

**Regional Development Plan
of Sahiwal Division
Urban Planning, Design &
Policy Development**



The Urban Unit

Urban Sector Planning & Management Services Unit (Pvt.) Ltd.



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SECTION 1: OVERVIEW

1.1. Study Area

The Sahiwal Division is located in Punjab province. It was formed by merging parts of Lahore Division and Multan Division. Its name ‘Sahiwal’ – district and city of the same name – are named for the Sahi Clan of the Kharal tribe, the traditional inhabitants of the area. On 14 November 2008, Sahiwal Division was reorganized into three districts: Sahiwal District, Okara District, and Pakpattan District.

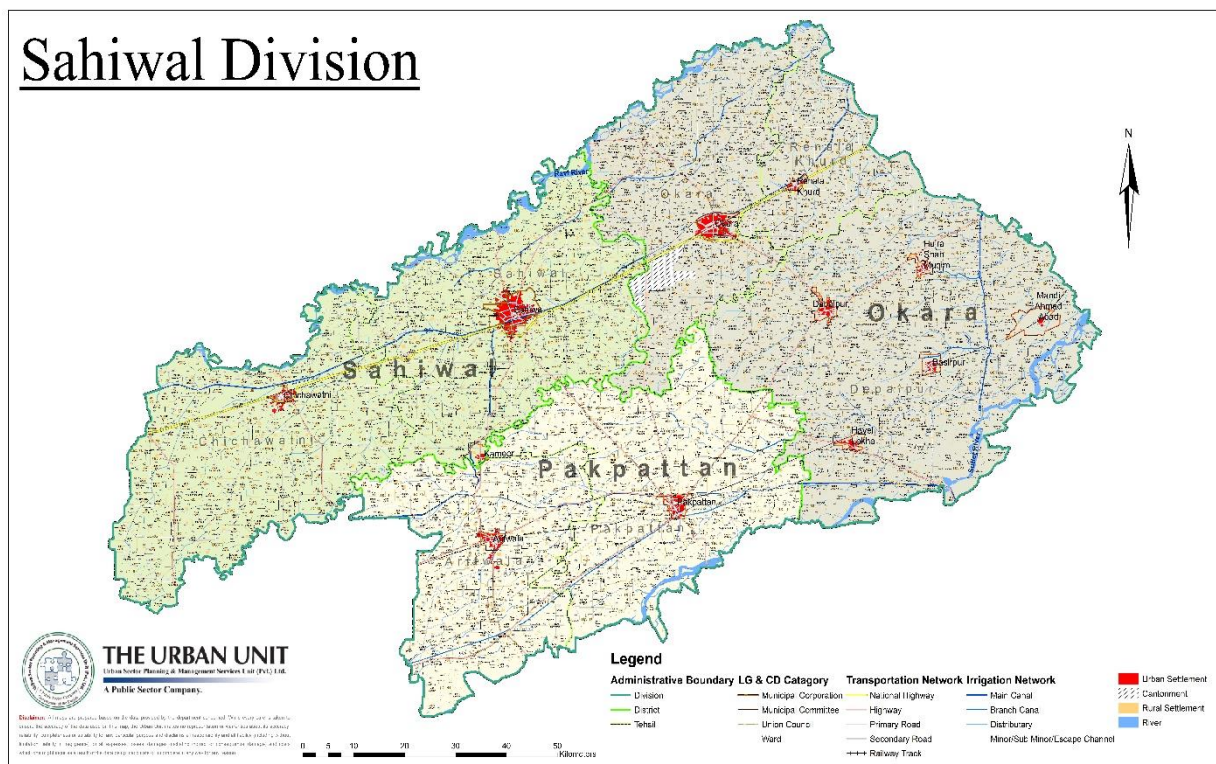


Figure 1. Sahiwal Division Map

1.1.1. Geography

Sahiwal is situated at a distance of about 18 miles from the left bank of the river Ravi, 187 Km west of Lahore and 200 km east of Multan. It lies on the Pakistan national highway N-5 about halfway between Lahore and Multan. Sahiwal Division is bordered by the Faisalabad Division to the west; the Lahore Division to the north; the Bahawalpur Division and India to the east; and the Multan Division to the south. The Grand Trunk Road and the main railway line connecting Peshawar-Lahore with Karachi pass through the town. The Lower Bari Doab Canal separates the town into two parts. Its approximate height above sea level is 500 feet. Sahiwal lies at 30°39'52.16"N latitude and 73°6'30.54"E longitude. The total area of the Sahiwal division is

10,302 square kilometers. Sahiwal and Okara districts have the largest land area i.e., 3,201 and 4,377 square kilometers, while Pakpattan District has an area of 2,724 square kilometers. However, demographically, Okara District has the largest population as compared to the other two districts in the entire Division.

1.1.2. Number of Districts and Tehsils

As mentioned earlier, there are three districts in Sahiwal Division: Sahiwal, Okara, and Pakpattan districts. Each district has a certain number of tehsils. The number and names of tehsils in each district are mentioned in the below table:

Table 1: Total Number of Tehsils in Sahiwal Division.

No.	District	No. of Tehsils	Names of Tehsils
1.	Sahiwal	02	Sahiwal, and Chichawatni
2.	Okara	03	Okara, Depalpur, and Renala Khurd
3.	Pakpattan	02	Pakpattan, and Arifwala.

1.1.3. History and Culture

Sahiwal has the distinction of being an important seat of one of the oldest Urban civilizations in the history of mankind i.e., the Indus Valley Civilization which flourished around 3000 B.C. Harappa, a small town of the civilization, is located at a distance of about 15 miles from Sahiwal, where extensive excavations were made in the earlier part of the century and the ruins of a large and well-developed city were discovered. Harappa was one of the twin capitals – in parallel with Mohenjo Daro – of the marvelously rich and urban cultural center. The ruins of dwelling houses, public edifices, warehouses, baths, etc., clearly point to the advanced State of Civilization and entitle the Sahiwal district to claim a proud place among the founders of human civilization.

In the centuries preceding the Christian era, the district was inhabited by certain wild pastoral tribes known for their warlike nature and love for independence. When Alexander invaded the sub-continent, he encountered difficulty in battling the war-like Kathia and Malli tribes to secure passage through the district. It is likely that the Kathia and Malli tribes of the present day are the descendants of those ancient tribes. In 1398, Amir Taimour marched from Multan to Pakpattan. He captured the town but spared it out of respect to the Shrine of Hazrat Baba Farid-ud-Din Masood Ganj-e Shakar who died and was buried there in 1264-65 during the Mughal period; the district formed part of province of Multan.

From the time of Nadar Shah's invasion to the arrival of the British, the people of this area experienced relative peace. Following the fall of the Mughal Empire, various tribes such as the Hans, the Kharals, the Kathia, and Sial, among others, occupied different parts of the district. The Marathas briefly controlled the district in 1758 but were expelled by Ahmad Shah the following year. Subsequently, the Nakkai Sikhs seized the greater part of the district in the late 18th century, before Ranjit Singh captured it in 1810 A.D. During this tumultuous period, another significant change occurred as rivers such as the Bias and other Nalas dried up by the middle of the 18th century. This led to a substantial reduction in available arable land, forcing agricultural tribes to resort to predatory habits for survival. In 1840, some of these tribes rebelled, but their uprising was swiftly suppressed.

As a consequence of the Second Sikh War in 1849, the Punjab was annexed to the British Empire, and a separate district was established with its headquarters at Pakpattan. The headquarters were later relocated to Gojra in 1852, a small village on the left bank of the River Ravi, situated along the old Grand Trunk Road built by Sher Shah Suri. With the introduction of railways, the headquarters were moved to the present site in 1864-65, supposedly founded by Mr. Blyth, the then Deputy Commissioner of the district. The district was christened Montgomery as a somewhat dubious compliment to Sir Robert Montgomery, the then Lieutenant Governor of the former Punjab province. However, in response to local demand and to the delight of inhabitants, it was renamed Sahiwal in 1966. Sahiwal is also recognized as a twin of Rochdale, Greater Manchester, Northwest England, evidenced by a direction sign in Rochdale's town center that reads, "Sahiwal 3960 miles," pointing towards Sahiwal.

1.2. Objectives

The Sahiwal Regional Plan aims to analyze the urban areas across all three districts within the Sahiwal Division and develop strategies and plans to promote sustainable development patterns in the Division. To achieve this goal, the Urban Planning team of the Urban Unit (Pvt.) Ltd. has established the following key objectives for the Regional Plan of the Sahiwal Division.

- To formulate plans for bringing sustainability to urban growth by addressing the issue of haphazard growth.
- To identify the problems with haphazard expansion, illegal housing developments, insufficient open spaces, and the need for infrastructure to support varied future urban demands.

- To upgrade the commercial spaces by providing proposals aimed at creating convenience for buyers and sellers.
- To improve the condition of residential areas, especially slums by addressing relevant issues.
- To develop targeted interventions to improve the quality of life, urban form, and liveability of urban centres.



SECTION 2: APPROACH AND METHODOLOGY

This section of the report outlines the approach and methodology used to formulate the Regional Development Plan for Sahiwal Division in the domains of Urban Planning, Design, and Urban Policy. The methodological framework employs a dual-pronged strategy integrating primary and secondary research methodologies. Primary research efforts included surveys and systematic data collection, followed by rigorous data analysis using statistical methods and spatial analysis techniques using Geographical Information System (GIS) methodologies. Additionally, extensive consultations were held with key stakeholder departments and officials. A detailed explanation of the methodology supporting the research within the Urban Planning sector for the Sahiwal Regional Development Plan is provided below.

2.1. Inception Visit

On 11th December 2023, an inception meeting for the Sahiwal Regional Plan was held at the Commissioner's Office of Sahiwal. The Deputy Commissioner Sahiwal and representatives of all line departments also attended the meeting. The meeting was convened to initiate the Sahiwal Regional Plan. The team from the Urban Unit explained details about the Sahiwal Regional Development Plan project.



Figure 2: Inception Meeting at Commissioner Office, Sahiwal.

