areas should be taken.
- e. Services like electricity, water, gas etc and drainage facilities should be brought to adequate scale and service level.
- f. Urban Area Policy UA/1 seek to optimize land resources within the defined established urban area by encouraging the infilling of vacant, underutilized land by allowing vertical development up to four-six floors by redevelopment or re-subdivision of land within lower density communities.
- g. Urban Area Policy UA/7 Infrastructure Initiatives seek to promote an orderly sequence of new area development by means of mutually reinforcing and coordinated public sector investment programs, spearheaded by drainage, flood protection and transport development.

3.2 Planning Principles and Standards**3.2.1 Guiding Principles**

Proposed land uses for the project area has been prepared on the basis of following principles:

- Environment friendly sustainable development of the area.
- City function to develop as per major land use zones.
- Effective drainage through minimum hindrance to Flood Flow.
- Safe residential areas at proximity to place of work or major communication routes.
- Smooth and effective functioning of industries.
- Safe yet faster connectivity.
- Develop to serve the surrounding hinterlands.

3.2.2 Planning Standards

Many standards and codes for guiding and controlling development are found in Bangladesh National Building Code [BNBC], Building Construction Rules and Environmental Act. For ascertaining minimum space requirement for different physical features and functions Private Housing Land Development Rules, 2004 and for density control of an area Floor

Area Ratio [FAR] are the two very important legal instruments.

DMDP Structure Plan and Urban Area Plan to have fixed certain minimum standards for certain facilities. In today's reality of congested unhygienic laissez-faire construction race where planning is a far cry, land is obviously the most scarce and hence most valuable asset.

Facility Standard

DAP Consultants are convinced that planned development ensuring community's active participation is the key to successful transformation of today's Dhaka into tomorrow's adorned green Dhaka. Keeping this vision in mind, the consultants developed an optimum standard for the amenities and community facilities that the city dwellers deserve. Table No. 3.1 shows standard population served with corresponding area requirement for educational institutions as these data is frequently needed for physical planning decisions. Double shift for Primary School is also discouraged due to odd timing hampering healthy grooming of the children. However, school of performing or fine art for the children to complement the learning process is recommended in the school premise in the second half. Double shift for Colleges having Honours and Master's program is also discouraged for making way to carryout library work, sessional / practical and other extracurricular activities by the students. Data of university has not been included in this time saver chart as the catchment area of university extends far beyond the region it belongs.

Table - 3.1: Standard Population Served and Area Required per Educational Institute

Facility	Population/Facility		Area (Acre)		
	Single Shift	Double Shift	Minimum	Optimum	
Primary School	5000	10000	1	1.5	
High School	Std.VI- Std. X	12000	24000	1.5	2
	Std.VI- Std. XII	16000	32000	3	4
College	Std.XI- Std. XII	12500	25000	3	5
	Std.XI- Upto Hons./Masters	22000	44000	4	6

[Note: Double shift for Primary School and college with Hons./Masters is discouraged.]

Neighbourhood concept of residential development is recommended in the DAP as strategy. So, the facilities required for a neighbourhood development deserves special mention (Table No. 3.2).

Table - 3.2: Facility Standard at Neighbourhood Level or for 12500 People

Sl. No.	Name of the Facility	Quantity		Area		
		Min.	Max.	Minimum for Unit Facility	Sub Class Total	Class Total (Acre)
		(No.)	(No.)			
1	Primary School (Public or private)	2	3	1 Acre		3
2	High School (Public or private)	1	2	1.5 Acre		3
3	Open space			10 Acre		12
	i) Park/children's park	1	2	0.3 Acre	1 Acre	
	ii) Water body/Canal/Pond	As per Planner		1.5 Acre	6 Acre	
	iii) Play field	2	3	1 Acre	3 Acre	
	iv) Green/Vegetation/Water Front	As per Planner		0.5 Acre	2 Acre	
4	Mosque and Maktab/ Worship Places	2	3	0.2 Acre		0.6
5	Library (central)	1	1	0.1 Acre		0.2
6	Services			0.3 Acre		0.5
	i) Dentist/Doctor's Chamber	2	3	40 sq.m	120 sq.m	
	ii) Beauty Parlour	1	2	50 sq.m	100 sq.m	
	iii) Laundry	2	3	16 sq.m	50 sq.m	

