



**Research
on
Implementation Status of Landuse Master Plan
of
Munshiganj Pourashava**



**Urban Development Directorate
Ministry of Housing and Public Works
Government of People's Republic of Bangladesh**

May, 2015



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Abstract

The development of small towns (mostly the pourashava town) should be given utmost importance in future urbanization of Bangladesh. These are towns at the urban-rural interface having some form of urban infrastructure and the rural populations have the most access to these towns. Since the situation has been changing with new phenomena being added it is indeed important to assess the situation to mingle the proposal of the master plan with the changing scenario. This research helps to know the implementation status of the Master Plan of Munshiganj Pourashava to get a clear view whether the development pattern takes place in accordance with the master plan or not. Implementation ratio of this Master Plan is 0.28 and non implementation ratio is 0.72. And implementation and non implementation ratio is 2.57. Now it would be noted that one third of the master plan proposal is executed. It is evident for the research that an infrastructure led development has been taken place in the paurashava for which the mayor is the prime initiator. As a result, an absence of people's participation is pragmatic. Involvement of the city dwellers will definitely pave the way of further implementation of the pan. Due to the shortage of the fund of the paurashava the implemented sectoral land uses have been financed by the development partners

Table of Content

Content	Page No
Acknowledgement	i
Abstract	ii
Table of Content	iii
List of Table	iv
List of Maps	iv
List of Photographs	iv
Chapter 01 Introduction	
1.1 Background of the Research	1
1.2 Objectives	1
1.3 Research Study Area Profile	1
1.4 Methodology	2
1.5 Scope of the Research	3
Chapter 02 Review of Master Plan	
2.1 Analysis of Existing Master Plan	4
2.1.1 Master Plan Proposals	4
2.1.2 Justification behind Proposals	8
Chapter 03 Analysis and Findings	
3.1 Implemented Proposals	10
3.2 Non-implemented Proposals	10
3.3 Ratio of Implemented and Non-Implemented Proposals	13
3.4 Findings	14
Chapter 04 Recommendation and Conclusion	
4.1 Recommendation	16
4.2 Conclusion	16

List of Tables

Name	Page No
Table 1.1: Chronological Changes of Munshiganj Paurashava	2
Table 2.1: Landuse Proposals of Master Plan, 2006	4
Table 2.2: Road Network Proposed in Master Plan, 2006	6
Table 3.1: Percentage and ratio of implementation of the Master Plan, 2006	13
Table 3.2: Percentage and ratio of non implementation of the Master Plan, 2006	13

List of Maps

Name	Page No
Map 1.1: Location Map of Munshiganj Pourashava in Respect of Munshiganj Sadar Upazila	2
Map 2.1: Proposed Landuse Map of Munshiganj Pourashava	6
Map 2.1: Proposed Road Network Map of Munshiganj Pourashava	8
Map 3.1: Implemented Proposals of Land Use Plan of Munshiganj Pourashava	11
Map 3.2: Non-Implemented Proposals of Land Use Plan of Munshiganj Pourashava	12
Map 3.3: Findings of Munshiganj Pourashava	15

List of Photographs

Name	Page No
Photo 1.1: Research Team Talking to Local People	3
Photo 1.2: Meeting with Pourashava Mayor	3
Photo 3.1: Parts of Khal turned into Box-Culvert	14
Photo 3.2: Bus and Auto rickshaw parked in front of DC Office	14
Photo 3.3: Cement Factory Pollutes Dhaleshwari River	14

1.1 Background of the Research

The development of small towns (mostly the pourashava town) should be given utmost importance in future urbanization of Bangladesh. These are towns at the urban-rural interface having some form of urban infrastructure and the rural populations have the most access to these towns. Therefore, the development of the towns/urban centers in terms of the improvement and expansion of ranges of the services will directly benefit the population of their hinterlands and at the same time will be more economically feasible. It, therefore, needs to prepare and implement a master plan to cover all sectors of development to attain sustainability in next twenty years. Urban Development Directorate, the main focal point of physical planning organization of the central government, undertook the opportunity in preparing the master plan of Munshiganj paurashava in 2006.

Since the situation has been changing with new phenomena being added it is indeed important to assess the situation to mingle the proposal of the master plan with the changing scenario. Above all, This research helps to know the implementation status of the Master Plan of Munshiganj Pourashava to get a clear view whether the development pattern takes place in accordance with the master plan or not. Furthermore, the research has been undertaken to identify the gap between Master Plan and its implementation scenario and its reason behind.

1.2 Objectives

01. To know the implementation status of the existing Master Plan (2006-2025).
02. To take appropriate actions in keep pace between Master Plan and its implementation scenario.
03. To undertake a mid-term review of the Master Plan.