2.2. Baseline Study

A baseline study was conducted across all three districts within the Sahiwal division to gain an understanding of the socioeconomic landscape and identify prevailing developmental challenges. The study aimed to familiarize stakeholders with the pertinent issues shaping the districts' developmental trajectories. Specifically, the study yielded significant insights into the developmental imperatives within the urban areas of the Sahiwal division.

2.3. Stakeholder Consultative Sessions and Site Visits

Following the inception meetings, the Urban Planning and Architecture (UPA) team affiliated with the Urban Unit revisited the Sahiwal Division to engage in consultative sessions with key stakeholders. In conjunction with these sessions, the UPA team undertook visits to significant sites within the Sahiwal division. These site visits served a dual purpose: to conduct reconnaissance surveys of urban areas and to gather primary data of key locations within the division.

2.3.1. Sahiwal District:

2.3.1.1. Consultative Session with Municipal Corporation Sahiwal

The UPA team visited the Municipal Corporation (MC) Sahiwal Office. The Chief Officer along with Municipal Officer Technical and Planning joined the session. They shared information about the existing, past, and future anticipated urban planning measures in the district. Likewise, they also shared about the issues related to implementing urban planning measures and development projects in the district. Pertinently, they highlighted regulatory and functional issues including limited human resources, financial constraints, lack of master plan, underutilization of the prime land, high rate of land conversion, and lack of parking space in the urban centers and commercial areas that hinder smooth development in the Sahiwal district. The MC officials also shared the data related to existing urban planning situations and projects, lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, lists of Katchi Abadi, and the site development zone structure plan of Sahiwal MC. This data is provided in Annexure A.



Figure 3: Meeting with Chief Officer, MC Sahiwal

2.3.1.2. Meeting at PICIIP Office Sahiwal

The meeting with the City Manager of the Punjab Intermediate Cities Improvement Investment Program (PICIIP) occurred at the PICIIP office, Sahiwal. The City Manager of PICIIP joined the consultative session and shared the ongoing projects and plans of the project regarding the development of infrastructure of Sahiwal city. The projects include the provision of water supply through the construction of 28 new tube wells, 10 filtration plants, the development of 3 new parks (Fateh Sher Park, Munir Niazi Park and Tariq Aziz Park) and green belts in the city, the provision of solid waste machinery to the MC, the development of a Main trunk for sewerage and a B-Class Bus terminal with computer-based tracking system.



Figure 4: Meeting with City Manager PICIIP, Sahiwal

2.3.1.3. Meeting at PHATA Office Sahiwal

The meeting with the PHATA officials took place at the PHATA office. There are 4 housing schemes namely ADS I, II, III, and IV under the PHATA office Sahiwal. All of the housing schemes are functional and have all the essential amenities as per the plan. The data related to the housing schemes of PHATA that exist in the entire Sahiwal division was provided which is attached in Annexure B.



Figure 5: Meeting with PHATA Officials, Sahiwal

2.3.1.4. Meeting with Director Development

The Director Development Sahiwal District shared information about the existing and future planned projects related to development in the Sahiwal District. In this regard, he particularly highlighted the issue of haphazard development in the district. He said that often the development results are due to short-term ambitions by the respective departments or authorities, which blindsides the long-term development goals in the district.



Figure 6: Meeting with Director Development, Sahiwal.

He further said that the district Sahiwal has a huge development potential in agriculture, livestock, and Agro-based industries. The limitations of budgets are a major hurdle in the execution of

projects and inter-departmental coordination must be improved to achieve sustainable development in the region. He also emphasized that the infrastructure and basic facilities like water supply, streets, and health should be improved. The data regarding the ADP projects of the division was discussed which is attached in Annexure C.

2.3.1.5. Field Visits in Sahiwal District:

The team also carried out a reconnaissance survey in the Sahiwal District and visited all residential and commercial areas. Furthermore, the team also surveyed all important roads in the district. The main purpose of the visits was to identify and study the issues and loopholes related to urban planning in the Sahiwal district. Important tourist sites were also visited.



Figure 7: The Bazars at the High Street Road



Figure 8: Some Residential Colonies Depicting Growth in the City.



Figure 9: Fruit and Vegetable market in Sahiwal City



Figure 10: Commercial Plaza in the City Center



Figure 11: Ashiana Housing Scheme Under Developed Condition, Sahiwal



Figure 12: Lower Bari Doab Canal (LBDC)



Figure 13: Commercial Areas within the City

2.3.2. Okara District:

2.3.2.1. Meeting at Municipal Committee Okara Office

The first consultative session in Okara was held at the Municipal Committee Office.



Figure 14: Meeting at MC Office, Okara

In this session, the officials raised concerns about the lack of parking spaces in the commercial areas, a need for a comprehensive plan for sewerage, the growth trend around Depalpur road and Katchi Abadi water supply and sanitation problems. The MC officials briefly discussed the Site Development Zone Structure Plan of Okara and provided the lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, lists of Katchi Abadi, and the site development zone structure plan of Okara MC. This data is attached in Annexure D.

2.3.2.2. Meeting at Deputy Director Development Office, Okara

The team visited the office of the Deputy Director Development, Okara. In the meeting, the Deputy Director Development shared information about the existing urban planning interventions in Okara and prevailing issues regarding the implementation of ADP schemes. He discussed the urban planning issues regarding expanding unchecked housing schemes development, land conversion, prime agriculture land loss, lack of funds and coordination among departments, he also shared data related to the urban planning measures in the Okara district and, also, highlighted prominent areas that should be covered in the Regional Plan.



Figure 15: Meeting with DD Development, Okara

Both the above meetings in Okara also provided insights to be added to the Regional Development Plan of Sahiwal. In particular, the UPA team got to know about the growth trends and existing development patterns in the Okara district.

2.3.2.3. Field Visits in Okara District:

The team also visited residential and commercial areas in the Okara district. The slums, deprived areas, housing schemes connected roads, and posh areas were covered as well. In addition, all

public buildings and connected roads were surveyed to identify existing issues and loopholes related to urban planning in the district. Sanitation issues and inadequate road infrastructure were major problems that were identified in the district. Other issues and challenges that were identified in the district are mentioned in the fifth section of this report.



Figure 16: Residential Area of Okara



Figure 17: Situation of Traffic in the City Center



Figure 18: Situation of Streets in Different Residential Areas



Figure 19: Condition of commercial areas in Okara



Figure 20: Newly Developed Housing Schemes depicting the growth trend of the District



Figure 21: Slums Located at Faisalabad Link Road, near the Dar e Arqam School, Okara.

2.3.3. Pakpattan District:

2.3.3.1. Consultative Session at Municipal Committee Office, Pakpattan.

The consultative session at MC Office Pakpattan took place on 21st December 2023. The Municipal Officer Planning (MOP) and District Officer Planning (DOP) joined the meeting at MC Office Pakpattan. The Municipal Officer Planning discussed the planning issues including the lack

of development plans for the district, parking issues in the commercial and religious attractions, and the underdeveloped Katchi Abadies, he also shared the data related to existing development projects and urban planning interventions in Pakpattan. The Outline Development Plan was also discussed and shared by the officials. lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, lists of Katchi Abadi, and the Outline development plan were shared by the officials. The site development zone structure plan of Pakpattan MC is under process. This data is provided in Annexure E.



Figure 22: Meeting with MOP and DOP at MC Office Pakpattan.

2.3.3.2. Meeting with Deputy Director Development, Pakpattan.

The Deputy Director Development in Pakpattan provided the information related to the Urban Planning measures and projects in Pakpattan. His suggestions have been noted for carrying out development in Pakpattan, which included utilizing the unused land in the city for beneficial purposes including parking, sanitation, and waste disposal upgradation, enhancing the financial capital in ADP, provision of wastewater treatment plant and improving the health facilities in the district by developing new hospitals.

2.3.3.3. Field Visits in Pakpattan:

The team also visited the Pakpattan district and covered all the major roads and connected residential and commercial areas. In particular, the residential and commercial activity on the Pakpattan - Sahiwal Road, especially the newly developing housing schemes, Katchi Abadies, and the major Bazaars along the major shrines and dense residential colonies

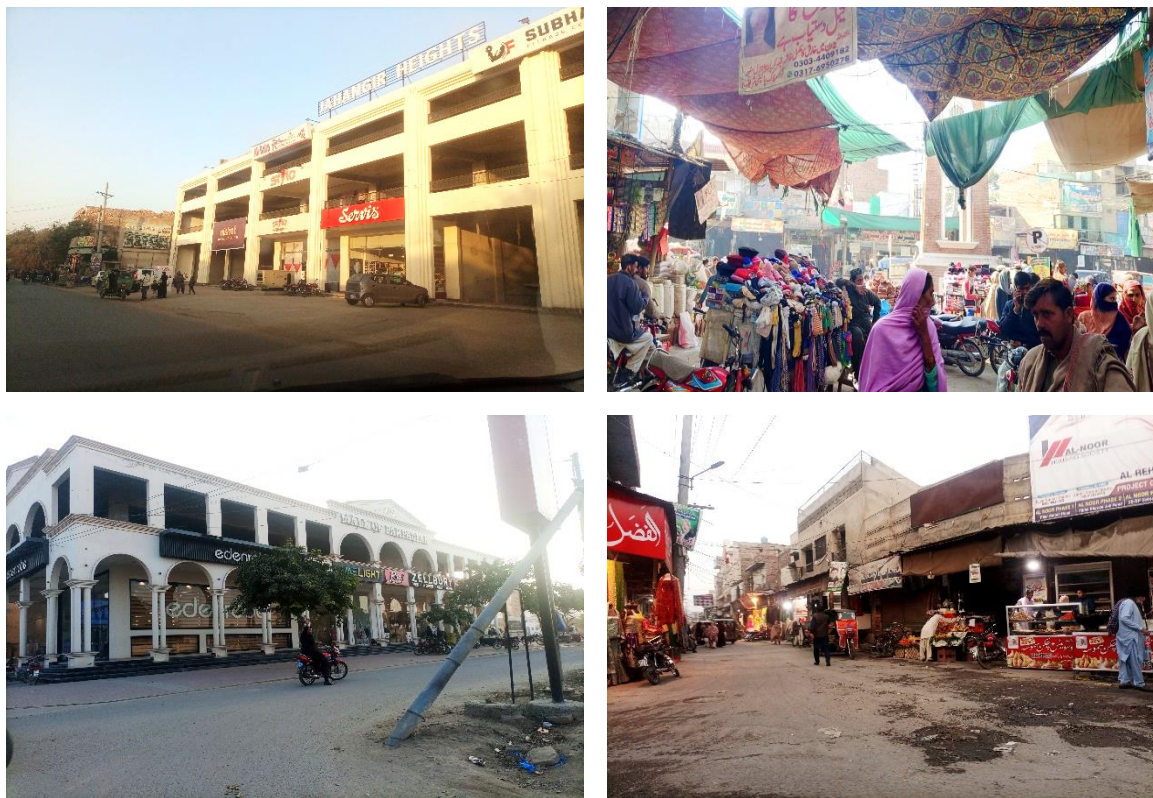


Figure 23: Commercial Markets, and Malls in Pakpattan District



Figure 24: The gate of a residential colony that is in the phase of development.