	iv) Hair Dresser	2	3	12 sq.m	40 sq.m	
	v) Cyber Café/Internet service provider	1	2	50 sq.m	100 sq.m	
	vi) Photocopy / mobile/land phone/fax	2	2	12 sq.m	40 sq.m	
	vii) Computer based (word processing, printing etc) services	1	1	30 sq.m	30 sq.m	
	viii) Motor bike Repair, vulcanising etc.(optional)	1	1	50 sq.m	50 sq.m	
	ix) NMT repair service (Rickshaw, bicycle etc)	1	2	30 sq.m	60 sq.m	
	x) Post Office/Courier Services	1	2	20 sq.m	40 sq.m	
	xi) Sports/Recreational facilities (games, indoor games etc)	1	2	50 sq.m	100 sq.m	
	xii) Rickshaw/Auto stand (General)	2	4	100 sq.m	400 sq.m	
	xiii) Restaurant, Tea bar, Fast food	2	4	10 sq.m	100 sq.m	
	xiv) Tailoring	1	2	20 sq.m	40 sq.m	
7	Solid waste transfer station(may also small scale processing)	1	1	0.5 Acre		1
8	Utility Facilities					1*
9	Neighborhood Co-operative Office Complex			0.33 Acre		0.5
	i) Offices	2	4	15 sq.m	60 sq.m	
	ii) Committee rooms	2	3	40 sq.m	120 sq.m	
	iv) Community Club including indoor games (male and female)	2	2	200 sq.m	400 sq.m	
	v)Cultural Facilities (Rehearsal, Music room etc)	1	2	30 sq.m	60 sq.m	
	vi) Community Police Barrack	1	1	40 sq.m	50 sq.m	
	vii)Technician Service (Electrical, Plumber, AC, Freeze etc.)	2	4	25 sq.m	100 sq.m	
10	Community Hall	1	2	0.33 Acre		0.5
11	Shops			0.33 Acre		0.5
	i) General store	3	4	25 sq.m	100 sq.m	
	ii) Grocery	4	6	25 sq.m	150 sq.m	
	iii) Stationery	2	3	25 sq.m	150 sq.m	
	iv) Confectionary/Bakery	2	3	25 sq.m	80 sq.m	
	v) Departmental Store**	1	2	100 sq.m	200 sq.m	
	vi) Medicine Shop	2	3	25 sq.m	80 sq.m	
	vii) Sweet Meat Shop	2	3	25 sq.m	80 sq.m	
	viii) Book/Newspaper Stall	2	3	10 sq.m	30 sq.m	
	ix) Fresh Corner (Vegetable, fish, meat, egg, chicken etc.)	2	3	12 sq.m	40 sq.m	
	x) Fruit Shop	2	3	10 sq.m	30 sq.m	
	xi) Flower Stall	2	2	10 sq.m	30 sq.m	
	xii) Gift shop	1	2	10 sq.m	30 sq.m	
Total Area for the Neighbourhood Facilities				22.8 Acres (approx.)		

* May be added as per decision of the Nagar Unnayan Committee under New use category

**Area under Departmental Store shall be calculated on the basis of the spaces allocated against one of the corresponding services in this table (cumulative area).

Gross area of neighbourhood : 50 acres [approx.]
Gross density : 225 to 250 persons per acre.

Road Standard

Roads are categorized on the basis of both function and hierarchy which is presented in Table 3.3 showing their corresponding standard widths. Same road has more than one width to make way for laying them as per availability of land.

While the Structure Plan recommended two categories of primary roads-main road and arterial road. Consultant proposes the three categories of roads. The new road type will facilitate providing different categories of roads based on local requirement.

The following principles are proposed for development of road network in the planning area.