1.3 Research Study Area Profile

Location

Munshiganj Pourashava is situated in between 23°23' and 23°35' north latitudes and 90°28' and 90°35' east longitudes. It is bounded by Narayanganj Sadar, Bandar (Narayanganj) and Sonargaon upazilas on the north, Bhedraganj and Naria upazilas on the south, Gazaria and Matlab Uttar upazilas on the east, Tongibari and Naria upazilas on the west. It is situated on the bank of the river Meghna.

Establishment, Area, Household and Population

Munshiganj Town Committee was established in 1965. It was reconstituted as Munshiganj Paurashava in 1972. It covers an area of 17.74 sq.km. The total population of the paurashava as enumerated in 2011 census is 70674 of which 35868 are males and 34806 are females. The literacy rate of the paurashava is 65.2%. It consists of 9 wards and 41 mahallahs.

Table 1.1: Chronological Changes of Munshiganj Paurashava

Items	1981	1991	2001	2011
Area (sq. km.)	12.95	14.17	14.17	17.74
Household	6060	7263	10377	15133
Population (Both sex)	30253	42298	53202	70674
Male	16497	22129	28059	35868
Female	13756	20169	25143	34806
Literacy Rate (7+years)	NA	49.3	60.8	65.2

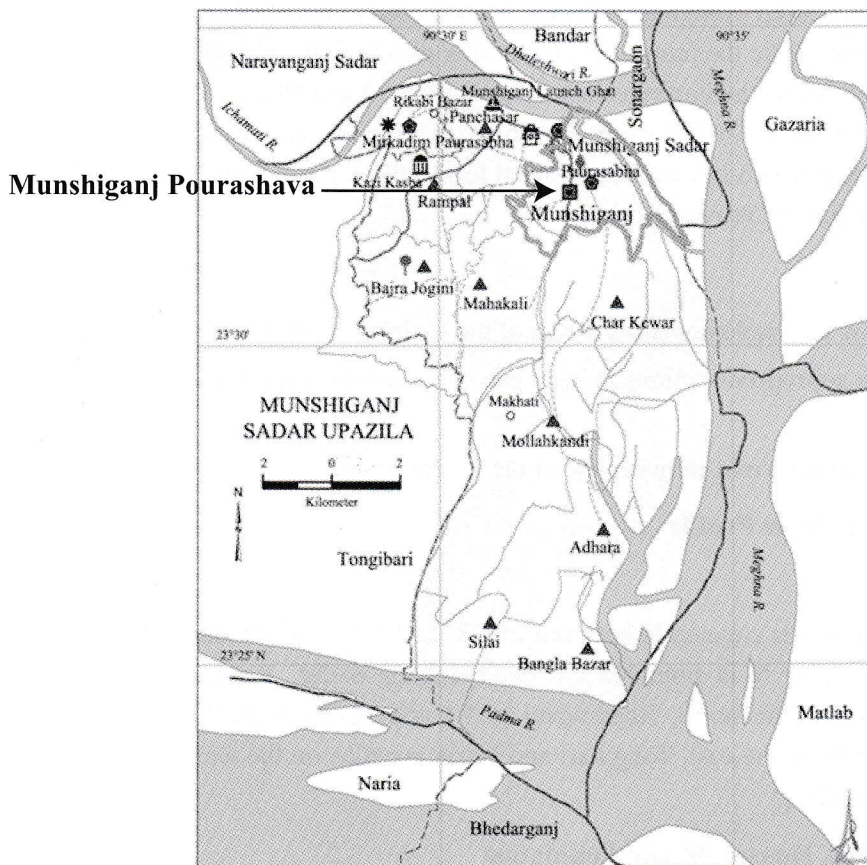
Source: BBS, 2012

1.4 Methodology

The methodology of this research is given below:

Step 01: Selection of study area

Map: 1.1 Location Map of Munshiganj Pourashava in Respect of Munshiganj Sadar Upazila



Source: BBS, 2012

Step 02: Prepare a digital map by using Geographical Information System (GIS) from hard copy map of Master Plan of Munshiganj Pourashava prepared in 2006.

Step 03: Collect information

01. Take a tour within the Pourashava by Battery Run Auto rickshaw and observe the sectoral implementation status of Master Plan.
02. Talk to local people at tea stall.
03. On site conversation with the local people to know the real scenario of existing condition of plan implementation.
04. Meeting with Mayor, Executive Engineer and Planner about Master Plan 2006 and its implementation scenario.

Step 04: Identify the implemented and non implemented proposals.

Step 05: Analyze the strength and weakness of the proposals.

Step 06: Prepare the research report.



Photo 1.1: Research Team Talking to Local People



Photo 1.2: Meeting with Pourashava Mayor

1.5 Scope of the Research

Though the master plan was conducted by UDD in 2006, all data (included present and forecasted) of this pourashava is available for our research. And this data and report help us to identify the gap and fulfill the research objectives.