Figure 25: Condition of Khizra Park in Pakpattan



Figure 26: Condition of Farid Tower near Shrine of Baba Farid in Pakpattan.



Figure 27: Situation of Street Drainage Network in Pakpattan.



Figure 28: Condition of Commercial Bazar in Pakpattan.



Figure 29: Another residential area in city center Pakpattan.

2.4. Data Analysis

The data gathered from the reconnaissance survey and primary research, as well as from the secondary sources was analyzed by using Remote Sensing via Geographical Information System (GIS) software for spatial analysis. Moreover, statistical techniques were also incorporated to carry out the analysis and interpretation of the data.

2.5. Proposed Interventions

The Urban Planning-related interventions were proposed after analyzing the data and assessing the needs of the study area. These interventions have been included in the later part of this report. A particular focus was on ensuring that the proposed interventions guarantee economic growth and sustainable development in the Sahiwal Division. In this regard, these interventions are pragmatic and realistic. Also, they have been conceived after incorporating the suggestions and inputs from the stakeholders in all three districts of the Sahiwal Division.

SECTION 3: POPULATION

3.1. Projected Population Growth

The population of all districts included in the Sahiwal Division has been estimated as per the population growth rate of each district. The growth rates of districts as well as tehsils were taken from the population census of 2017 and 2024. The population projections of each district are given in the below tables.

Table 2. Population Projections Based on 2017 Population Census

District	Population 2017	Projected Population 2024	Projected Population 2048	Growth Rate (1998-2017)
Sahiwal Division	7,378,065	8,298,232	12,424,137	1.69
Sahiwal District	2,513,011	2,817,036	4,167,187	1.64
Okara District	3,040,826	3,407,206	5,032,612	1.64
Pakpattan District	1,824,228	2,074,603	3,224,337	1.85

Source: Pakistan Bureau of Statistics, Census 2017

As per the 2017 census, the total population of Sahiwal Division was around 7.378 million. However, due to the population growth rate of 1.69, the population of the division is now projected to have reached 8.298 million. This population is expected to reach 12.424 million by 2048. Within Sahiwal Division, the highest urban population is in Sahiwal District.

In Sahiwal District, the total population was 2.513 million, as per the 2017 census. This population has reached to the level of 2.817 million in 2024 at a growth rate of 1.64. At this rate, the population is expected to reach 4.167 million by 2048.

On the other hand, according to the 2017 census, the total population of Okara District was 3.040 million. The growth rate of population was noticed to be at 1.64 for the district. At this growth rate, the population in Okara District may have reached 3.407 million in 2024. The future projections at this growth rate illustrate that the population of the district will be 5.033 million in 2048.

In Pakpattan, the total population of the entire district was 1.824 million, according to the census report of 2017. This population is growing at the rate of 1.85. At this rate, the population projections have led to the estimate that the current population of Pakpattan District in 2024 is

2.075 million. Likewise, at the existing growth rate of population, the total population of the Pakpattan District will reach 3.224 million by 2048.

The above information has also been illustrated graphically below.

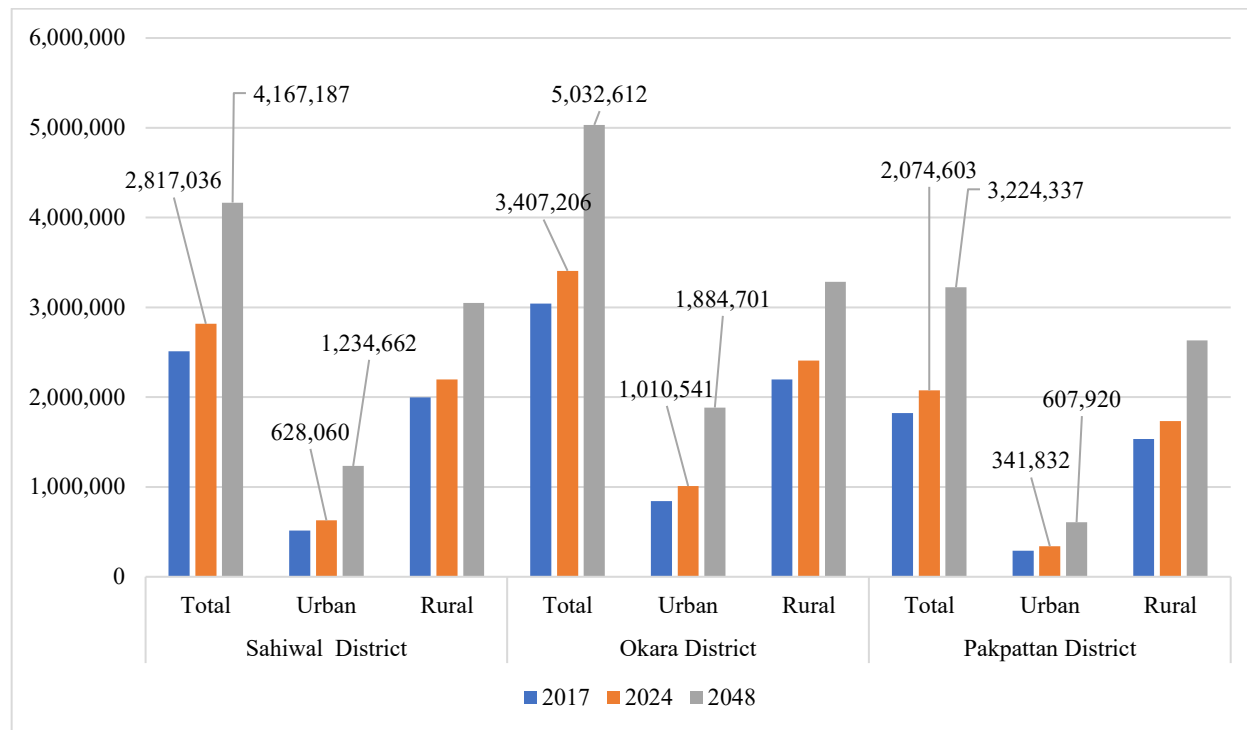


Figure 30. Population Projections in Sahiwal Division based on 2017 census

On the other hand, if we consider the results of the census of 2023, then the stats vary slightly as illustrated in below chart.

Table 3. Population Projections Based on 2023 Population Census

District	Population 2023	Population 2024	Projected Population 2048	Growth Rate (2017-2023)
Sahiwal Division	8,533,471	8,743,394	15,666,920	2.46
Sahiwal District	2,881,811	2,948,381	5,100,557	2.31

Okara District	3,515,490	3,601,620	6,438,503	2.45
Pakpattan District	2,136,170	2,193,206	4,127,859	2.67

Source: Pakistan Bureau of Statistics, Census 2023

For instance, as per the census of 2023, the population of Sahiwal District is 8.743 million as compared to the projected population based on 2017 census of 6.2 million. Likewise, as per census 2023, the population of Sahiwal, Okara, and Pakpattan districts are 1.69 million, 1.38 million, and 1.73 million as compared to the projections based on the 2017 2.13 million, 1.33 million, and 1.65 million, respectively. Based on the population growth rates of 2024 census, the projected population in 2048 in Sahiwal, Okara, and Pakpattan districts will reach 10.29 million, 3.9 million, 2.31 million, and 3.22 million respectively. These statistics are also illustrated in the below chart.

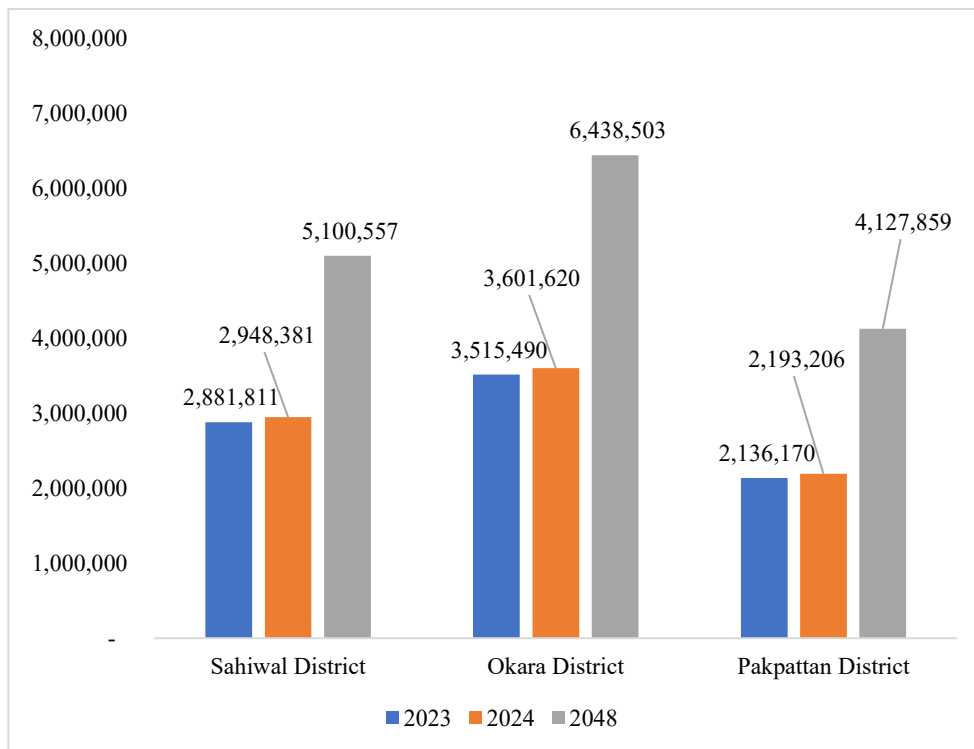


Figure 31. Population projections based on 2023 census

Source: Pakistan Bureau of Statistics, Census 2023

The below graph further shows the comparison between the population of Sahiwal division as per 2017 census and the population as per 2023 census.