1. Footpath, meaning exclusive pedestrian movement paths, may be avoided because of enforcement problem.
2. A grid pattern road network with an average 1200 m distance between major roads is recommended.
3. A distance of 1500 m or 2000 m for north-south road and 2000 m or 3000 m for east-west roads is to be maintained.
4. Structure Plan reservation of land for bus road and light train tracks will be maintained. However, the new roads have been proposed based on certain criteria. The arterial roads are aimed to create new options to link Dhaka as well as providing access to inaccessible areas outside the city. The collector roads would open up areas not having accessibility. The access roads would be created to link mainly the housing areas with the collector roads. This part of the project report, however, deals only with first two categories of roads (Table-3.3).

Table - 3.3: Proposed Road Standard for DAP Area

SL No.	Road Category	Type	Built-up Area	Less Built-up Area
			ROW (Ft)/M	ROW (Ft)/M
1	Primary Road	Type-1	80(24.39)	170 (51.83)
2	Primary Road	Type-2	80 (24.39)	130 (39.63)
3	Primary Road	Type-3	80 (24.39)	100 (30.49)
4	Secondary Road	Type-1	60 (18.29)	80 (24.39)
5	Secondary Road	Type-2	40 (12.0)	60 (18.29)
6	Tertiary Road	Type-1	40 (12.0)	40 (12.0)
7	Tertiary Road	Type-2	30(9.19)	40(12.0)
8	Access Road	Type-1	24 (7.32)	30 (9.19)
9	Access Road	Type-2	20 (6.10)	24 (7.32)

Source: Proposed by Consultants

3.3 Preferred Development Strategies

The major portion of Project Area (DND north) is low-lying where seasonal flood water visible almost every year. DAP consultants has tried to work out an effective strategy to address the later with acceptably low obstruction to the flood water to pass through. The strategies are as follows under some basic heads:

3.3.1 Drainage

- Minimize obstruction of flood water as is practicable.
- Appropriate connectivity by roads having sufficient openings to ensure needful flow of water across them and as well as uninterrupted traditional water based connectivity by keeping appropriate navigation clearance at the bridges. This would help maintain the biodiversity of the area and contribute to sustainable environment in turn.

3.3.2 Residential Development

- Subdivide Residential Landuse Zone based on the potentiality, trend and opportunity.

- Minimize through traffic and heavy vehicles within the neighbourhoods.
- Ensure community facilities and services of appropriate scale at neighbourhood level.
- Adapt neighbourhood concept for new residential developments and for need assessment of community facilities
- Ensure within neighbourhood availability of day to day commodities and facilities.

3.3.3 Industrial Development

- Ensure own treatment plant in case of individual facilities.
- Prohibit high hazard industries within the area.
- Provide essential support facilities for effective functioning of the industries.

3.3.4 Mixed Use Development

- Ensure adequate safety and security of the people especially of the families residing in such mixed zones.
- Provide sufficient quantity of wide, easy to use and safe footpaths.
- Provide zebra crossing at road crossings instead of foot over path to ease the lives of major portion of low income workers likely to traverse on foot to reach their likely abode in the busy town.

3.3.5 Transport and Connectivity

- Provide safe, adequate and comfortable pedestrian paths.
- Provide appropriate and effective public transport routes with sufficient number of quality public transport to carry passenger.
- Grade separation of National and Regional Highways from the local main roads, the later being at grade and other two above grades.
- Through traffic and heavy vehicles within the neighbourhoods is generally prohibited. However Fire brigade and ambulance will remain out of such rules.
- Sufficient and easy to move footpaths to be provided.
- Provide safe, adequate and comfortable pedestrian paths.

3.3.6 Water Body and Open Spaces

- Strictly protect canal networks as per the DAP.
- Make Provision for open spaces and water body at the neighbourhood level.
- Make city scale open space with easy accessibility especially for people of densely populated areas with meager scope for open space.