The research is an endeavor to review the implementation status of the sectoral proposals of the master plan and to gain a clear picture of the mechanisms of keeping the master plan a lived and pro-people document which will be helpful for the implementation of the master plan for Mymensingh Strategic development Plan (MSDP) going to be finished by June, 2015. Furthermore, the plan does not consider disaster and climate change issues which will be highlighted while reviewing the plan.

This research can identify the problem and prospects of further development of plan preparation of this pourashava or other pourashavas.

Review of Master Plan

2.1 Analysis of Existing Master Plan

2.1.1 Master Plan Proposals

The plan was prepared on the basis of population forecasting and thereby determining the extent of social services and other utility and infrastructure needed to be provided within the Pourashava up to the year 2025.

Table 2.1: Landuse Proposals of Master Plan, 2006

Sl. No.	Proposed Landuse	Area (Acre)	Location
Commercial			
01.	Mixed Commerce	15.00	Pourashava Area
02.	Hat	2.25	Pourashava Area
Industry			
03.	Industrial Estate	65.00	Ward-06, 08, 09 (Charkishoreganj)
Education			
04.	High School	1.25	Ward-01
05.	Vocational Training Center	1.75	Ward-09
Health			
06.	Veterinary Hospital	1.5	Ward-06
07.	Family Planning	3.2	Ward-06, 08
Administrative			
08.	Administrative Zone	13.00	Ward-08 (Shilmondir)
Recreation			
09.	Park	60.00	Ward-03, 06, 07, 08
10.	Play Field	37.45	Ward-01, 02, 04, 07, 08
Socio-Cultural			
11.	Graveyard	3.00	Ward-09
12.	Crematorium	2.00	Ward-06, 09
13.	Press Club	0.25	Ward-02
Urban Services			
14.	Bus/Ghat	10.00	Ward-03, 06
15.	Others	2.35	Ward-05, 09
Residential			
16.	Private Housing Estate	32.00	Ward-06 1. Katakhal 2. Ranj

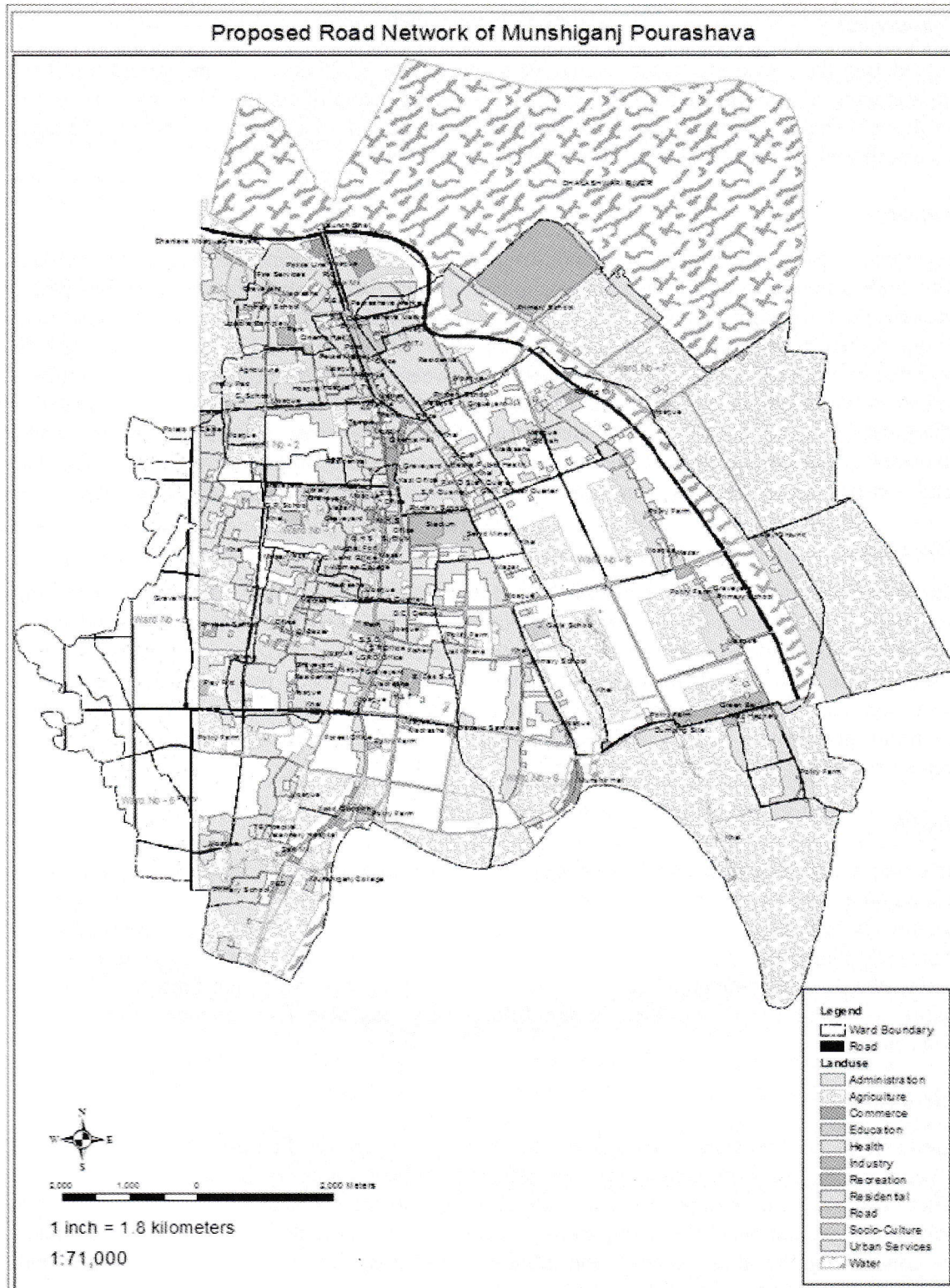
Source: Landuse/Master Plan of Munshiganj Pourashava, 2006