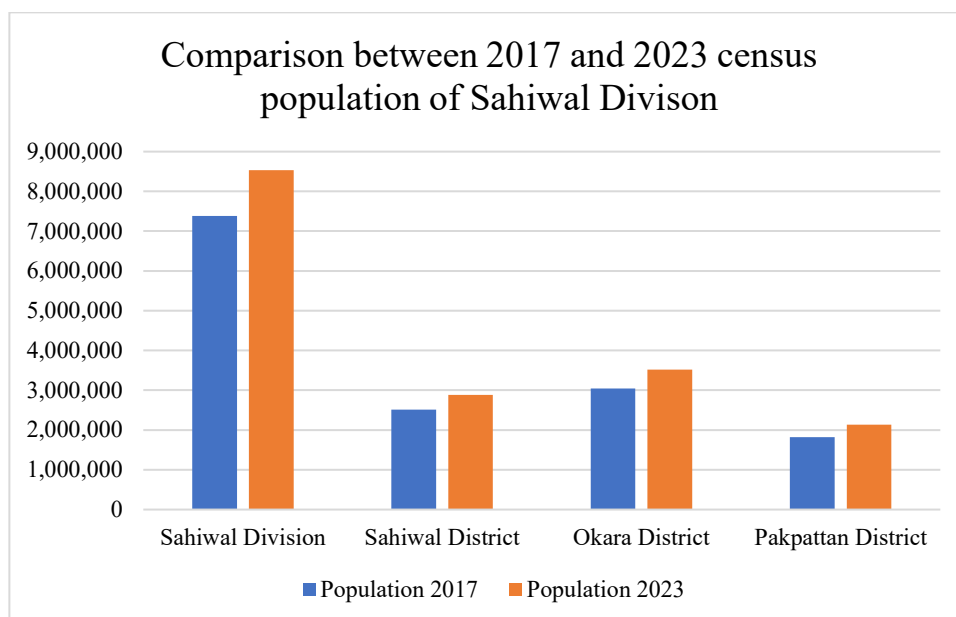


Figure 32: Comparison between 2017 census and 2023 census population of Sahiwal division.

3.2. Population of Tehsils in Sahiwal Division

In addition to estimating population of districts in Sahiwal division, the projections for population in tehsils have also been estimated. The Growth Rates have been calculated by the consultant which are approximately equal to the growth rates mentioned in Census 2017. These projections are summarized in the below table.

Table 4. Urban and Rural Population Growth of Tehsils in Sahiwal¹

District	Tehsil	Population 2017	Projected Population 2048	Growth Rate	Urban Population 2017	Projected Urban Population 2048	Growth Rate (Urban)	Rural Population 2017	Rural Population 2048	Growth Rate (Rural)
Sahiwal	Sahiwal Tehsil	1,488,831	2,607,103	1.80	420,951	1,134,443	3.25	1,067,880	1,620,962	1.36
	Chichawatni Tehsil	1,024,180	1,573,895	1.40	94,733	145,839	1.40	929,447	1,428,056	1.40
Okara	Okara Tehsil	1,206,319	2,085,931	1.78	445,879	996,756	2.63	760,440	1,150,371	1.34
	Depalpur Tehsil	1,375,785	2,203,367	1.53	342,525	762,453	2.61	1,033,260	1,503,394	1.22

¹ The projections of population in tehsils are based on the census of 2017 only.

	Renala Khurd Tehsil	458,722	748,521	1.59	54,160	125,637	2.75	404,562	633,104	1.46
Pak-pattan	Pakpattan Tehsil	969,199	1,713,147	1.85	176,686	388,377	2.57	792,513	1,339,374	1.71
	Arif Wala Tehsil	855,029	1,511,190	1.85	112,306	220,970	2.21	742,723	1,292,347	1.80

On a comparison, the urban population growth rate is higher in all Tehsils in Sahiwal region as compared to the rural population growth rate in these tehsils. For example, similar to Sahiwal Tehsil, the urban population growth rates in Okara Tehsil, Depalpur Tehsil, and Renala Khurd Tehsils in the Okara District are 2.63, 2.61, and 2.75, respectively, as compared to the rural population growth rates of 1.34, 1.22, and 1.46 in these tehsils, respectively. Likewise, the urban population growth rates Pakpattan Tehsil and Arifwala Tehsil in Pakpattan districts are 2.57 and 2.21 which are higher than the rural population growth rates of 1.71 and 1.80 in these two tehsils, respectively. Only the Chichawatni Tehsil has the same urban and rural population growth rates i.e., 1.40 each, which is an exception to the trend observed in the Sahiwal region. The reason for same growth rate of rural and urban population in Chichawatni is the lack of urbanization trend witnessed in Chichawatni as compared to other tehsils in Sahiwal division. Furthermore, migration to other cities, especially Sahiwal in search of employment or better urban living style are also some of the reasons why the urban growth rate is same as the rural growth rate in Chichawatni.

Due to high urban population growth rates, the overall population in all tehsils in Sahiwal region will increase significantly by 2048. For instance, the overall population in Sahiwal Tehsil will become almost double i.e., from the current 1.4 million to 2.6 million by 2048. Similar is the case with tehsils in Okara and Pakpattan districts.

3.2.1. Projected Population of Tehsils in Sahiwal District:

The population projections in Sahiwal District illustrate that the population in all tehsils is rising. Nonetheless, the highest growth rate has been noted in Urban population in Sahiwal Tehsil which is 3.25 while the growth rate of rural population of Sahiwal Tehsil is 1.36 which makes the overall growth rate of Sahiwal Tehsil as 1.80.

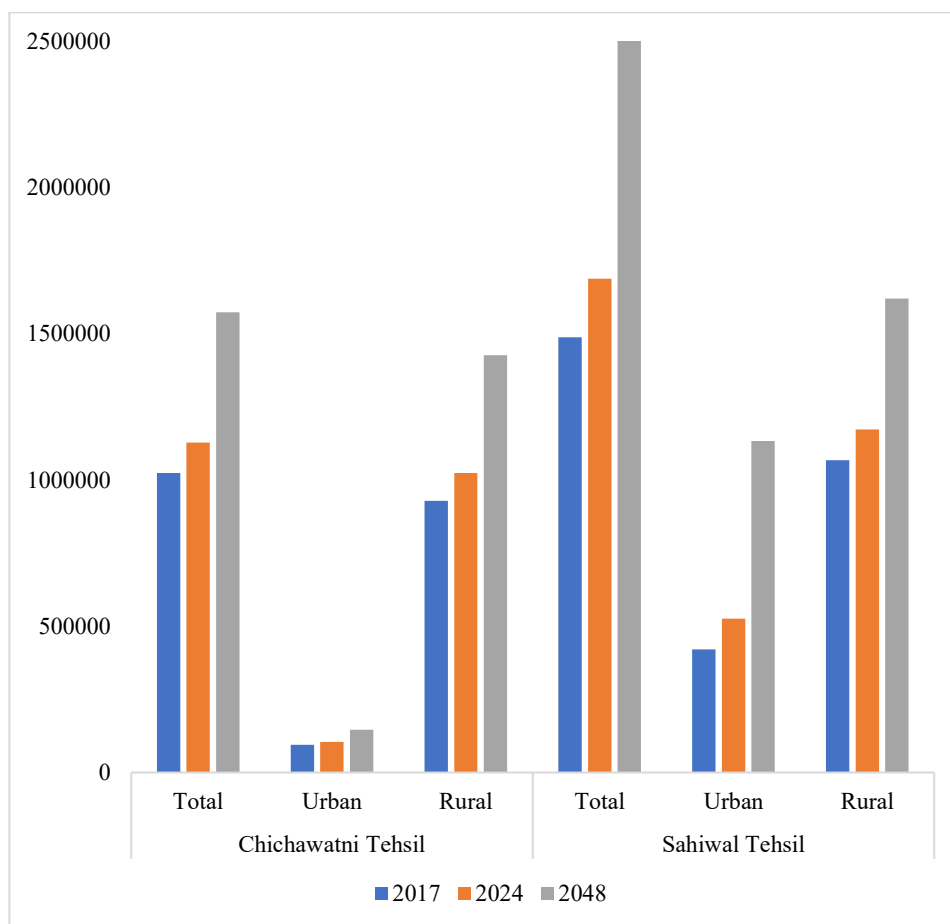


Figure 33. Population Growth in Tehsils of Sahiwal District

3.2.2. Projected Population of Tehsils in Okara District

As per the 2017 census, the Depalpur Tehsil in Okara District has the highest population i.e., 1.375 million as compared to the overall population in Okara Tehsil and Renala Khurd Tehsil which are 1.206 million and 0.438 million respectively. However, on the other hand, the urban population is the highest in Okara Tehsil as compared to the Depalpur Tehsil.

According to the 2017 census, the urban population is 445,879 as compared to 342,525 and 54,105 in Depalpur Tehsil and Renala Khurd Tehsil. Furthermore, the overall population growth rate as well as the urban population growth rate is also higher in the Okara tehsil i.e., 1.78 and 2.63. Nonetheless, the urban and consequently, overall population in all three tehsils of Okara district are rising. As per projections, the overall population in Okara tehsil, Depalpur tehsil, and Renala Khurd will become 2.085, 2.203, and 0.748 million by 2048, respectively. In particular, the urban populations in these tehsils will almost become double as compared to the 2017 population. Therefore, it is essential that urban living conditions should be improved in the tehsils of Okara

district to cater for the needs of the growing population. The graph below further illustrates the growth in urban and total population in tehsils in the Okara district.