3.3.7 Environmental Protection

- Adoption of Neighbourhood Concepts for New Residential Development
- Waste Water Treatment Plant

3.3.8 Amenities and Community Facilities

- Ensure amenities and community facilities at project area.
- Evacuate unauthorized structures and uses and ensure proper drainage.

3.3.9 Solid Waste Management

- No more conventional disposal through dumping
- Solid Waste Processing to ensure recycling
- Conversion of traditional Solid Waste in to fertilizer.

3.3.10 Water Supply

- Harness Surface Water source instead of Ground water
- Continuous monitoring of Tube well water to check Arsenic contamination

3.3.11 Electricity

- Explore the possibility of using renewable energy source in order to minimize cost of distribution network

3.3.12 Gas Supply

- Explore possibility of use of gas for domestic purposes.

3.4 Land Uses Proposal

The built up portion covering roughly 1/4th portion of the project area is urbanized. A dense development has taken place during the last decade. This urban growth is mostly the result of natural growth. So, most of the construction here are unauthorized, haphazard, incompatible and therefore, unhealthy. A number of land uses are mixed together and which are difficult to differentiate. The unplanned infrastructures are incapable to accommodate the ever increasing traffic demand. The limit of urban growth is roughly up to kazla khal towards the east, Mugda-Manda road towards the north and Old Demra road towards the south.

The residential landuse covers the major portion the built up part. The internal roads are very narrow. The shops and commercial establishments followed mainly the road alignments and especially beside the peripheral roads namely — Janapath road, Jatrabari-Demra road and Mugda- Manda road. Besides, other shops and commercial establishments are also located at Manik nagar, Golapbag and Dhalpur bazar. Most of the buildings are 2-4 storied which spread over all the built up part where building density varies from 11 to 24 numbers per acre. The gross population density of the project area is 70.78 persons per acre for the built up area.

A considerable size of land being used for water treatment plant and waste disposal ground in the project area. While the eastern part of the project area covering roughly 3/4th portion, still prevails rural scenario. This portion is low-lying and largely without settlement with the exception of Damri para roads the eastern limit of the project area. Besides, few isolated homesteads on the natural and man-made raised grounds are also distributed scatteredly.

On the basis of the above-mentioned urban growth and its trend of development, and expected planned future growth, the following land use categories have been proposed for the project area (**Map 3.1** and **Table 3.4**).

Table 3.4: Proposed Land use classification

Land Use	Area in Acres	%
Mixed Use (Residential & Commercial)	795.755	39.40
Urban Residential Zone	798.652	39.54
Proposed Road Network	164.519	8.15
General Industrial Zone	65.288	3.23
Open Space	48.352	2.39
Institutional Zone	70.336	3.48
Commercial Zone (Business)	29.037	1.44
Water Retention Area	47.862	2.37
Total	2019.80	100.00

3.4.1 Mixed Use (Residential & Commercial)

The purpose of Mixed Use Zone is to recognize that certain part of the project area which has matured over time with a range of uses and densities. The intent is to delineate areas where such development has created a positive environment. To identify areas for community based development where a similar positive development may take place and which will largely occur in response to physical features and exiting parcel ownership patterns. The primary use shall be residential, but non-residential uses which support and complement residential neighborhood activities shall also be permitted.

In the Mixed Use Zone a number of Primary school, Secondary school, College, Community park cum child park, Fire station, Post office, Pump station, Maternity child Health, Police box, Community centre, Community latrine, Passenger shed, T & T exchange, Gas sub-station, Electric Sub-station, Idgah, Graveyard etc. have been recommended and space kept reserved for such development.

Mixed Use Zone of the project area have been proposed mainly the built up part located east of Janapad road and scatteredly developed areas to the east up to waste disposal ground and also bounded by Mugda-Manda road to the north and Old Demara road to the south. Besides, near the eastern boundary especially east of Damripara road also proposed for that zone (**Map 3.1**).