Table 2.2: Road Network Proposed in Master Plan, 2006

Sl. No.	Road Location	Length (ft)	Width (ft)
Rd 1	Madhupur, Ward-06	1700	30
Rd 2	Madhupur to Parulpara, Ward-06	3600	30
Rd 3	Ganakpara, Ward-05 to Parulpara, Ward-06	7000	30
Rd 4	Purba Muktarpur, Ward-03 to Ranj Hawladerpara, Ward-06	8800	30
Rd 5	ShilMondir, Ward-8 to Katakali, Ward-06	2400	30
Rd 6	Pachghariakandi, Ward-09, to Katakali, Ward-06, upto proposed bus terminal	4100	30
Rd 7	Jogini Ghat Eidgah Math, Ward-08 to Charshilmondir proposed Dumping site, Ward-08	6000	40
Rd 8	Mac Hachary Darirchar, Ward-09 to 8B-Darirchar, Ward-09	1400	20
Rd 8	Darirchar, Ward-09 to 8D-Darirchar, Ward-09	1400	20
Rd 9	Char kishoreganj, proposed residential Area, Ward-07 to Joginighat, proposed Bridge, Ward-08	1600	40
Rd 10	Joginighat, proposed Bridge, Ward-08 to Gucchogram, Ward-09	5200	30
Rd 11	Proposed Industrial Area, Charkishoreganj, Ward-07 to Joginighat approach road, Ward-07	3400	30
Rd 12	Katakali proposed Hosing estate, ward-06 to Munshirhat, Shamshanghat, Ward-09	3000	30
Rd 13	Madhupur, Ward-06 to Munshirhat, proposed Industrial Area, Ward-09	6800	40
Rd 14	14A-Darirchar, Ward-09 to Darirchar, Ward-09	700	20
Rd 15	ShilMondir, Ward-8 to ShilMondir, proposed Satellite Clinic, Ward-8	1400	20
Rd 16	South side of Haraganga College, Ward-09 to Pachgharia, Ward-09	1300	20
Rd 16	Pachgharia, Ward-09 to proposed Amusement Park, Ward-09	3600	40
Rd 17	North side of Haraganga College, Ward-09 to proposed Paly field towards Joginighat, Ward-08	2200	40
Rd 18	Charkishoreganj, Ward-07 to Charkishoreganj, Ward-07	1300	30
Rd 19	West side of proposed industrial area at Charkishoreganj, Ward-07 to East side of proposed industrial area at Charkishoreganj, Ward-07	1600	40
Rd 20	Charkishoreganj, Ward-07 to North-East side of proposed industrial area at Charkishoreganj, Ward-07	1000	40
Rd 23	Fire Service at Purba Mukterpur, Ward-03 to Gucchagarm, Ward-09	13400	60
Rd 23	Gucchagarm, Ward-07 to Ranj Hawlader para-Ward-06	12000	60

Source: Landuse/Master Plan of Munshiganj Pourashava, 2006

Map 2.2 Proposed Road Network of Munshiganj Pourashava



Source: Landuse/Master Plan of Munshiganj Pourashava, 2006

2.1.2 Justification behind Proposals

Commercial

Considering the prevailing factors it may be assumed that 17.25 acres of land would fulfill the requirements of land for use of commerce. One shopping centre of considerable size was needed for this zila shahar. That's why one mixed commercial area of 15 acre and one hat of 2.25 acres were proposed for the pourashava while preparing the Plan.

Industry

Experience clearly suggests that rural industrial centers should be located to keep town or village with both infrastructure and development potential and that location far from central places weakens their attraction. Thus the service oriented industrial sites have been proposed near to or within the catchment area of the service centers i.e. Munshirhat and Katakali. It might be expected that a back ward and forward linkage between the service centers and their proposed industries will taken place. A potential location of the industrial zone has also been suggested at Charkishoregonj by the river of Dhaleshawari of the eastern part of the Pourashava where investors are avail the navigational way as an extra source of transportation facility. The proposed embankment has add a smooth transportation link throughout the whole country.