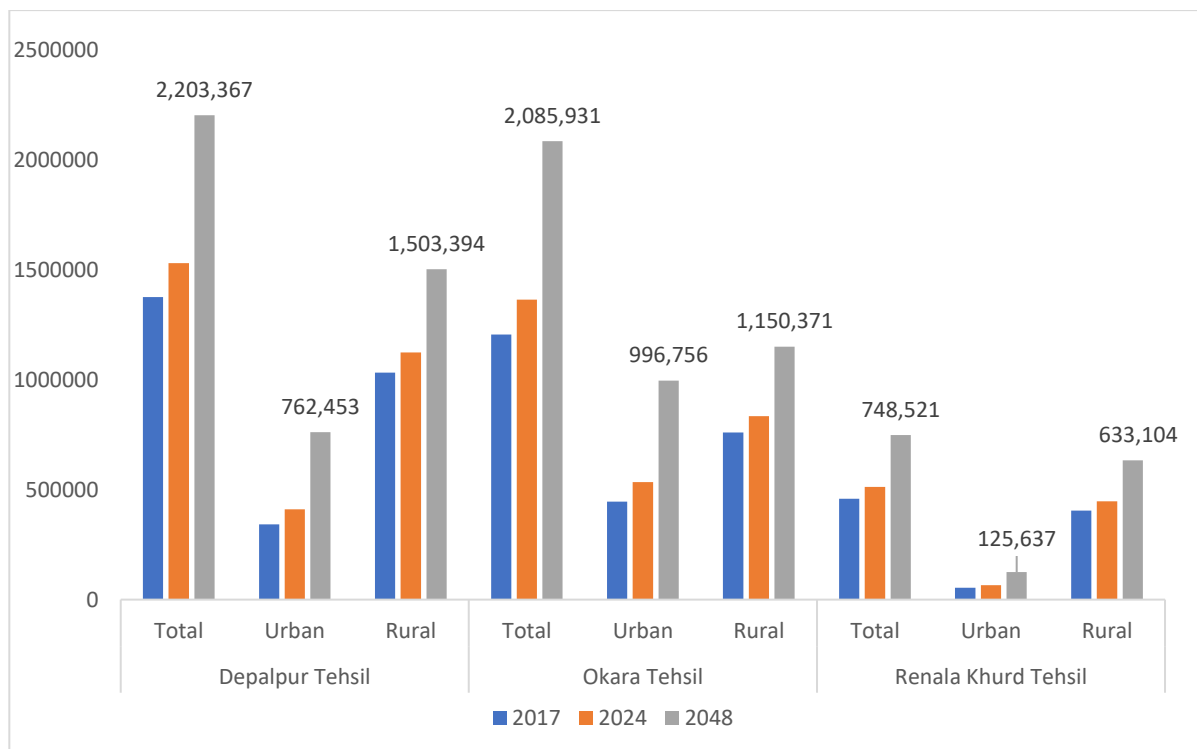


Figure 34. Population Growth in Tehsils of Okara District

3.2.3. Projected Population of Tehsils in Pakpattan District

As per the 2017 population census, the total population in Pakpattan Tehsil is 969,199 whereas, the total population in Arifwala Tehsil is 855,029. According to projections, the total population in these two tehsils will rise to 1.713 million and 1.511 million respectively by 2048. Pertinently, the growth rates of urban population in both these tehsils, i.e., 2.57 and 2.21, are higher as compared to rural population growth rates, i.e., 1.71 and 1.80, in these tehsils. The below graph shows this trend of population growth in tehsils of Pakpattan district.

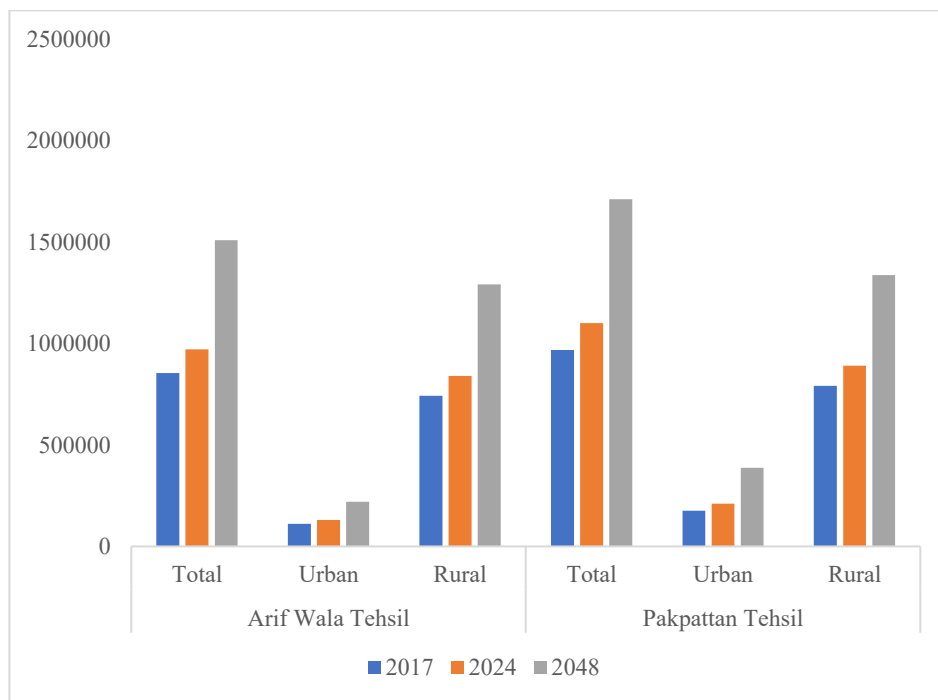


Figure 35. Population Growth in Tehsils of Pakpattan District

3.3. Classification of Cities Based on Population

In order to identify the cities as small or large, we can categorize them as per their population. For instance, a city with population of over 1 million individuals can be regarded as a large city, whereas a city with a population between 250,000 and 1 million can be considered an intermediate city. Similarly, a city with population between 100,000 and 250,000 can be called a small city. The table below summarizes this.

Table 5. Categorization of cities based on population.

Large Cities	1,000,001-10,000,000
Intermediate Cities	250,001-1,000,000
Small Cities	100,000-250,000
Towns	< 100,000

3.2.1. Classification of Urban Areas in Sahiwal District

Based on the above classification, the tehsils in the Sahiwal District are categorized as illustrated in the below table. The population of 2024, 2034, and 2048 have been projected based on the population of 2017 census and the population growth rate in the MCs. For a detailed identification

of emerging cities, the classification has been carried out on the MCs instead of tehsils in the below table.

Table 6. Classification of Cities/Urban Areas in Sahiwal District

Urban Area	Population (2017 Census)	Projected Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
Sahiwal MC	388,795	488,665	Intermediate City	677,416	Intermediate City	1,070,131	Large City
Chichawatni MC	94,733	104,416	Small City	119,990	Small City	145,773	Small City
Kamir MC	32,156	37,963	Town	48,124	Town	67,075	Town

The above table indicates that while Sahiwal will become Large City by 2048, while other MCs such as, Chichawatni MC and Kamir MC will maintain their current status of being small city and town, respectively. However, their population will increase. Particularly, the population of Sahiwal MC will become more than double by 2048 as compared to its current projected population. These projections indicate that the Sahiwal MC will be needing adequate urban living conditions and upgraded facilities to cater the needs of growing population. Appropriate and sustainable urban plans are required to be implemented on an immediate basis to meet the needs of the growing population.

3.2.2. Classification of Urban Areas in Okara District

The below data provides information about classification of urban areas in Okara district.

Table 7. Classification of Cities/Urban Areas in Okara District

Urban Area	Population (2017 Census)	Projected Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
Okara MC	358,146	442,274	Intermediate City	597,850	Intermediate City	911,705	Intermediate City
Depalpur MC	99,753	122,350	Small City	163,791	Small City	246,406	Small City

Haveli Lakha Wasawe Wala MC	78,257	90,822	Town	112,351	Small City	151,326	Small City
Hujra Shah Muqem MC	76,629	91,399	Town	117,571	Small City	167,263	Small City
Okara Cantonment	67,955	72,706	Town	80,074	Town	91,661	Town
Renala Khurd MC	54,160	65,486	Town	85,895	Town	125,579	Small City
Basirpur MC	48,307	53,466	Town	61,805	Town	75,710	Town
Ahmadabad MC	39,579	54,880	Town	87,538	Town	168,304	Small City
Saddar Gogera MC	19,778	22,470	Town	26,965	Town	34,806	Town

In Okara District, the Okara MC maintain its current status of ‘intermediate city’ by 2048 whereas, the Depalpur MC will uphold its current status of ‘small city’ by 2048. However, the population in both these MCs will rise more than twice to the current projected levels. In fact, in 2018, the population of Sahiwal MC will be 9.11 million which is not far than 1 million. Thus, the Sahiwal MC will attain the status of a ‘large city’ very soon after 2048. Other MCs in Sahiwal district will not cross above the status of ‘small city’ by 2048 whereas some MCs among them, i.e. the Okara Cantonment, Basirpur MC, and Saddar Gogera MC will maintain their current status of ‘town’ by 2048. Nonetheless, the population will continue to rise in all MCs in the Sahiwal district. Overall, the high pace of population growth is apparent in Sahiwal MC majorly as compared to the other MCs. Therefore, a priority focus should be given on Sahiwal MC for carrying out urban development.

3.2.3. Classification of Urban Areas in Pakpattan District

The following data indicates the classification of tehsils in Pakpattan district based on their population.