3.4.2 Urban Residential Zone

The DND north (Location-5) will have to accommodate a projected additional population of more than 2 lacs. The established area of Ward No.29, 30, 31, 84 and 85 under Dhaka City Corporation will reach a net per acre population density of around 300 persons by 2015. Existing infrastructure provision in those areas cannot adequately serve this population. On the other hand it is neither possible to construct new roads nor widening of existing narrow roads due to pucca construction. In this situation it is not desirable to allow this density. Naturally densification has to be encouraged in the urbanization of new areas. The potential locations for development in the DND north area are Manda and Matuail Unions up to Dhamripara Mouza towards east. However, due to severe drainage problem in those low lying areas immediate large scale development of DND area is unlikely. Urban residential zone is shown in **Map-3.2**.

The intent of the Urban Residential Zone is to allow planned development with a variety of residential densities in the form of residential neighborhoods. There may be some commercial uses which are intended to support the daily and weekly commercial service of the neighborhoods, conserve energy by lessening automobile dependency, and enable more diverse neighborhoods that optimize the use of both land and available urban services and facilities. This use may occur both horizontally and vertically, but controls are established to maintain the character of these neighborhoods primarily as residential area.

Unlike Mixed use (residential & commercial), here also a number of Primary School, Secondary School, Collage, Community park cum child-park, Fire station, Post office, Pump station, Maternity child health centre, Community latrine, Passenger shed, T&T exchange, Gas sub-station, Electric sub-station, Eidgah, Graveyard etc. have been recommended .

Urban Residential zone have been recommended for the non-built up part of the project area which is presently low-lying and agriculture land. So, there is a plenty of scope to develop the zone as Urban Residential Zone. After the shifting of 20.57 hectare waste disposal site the total land will be used for Urban Residential Zone. The Urban Residential Zone will be located roughly the middle part of the project area which will cover 36.64 percent of total area.

The Eastern Housing and BRAC-concord Private Housing companies has already been started their venture in the eastern part of the project area. Another Private Housing namely-Ameen Mohammed Foundation purchased a vast tract of land towards the east of Kazla khal in Manda and Matuail mouzas. Their approach cannot be discouraged but they must have to provide all the essential urban amenities and facilities required for the human habitation and they must have to protect the existing khals. So, a strict observation has been recommended on their activities.

3.4.3 Proposed Road Network

Among the vital infrastructure supports required for the smooth functioning of urban life, the foremost is the accessibility. The physical interpretation of this requirement is an effective road network having a range of roads with proper hierarchy starting with major traffic arteries, connectors, distributors and finally down to access roads. Almost always these road networks physically house other vital utilities of urban life – electricity, tap water, gas, sewerage disposal, storm water drainage and so forth so that the households and their facilities can be brought under their services. This calls for careful planning of the road sections off-setting the perennial cutting of urban roads causing tremendous misery which every citizen is aware of.

We already stated that the road network of the project area developed not in a planned manner. So, those are marrow and incapable to accommodate the growing traffic demand. The road hierarchy is also very poorly established.

In order to increase the accessibility and circulation system, widening of existing road have been proposed for the existing urban part. A number of new roads with different widths have been proposed for the future urban part.

However, a number of new East-West and North-South major roads have been proposed by the consultants as widening of existing road including proposed extension and completely proposed new roads. All the roads are shown in the **Table No. 3.5 & Map 3.3**.

30 Feet wide Damripra road (widening of existing road):

In the existing urban part most of the roads are 6 to 10 Feet wide. Those are gig-zag and possess blind corners and not suitable for the movement of car or any 3 wheelers. Those internal marrow roads have poor access to adjacent comparatively wider roads or peripheral roads. To increase the accessibility and ease the traffic circulation few existing roads of less than 12 feet wide are recommended to widen up to 30 feet. In the built up part though it will be very costly yet a very few necessary roads have been proposed for widening up to 30 feet.

Damripara road which started from Old Demra Road of Paradagar mouza and extended towards north. The road is very narrow and not suitable for vehicular movement. The road have been propose for widening up to 30 feet wide.