Education

Educational institutions are not evenly balanced in the town. The existing educational institutions can support nearly most of the forecasted population. The plan has proposed, if needed, the vertical expansion of the existing schools, as available land for the horizontal expansion is hardly possible. The high school located at Rohitpur in ward-2 has been proposed to its horizontal expansion because of its being only high school within the catchment area of Katakali where the future growth will be concentrated. It is also due to the fact that two housing estates will create demand for the school in the future.

Health

After the analysis of hierarchy of services, Munshirhat and Katakali have been found as the second order service centers. The centers are also in lack of services like health, commerce etc. It has already been mentioned that the town is near Dhaka city. The people have a direct link with Dhaka. So higher order services have not been proposed and lower order services like satellite clinics, day to day commercial services etc, have been proposed. Since the centers will also be viable for commercial activities in the future, they has also recommended their further expansion.

Administration

The heart of the Pourashava town is located at katary where the Pourashava office and other government, semi government and private offices have been found. Perhaps the tendency of the offices being together will persist in the future. It has also been considered that the people while visiting the area can serve the multipurpose i.e. one visit will save their time, energy and money. By considering the above factors one administration zone has been proposed to shilmondi accessible from every point of the town.

Recreation

The development work of the children park should be finished as quickly as possible to provide services to the children of the area. An amusement park can be constructed along side of the embankment where the Dhaleshari River gives an additional benefit. This area can be developed like Ashulia. An open space has been recommended in front of the hospital and the most densely populated area. A graveyard and a crematory have been proposed at the periphery of the town. The old central jail can be used as a park or other proposes.

Urban Services

The plan has proposed two bus terminals at the entry and exit point of the Pourashava. The first one has been recommended beside the launch terminal considering principle of the compatibility of land use. It is true that people who want to avail the launch service will just come to the launch terminal by bus and easily avail the launch service and vice versa. It has also been under consideration that launch journey usually being slower than bus journey, people after coming to Munshiganj from other districts by launch will prefer to use bus as the under construction bridge at Mukterpur will reduce the journey time to reach Dhaka. To get the concomitant effect of the first bus terminal a tempo cum rickshaw stand has been proposed at a suitable location of eastern Munshiganj area. The second one has been recommended at the middle of the two service centers so that their importance will rise in the long run.

Residential

The direction of growth of the town is towards the south and the east of the town. The growth pattern of the settlements of the south is faster than that of the west because of the existence of the government offices, availability of high land and the presence of utility services. Katakhal, one of the major service centres, exists along the main road in the south where commercial activities are found to be expanded gradually. The schools, the colleges, the bazars and other social and utility facilities can be easily accessible from this location. By considering the factors two housing estates have been proposed one in Katakhal and the other in Ranj for the orderly growth of the City. Furthermore the plan also supports the existing pattern of growth of private settlement. Munshiganj being near to Dhaka city, people can commute daily from Munshiganj to the capital city. So the town has the possibility of becoming a satellite town connecting the capital Dhaka and will ease the population pressure of Dhaka city. Land required for the housing purpose has been calculated on the basis of extension and intensification method. The forecasted population can be easily accommodated in the proposed housing estates and natural private resident tail areas. The most densely populated part of the town may be upgraded by providing better access facility.

Analysis and Findings

3.1 Implemented Proposals

Land Use Plan, upliftment of public services and development of residential, commercial, industrial, transportation and other activities have been incorporated. All these would involve substantial resource mobilization and put severe strain on the government exchequer. The pourashava does not have much leverage and resources as its disposal. Government is the main source of funding. It provides significant amount of money to the pourashava. The amount varies from year to year. After meeting other expenditures, a small segment is left for implementation of the development program of pourashava.

Implemented proposals of the Master Plan of Munshiganj Pourashava are:

- Planner has been appointed in the Pourashava to monitor and implement the plan.
- Mixed commercial area is established as per plan in different sites of pourashava area needed. Sixty percent(60%) of commercial proposal has been implemented according to the master plan.
- Private housing states which are proposed are implemented one in Katakhal and the other in Ranj for the orderly growth of the City. The residential area of Munshirhat is developed according to plan proposals. About 68% of residential proposals are implemented according to plan.
- Some proposed major roads are implemented throughout the pourashava for development of the area (see Map3.1).