Table 8. Classification of Cities/Urban Areas in Pakpattan District

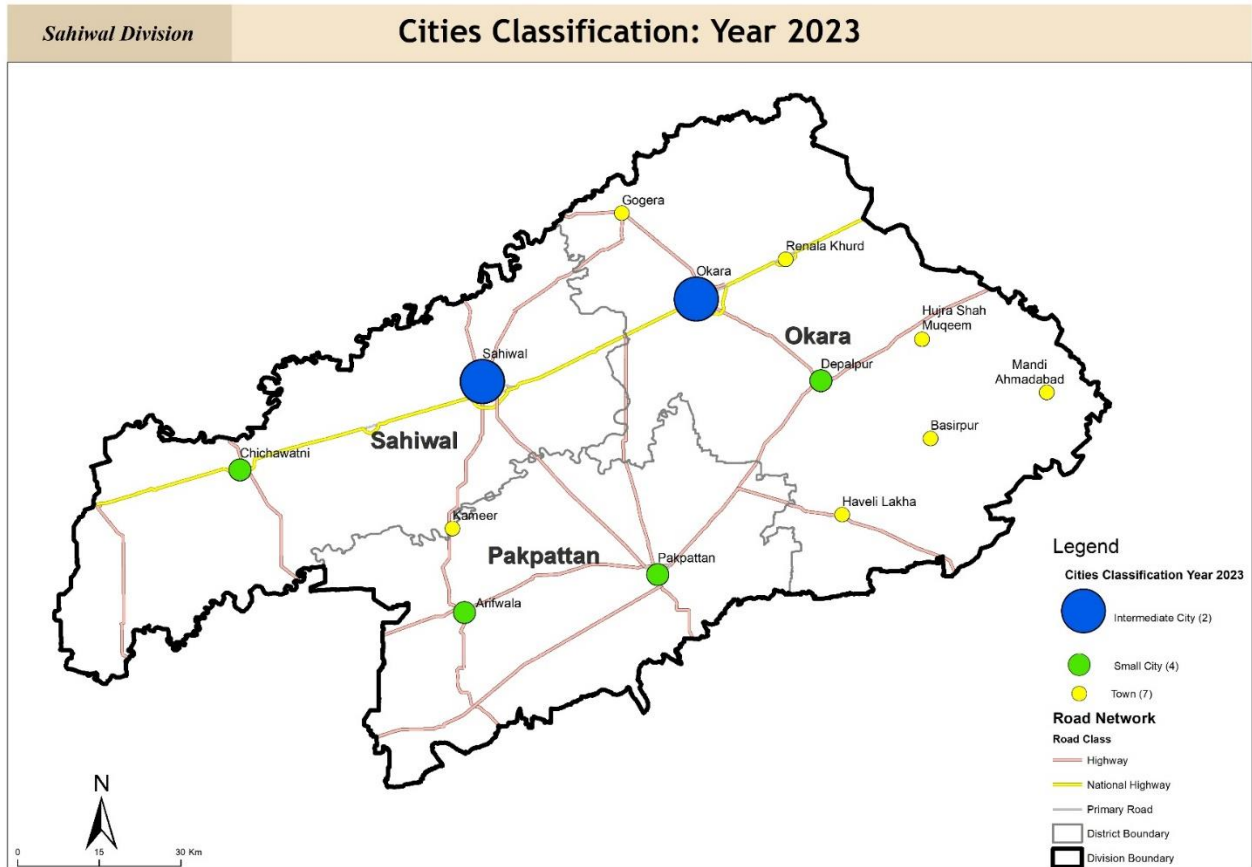
Urban Area	Population (2017 Census)	Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification

Pakpattan MC	176,686	211,030	Small City	271,987	Intermediate City	388,001	Intermediate City
Arifwala MC	112,306	130,785	Small City	162,580	Small City	220,486	Small City

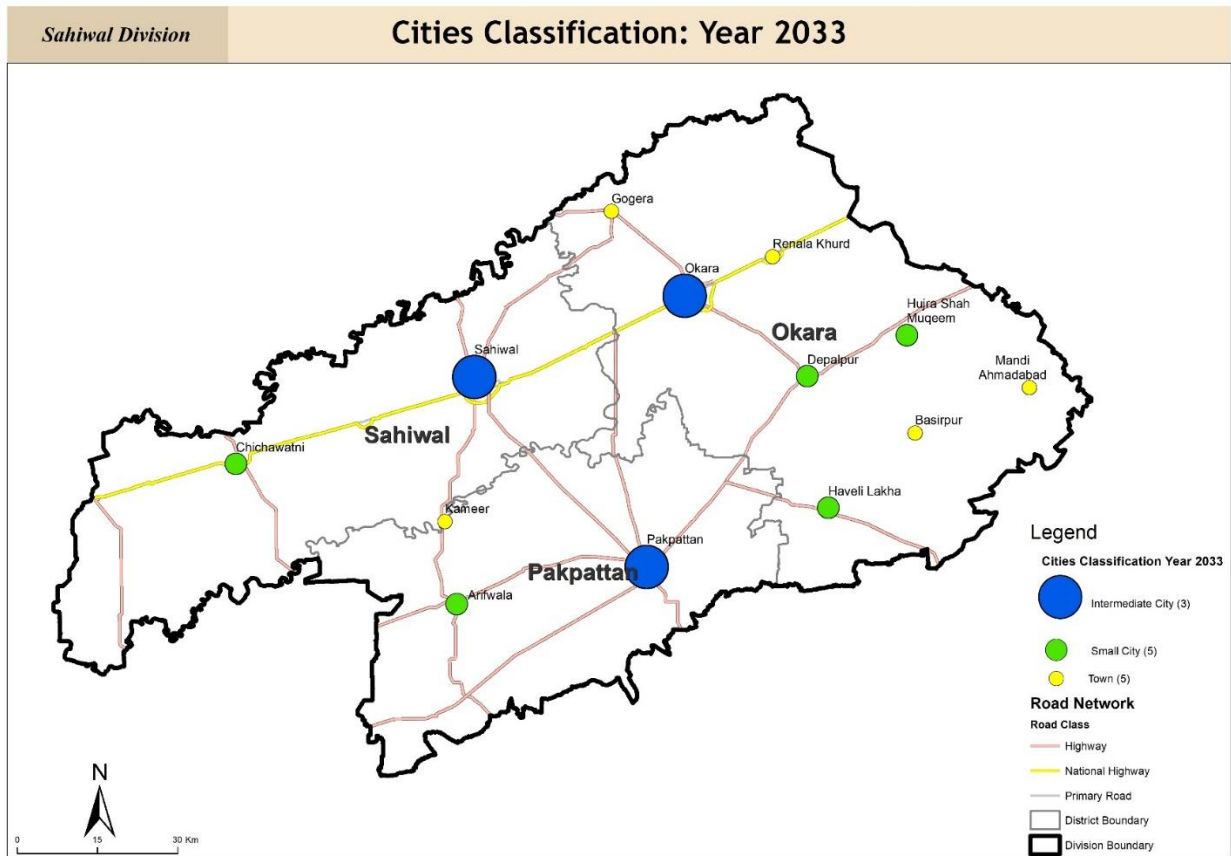
From the above estimates, it becomes evident that the population in Pakpattan MC will rise to such an extent that it will become an intermediate city from its current status of small city. On the other hand, the Arifwala MC will maintain its status of small city in 2048 too. has the status of a small city while other tehsils have the status of town in the Pakpattan district, based on the population-criteria we provided above in this section of the report. This indicates higher urban population growth in the Pakpattan MC as compared to the population growth level in Arifwala MC.

The above discussion is also illustrated in the below Maps.

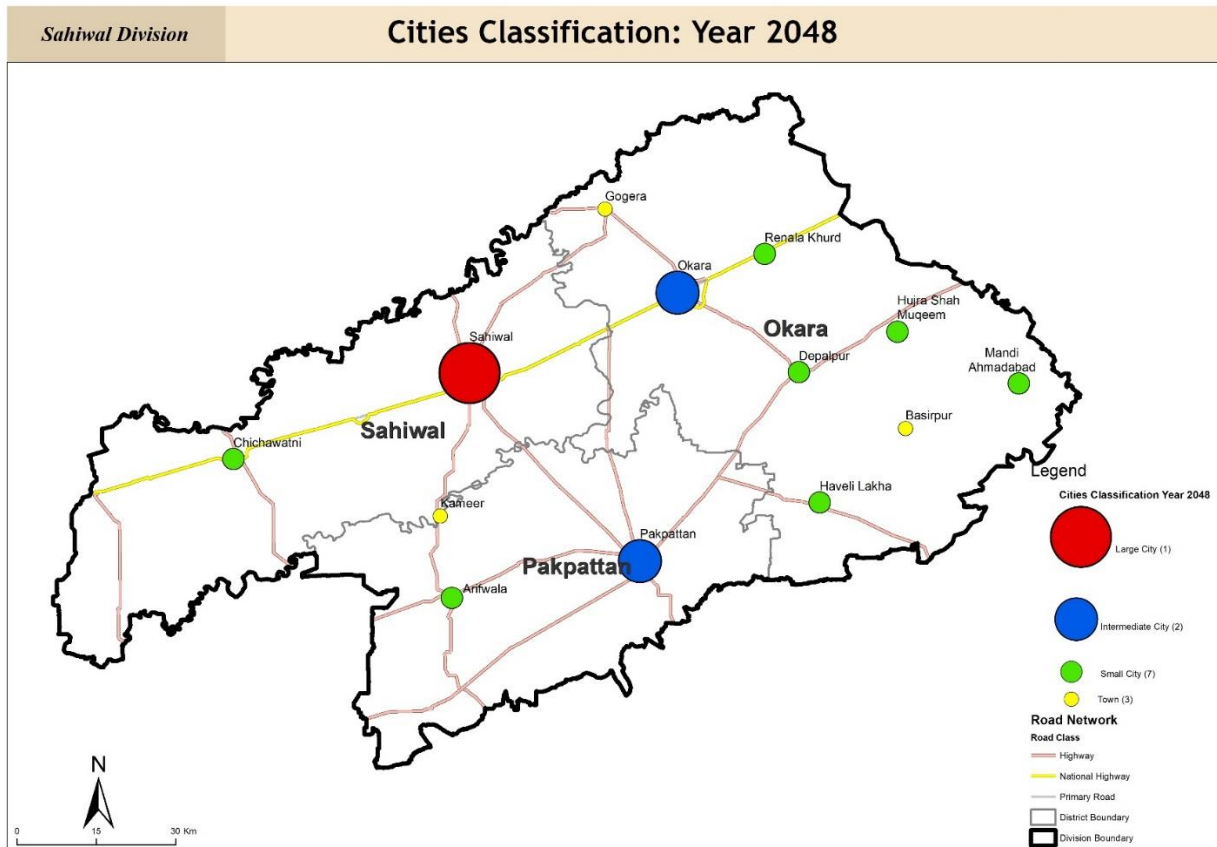




Map 1: Classification of Cities/Urban Areas of Sahiwal Division based on 2023 projected population.