60 Feet wide road (partly widening of existing & partly new proposal):

In order to create road hierarchy and ease the accessibility of vehicular traffic, few existing roads of different width have been recommended to widen up to 60 feet. By this recommendation few separate blocks/zones will be created. In the built up part as many as 5 roads are recommended for 60 feet widening. Besides, beyond the built up part the remaining portion of those roads are totally new proposal of 60 feet wide road as follows:

East west middle road

This road will start form Janapad road at Maniknagar and pass through the midde of the project area towards east up to last limit. The existing Maniknagar road will have to be widen. Possible straightening will also have to be made. This road will pass by the north of water treatment plant and connect the west kazla road. From that point to the extreme east up to Damripara this road will be completely new road of 60 feet wide while only the built up portion will be widening proposal.

The total alignment is to be protected from any construction. Necessary land acquisition and structure compensation will be involved in implementing this project.

Extension of Golapbag Stadium Road

This starting point of this road is Janapad road near Golapbag stadium. This road will pass by the south side of water treatment plant and connect a proposed north-south road namely-west-kazla road. It will further extend towards east and connect east kazla road. The first half will be applicable for widening up to 60 feet and remaining part will be new road proposal of 60 feet wide road. In order to implement this project land acquisition and structure compensation will be required.

Mugda - Manda road

This road is the northern boundary of the project area. During last decade a lot of urban development has taken place from its starting point at Janapath road. The development has mostly taken place at the south side of Mugda-Manda road up to kazla khal. The beginning part of this road is narrow which create problem of traffic circulation. To widen the road up to 60 feet land acquisition and structure compensation will be involved especially up to Kazla Khal.

But the remaining portion (from kazla khal to eastern part) of that road is purely proposed. In order to implement the project, total alignment is needed to be protect from further construction.

80 Feet wide road (widening of existing road):

Old Demra road

With the population growth in the eastern fringe areas of Dhaka city and increased traffic of Dhaka-Narayanganj road, the old Demra road became a busy road. The existing width will incapable to bear the traffic load in the future. Therefore the have been proposed for widening no land acquisition will be required rather the existing borrow pit will have to be filled in.

12 and 20 feet Local roads (widening of existing and proposed new road):

A number of 30 feet wide internal roads have been recommended in the project area. The 12 feet local road will be applicable for existing urban part where the scope is limited and density is already high, whereas, 20 feet wide internal local roads are applicable for proposed urban part. This 20 feet wide local road will be pre-condition to obtain any building permission from the RAJUK.

60 feet road:

West Kazla road (proposed new)

This road will be started from the east of Jatrabari intersection from Old Demra road and will be extended towards north and connect Mugda-Manda road. It's location is west of kazla khal. The purpose of this road is to reduce the traffic Jam of Jatrabari intersection by diverting the traffic flow of old Demra road to Mugda-Manda road. On the way south link road and east-west middle road will connect this road.

East Kazla road (proposed new)

This will also be a north-south road connect old Demra road with Mugda-Manda road. This road will pass by the west of waste disposal ground of Matuail mouza. On the way it wil connect south link road and east-west middle road. Its' Junction with east-west middle road will be a prospective place for commercial activities. Before connecting Manda--Mugda road, it will follow the western boundary of Green Model Town.

Middle connecting road (proposed new)

This road will start from Old Demra road (eastern part of matuail mouza) and connect east-west middle road towards north.

A.M. Avenue (proposed new)

This road will start from Green Model town and will extend towards east up to proposed part of Mugda-Manda road at Damripara mouza.

100 feet wide Structure Plan road:

In the light of DMDP Structure Plan and Integrated Transport Network map a 100 feet wide primary road have been proposed. This road will pass through the middle of the project area in North- South direction and connect Fatullah with Uttar Khan - Fayedabad (**Map 3.3**). After touching extension of Manda Road, it will connect Dhamripara Road towards East (as 100 ft road).

In order to implement the project land will have to be reserve in advance of land acquisition. Following the alignment shown in the Detailed Area Plan, demarcation on the ground also will have to be made by suitable marker. No building permission can be sanction on the alignment.