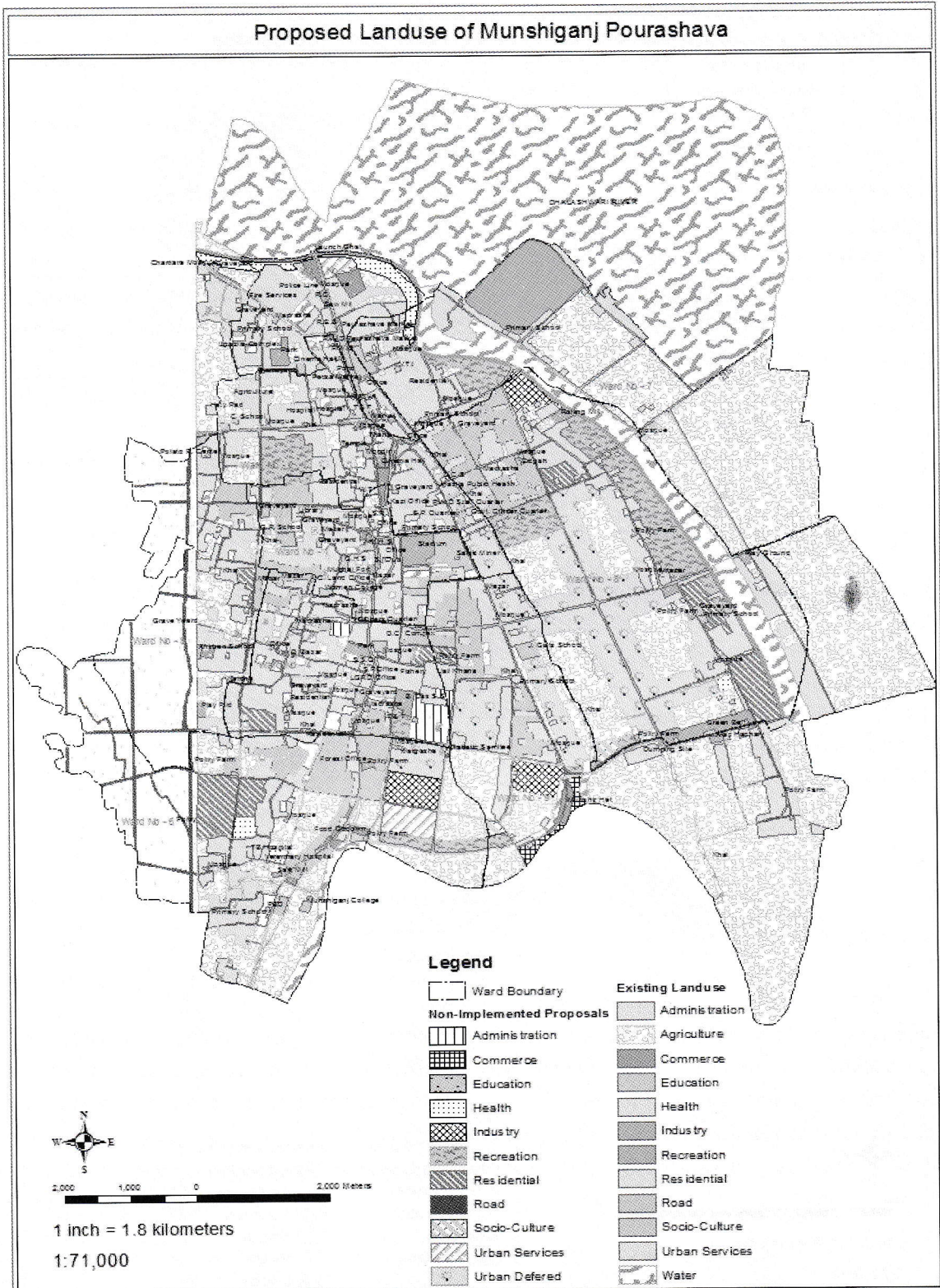
3.2 Non-implemented Proposals

Constraints or limitations are always a major factor to implement a plan. The plan has also experienced the same fate. In the recent past a town planner was appointed in the pourashava. But it is a difficult task for one professional to handle all sorts of planning works. The terms of Reference (ToR) is outdated. The provisions made do not fit with the present condition due to human perception and behavior does creating their own space which may not fit with mathematical calculation.

Map 3.1: Implemented Proposals of Land Use Plan of Munshiganj Pourashava



Map 3.2: Non-Implemented Proposals of Land Use Plan of Munshiganj Pourashava



Source: Field Visit, 2015

3.3 Ratio of Implemented and Non-Implemented Proposals

At Munshiganj Pourashava only 28.08% of proposals are implemented and other 71.92% of proposals were not implemented because of different inconvenience of the pourashava such as budget constraints, local people's interest and political situation.

According to table 3.1 commercial, residential, recreation and road network is partially implemented, which commercial 59.21%, residential 68.57%, recreation 37.73% and road network is 13.49% implemented according to plan. Residential proposals are maximum implemented according to plan.