Map 2: Classification of Cities/Urban Areas of Sahiwal Division based on 2033 projected population.



Map 3: Classification of Cities/Urban Areas of Sahiwal Division based on 2048 projected population.

SECTION 4: SPATIAL ANALYSIS

This section of the report summarizes the population related dynamics over spatial grounds. Appropriately, the population-based estimations have been carried out in the Sahiwal region, which also includes an analysis of population density in the region.

4.1. Population Density in Sahiwal Division:

As per the 2017 population census, the Sahiwal District has a population density of 785 per square kilometers. Okara and Pakpattan districts have population densities of 695 and 670 square per kilometers, respectively. If we make population projections for 2024, the density in Sahiwal district for 2024 comes up to be at the level of 880 persons per square kilometers. On the other hand, the population densities in Okara and Pakpattan turns out to be 779 and 761 persons per square kilometers. These statistics indicate that the population density has risen in all three districts of the Sahiwal division due to the increase in population there. The below data indicates this.

Table 9: Average population density in Sahiwal district

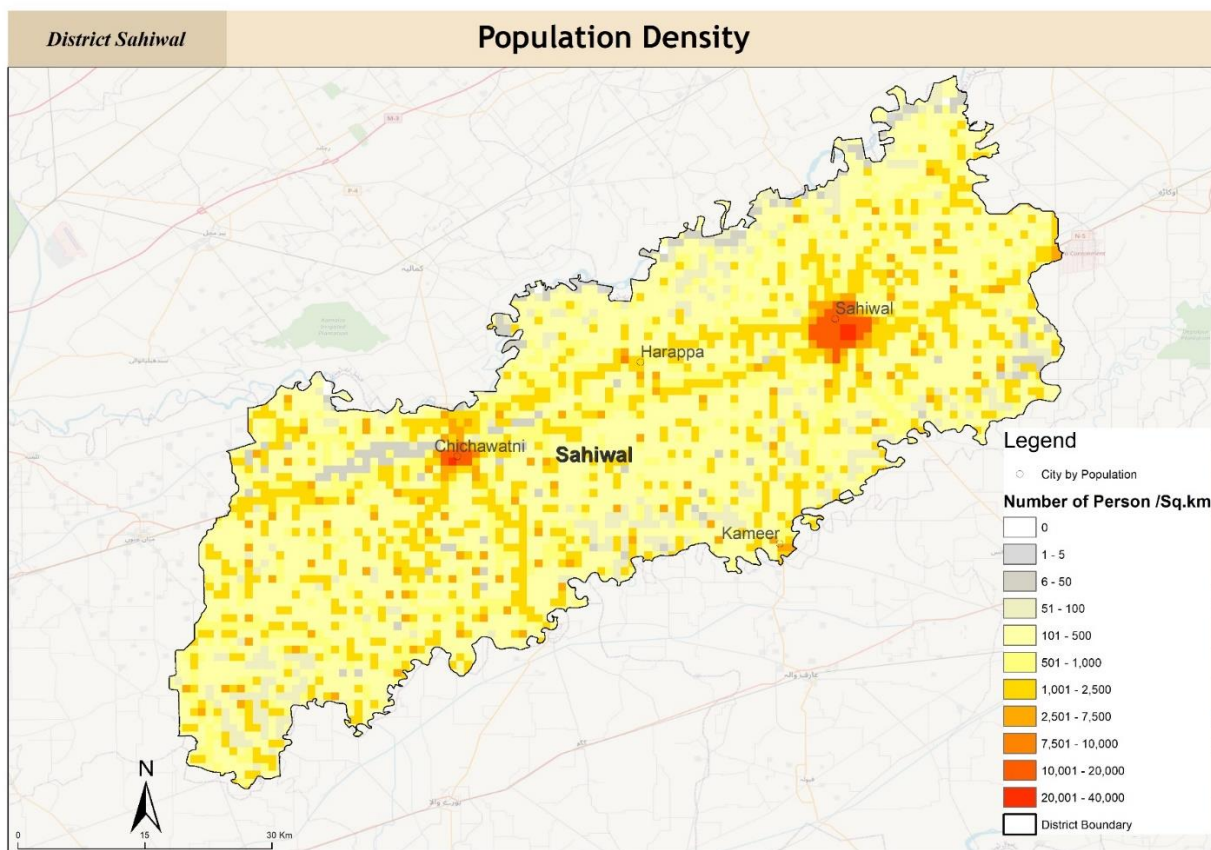
Name of the District	Area (Sq.km)	Avg. Population Density per Sq. Km (2017)	Avg. Population Density per Sq. Km (2024)
Sahiwal	3,201	785	880
Okara	4,377	695	779
Pakpattan	2,724	670	761

Source: Census 2017

4.1.1. Sahiwal District

In Sahiwal district, the population is widely dispersed in all tehsils, however, the MC centers have higher densities as they are highlighted in the map with red color. The highest population density lies in the Sahiwal MC and then, in Chichawatni MC. The below map of Sahiwal city further illustrates this:

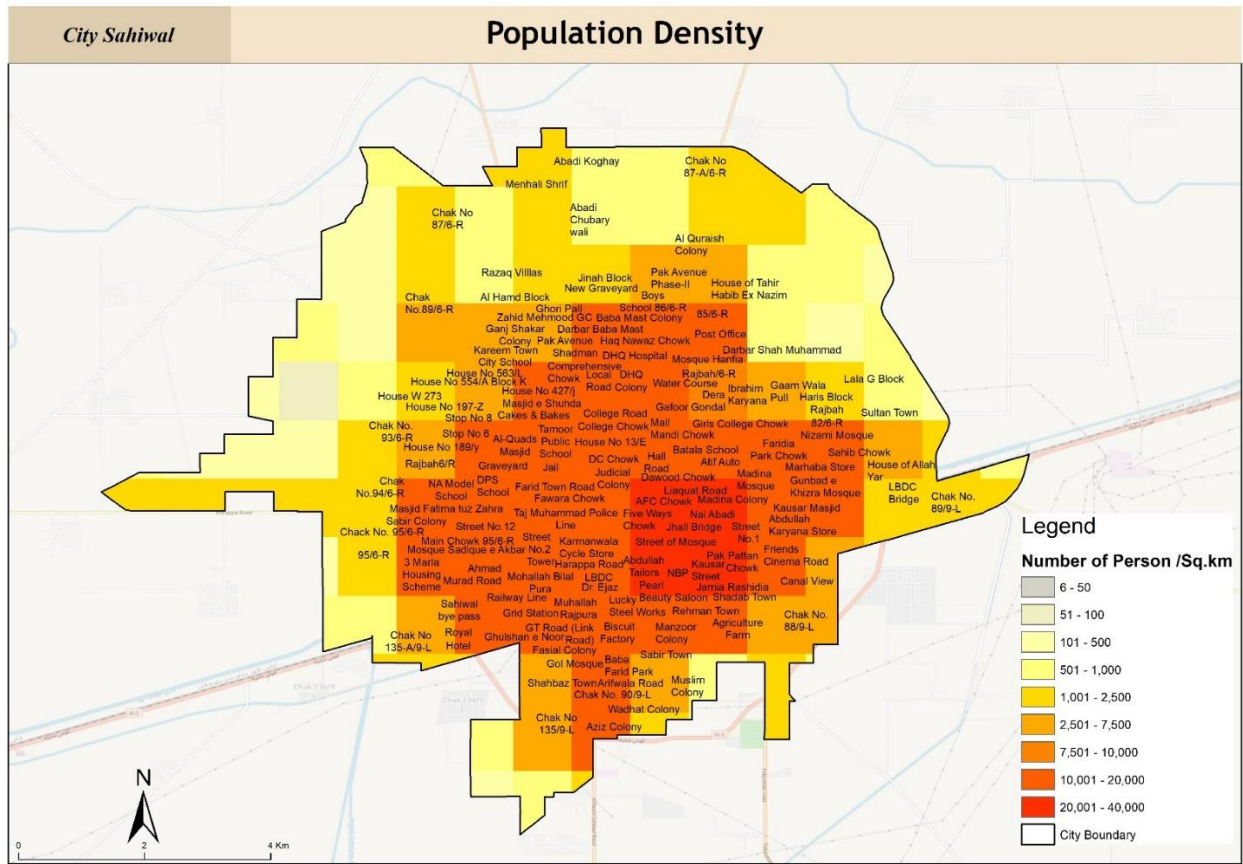




Map 4: Population Density in Sahiwal District

Within Sahiwal city, the highest population density is at the center and on the southern side of the city. As per calculations based on the projected population of 2024 in Sahiwal, the average population density becomes as high as 16,096 persons per square kilometer in Sahiwal city due to high population in the center and southern side of the city. The population is due to better connectivity and growth trends observed on this side of the city.