Table 3.1: Percentage and ratio of implementation of the Master Plan 2006

Land Use Category	Area (Acre)		Percentage of Implementation	Implementation Ratio
	Proposed	Implemented		
Administration	116.21		0	0
Commerce	111.50	66.21	59.38	0.90
Education	14.95		0	0
Health	54.24		0	0
Industry	253.05		0	0
Recreation	998.01	134.6	13.49	0.10
Residential	1584.36	1086.42	68.57	0.06
Road	583.80	220.24	37.73	0.17
Socio-Culture	40.31		0	0
Urban Services	123.46		0	0
Urban Deferred	1488.44		0	0
Grand Total	5368.33	1507.47	28.08	0.28

Table 3.2 derives that except residential, commercial, recreation and road network other sectors such as administrative, education, health, industry, socio-culture, urban service and urban deferred have been not implemented yet. Even residential, commercial, recreation and road network sectors are partially implemented.

Table 3.2: Percentage and ratio of non implementation of the Master Plan 2006

Land Use Category	Area (Acre)		Percentage of Non-Implementation	Non-Implementation Ratio
	Proposed	Non Implemented		
Administration	116.21	116.21	100	0
Commerce	111.50	45.29	40.62	0.90
Education	14.95	14.95	100	
Health	54.24	54.24	100	
Industry	253.05	253.05	100	
Recreation	998.01	863.41	86.51	0.10
Residential	1584.36	497.94	31.43	0.06
Road	583.80	363.56	62.27	0.17
Socio-Culture	40.31	40.31	100	
Urban Services	123.46	123.46	100	
Urban Deferred	1488.44	1488.44	100	
Grand Total	5368.33	3860.86	71.92	0.72

Tables shows that implementation ratio is 0.28 and non implementation ratio is 0.72. And implementation and non implementation ratio is 2.57. Now it would be noted that one third of the master plan proposal is executed. It can be said that the master plan is moderately followed by the pourashava accordingly ratio analysis.

3.4 Findings

- The proposed bus terminal proposed is not implemented and buses and battery driven auto rickshaw are parked here and there haphazardly on the road side in front of DC Office and causing traffic jam.
- The plan does not consider battery run auto-rikshaw in the pourashava. The vehicle is now considered as major source of transpiration within the Pourashava. But parking in front of the paurashava office it is creating a haphazard situation indeed.
- Other proposals are not implemented due to budgetary limitation of the pourashava.
- Some parts of the khal which flows through the pourashava and protect the town are turned into box-culvert cum road before 2006 Master Plan. As a result this situation affects such as water logging, drainage problem and the ecology and environment of the town.

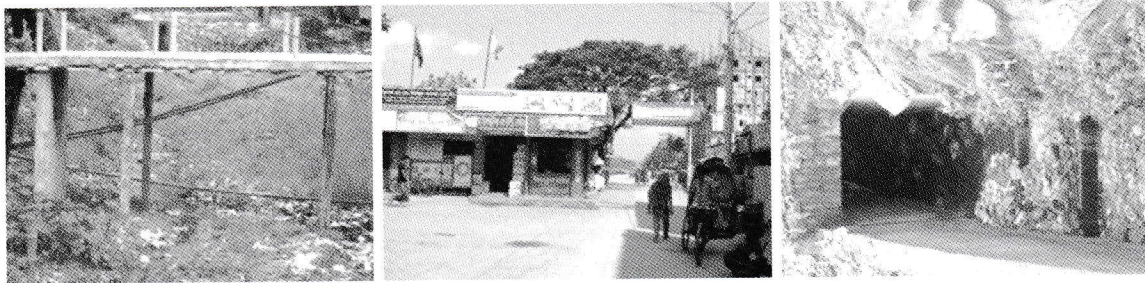


Photo 3.1:Parts of khal turned into Box-Culvert

On the other hand, the River 'Dhaleshari' are polluted by the industry developed in river bank causing health and monetary damage of the town. In addition, five large cement factories in the confluence of the river add pollutants to the river. The air and water pollution levels are becoming unbearable.

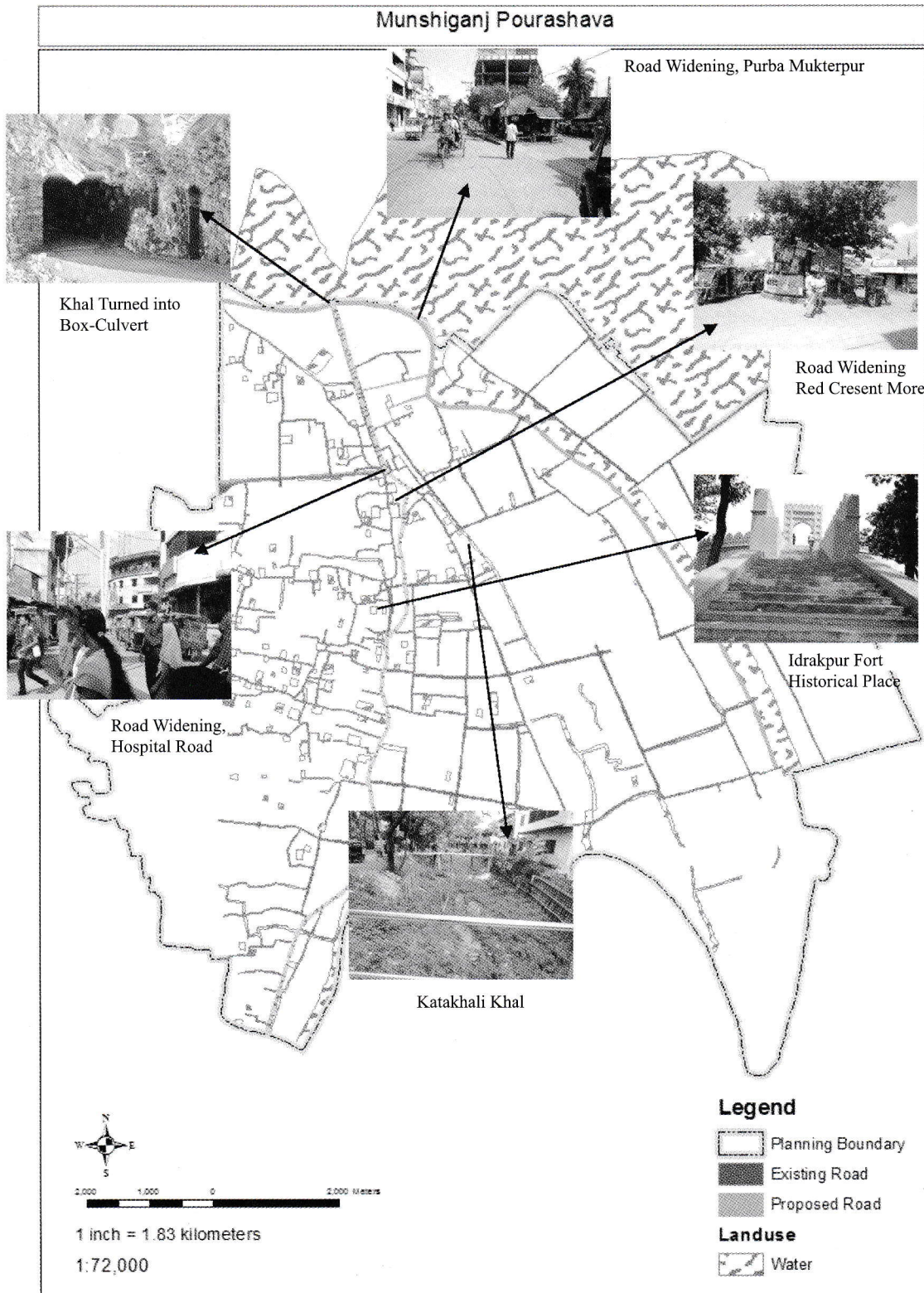


Photo 3.2: Bus and Auto rickshaw parked in front of DC Office



Photo 3.3: Cement Factory Pollutes Dhaleshwari River

Map 3.3: Findings of Munshiganj Pourashava



Source: Field Visit, 2015

Recommendation and Conclusion

4.1 Recommendation

Implementation requires a wide range of practical activities which go beyond the scope of this research. However, the Pourashava needs to consider the following points for facilitating implementation:

- Pourashava Master Plan should be Gazetted by the concerned Ministry.
- All stakeholders in the Pourashava must follow the landuse proposals of the Master Plan or plan in consistency while implementing development projects of their own.
- Capacity Building of the pourashava personnel should be one of the most important issues for implementing the plan, so pourashava should be trained up and help them with necessary equipments.
- To execute the master plan the related rules, policies and regulations should be followed by the implementing authority.
- Planning cell of the Pourashava should be strengthened in manpower and logistics.
- Climatic and Envirmental issues should be incorporated such as risk sensitive Master plan, which can lower the damage of economic and physical, infrastructural entities.
- Review of Master plan in every 3 to 5 years interval should be enhancing the effectiveness of Master Plan.

4.2 Conclusion

It is evident for the research that an infrastructure led development especially road network has been taken place in the paurashava for which the mayor is the prime initiator. On the other hand, absence of people's participation is pragmatic. Involvement of the city dwellers will definitely pave the way of further implementation of the pan. Due to the shortage of the fund of the paurashava the implemented sectoral land uses have been financed by the development partners.

Further initiative can be undertaken considering disaster and climate change issues for reviewing the landuse master plan and development of monitoring and evaluation mechanism for better implementation of the Landuse Master Plan.

It is clear that participatory monitoring and reviewing is more important to fulfillment the objective of a Master Plan. On the other hand, it is through proper guideline, building of awareness, trained up of pourashava personnel and strengthening of pourashava planning cell with pro people planning approach, a vibrant city can be attained for the next generation. Above all experiance can be applicable in the formulation and implementation of plan for other pourashavas of Bangladesh.