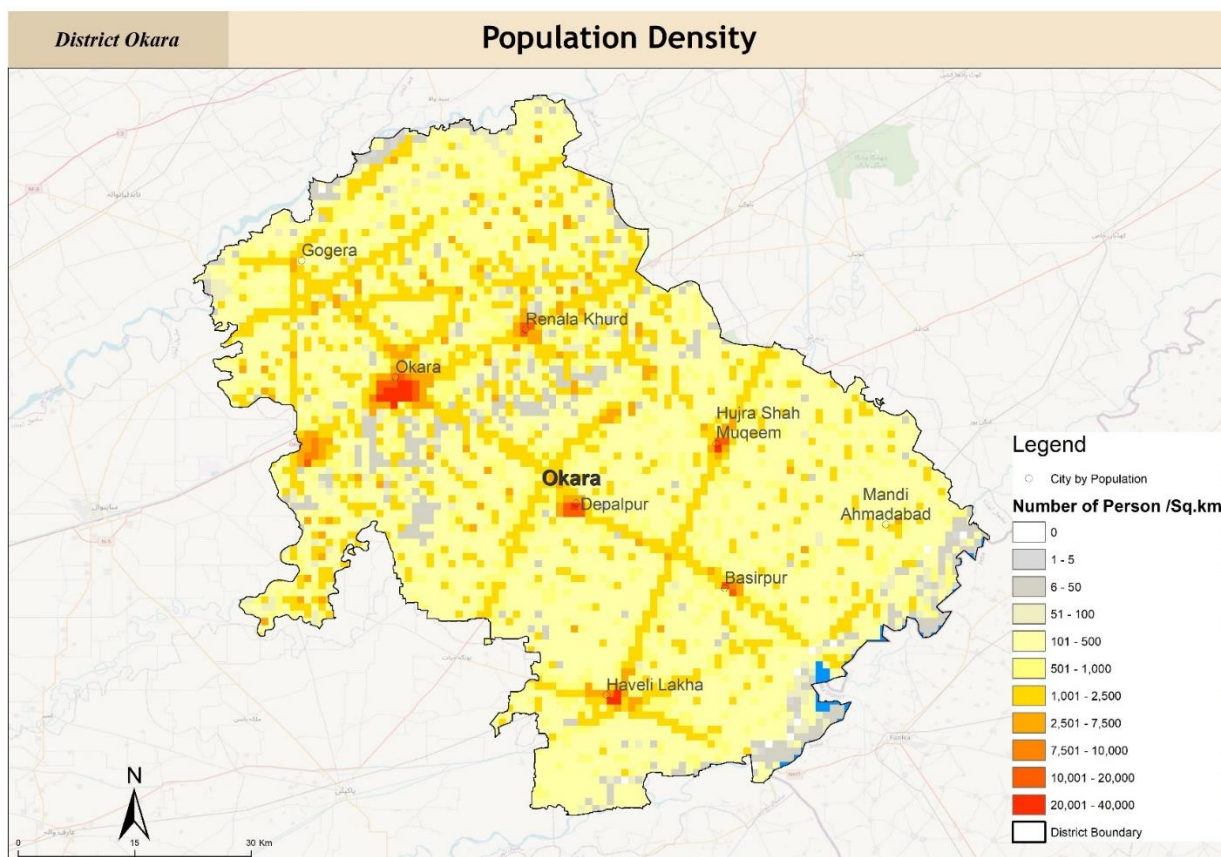
Map 5: Population Density Map of Sahiwal City

4.1.2. Okara District

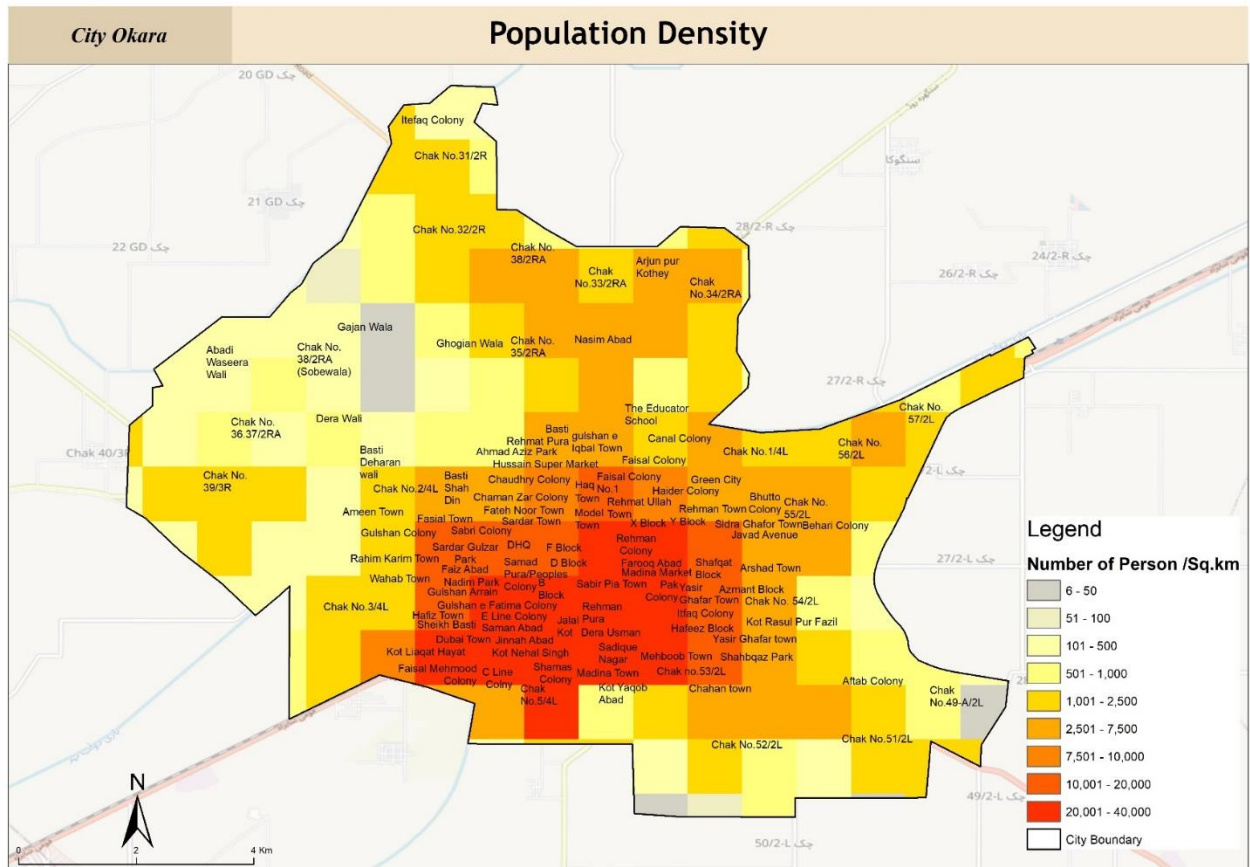
In Okara district, the population is denser in the MC centers i.e. in Okara MC, Depalpur MC, Renala Khurd MC, and Haveli Lakha MC. Among all MCs, the Okara MC has denser population as is evident from the above map.

The below map further illustrates the population density in Okara city.





Map 6: Population Density in Okara District



Map 7: Population Density in Okara City

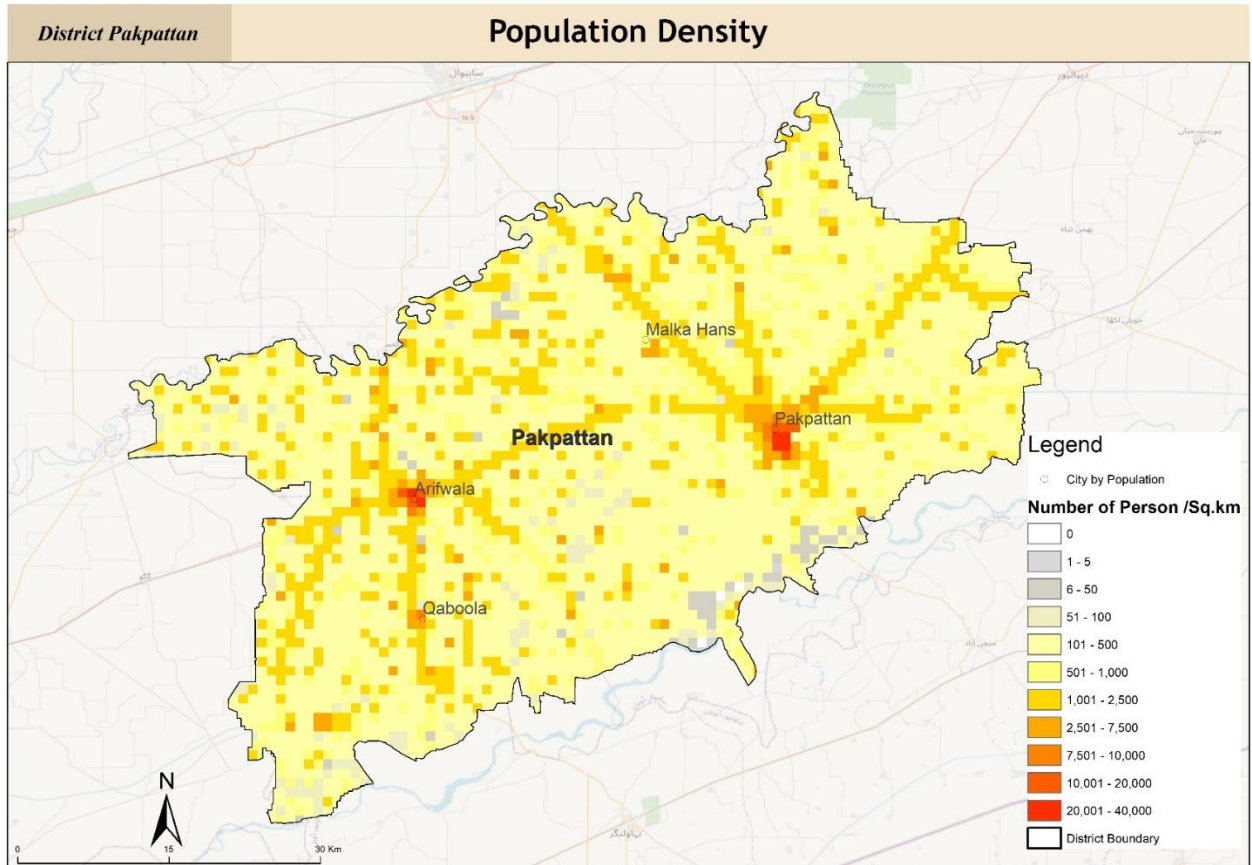
In Okara city, the population density is higher at the center of the city, while it is relatively lower at the peripheral areas of the city. As per the calculations based on the projected population of 2024 in Okara city, the average population density in Okara city is 5029 persons per square kilometer.

4.1.3. Pakpattan District

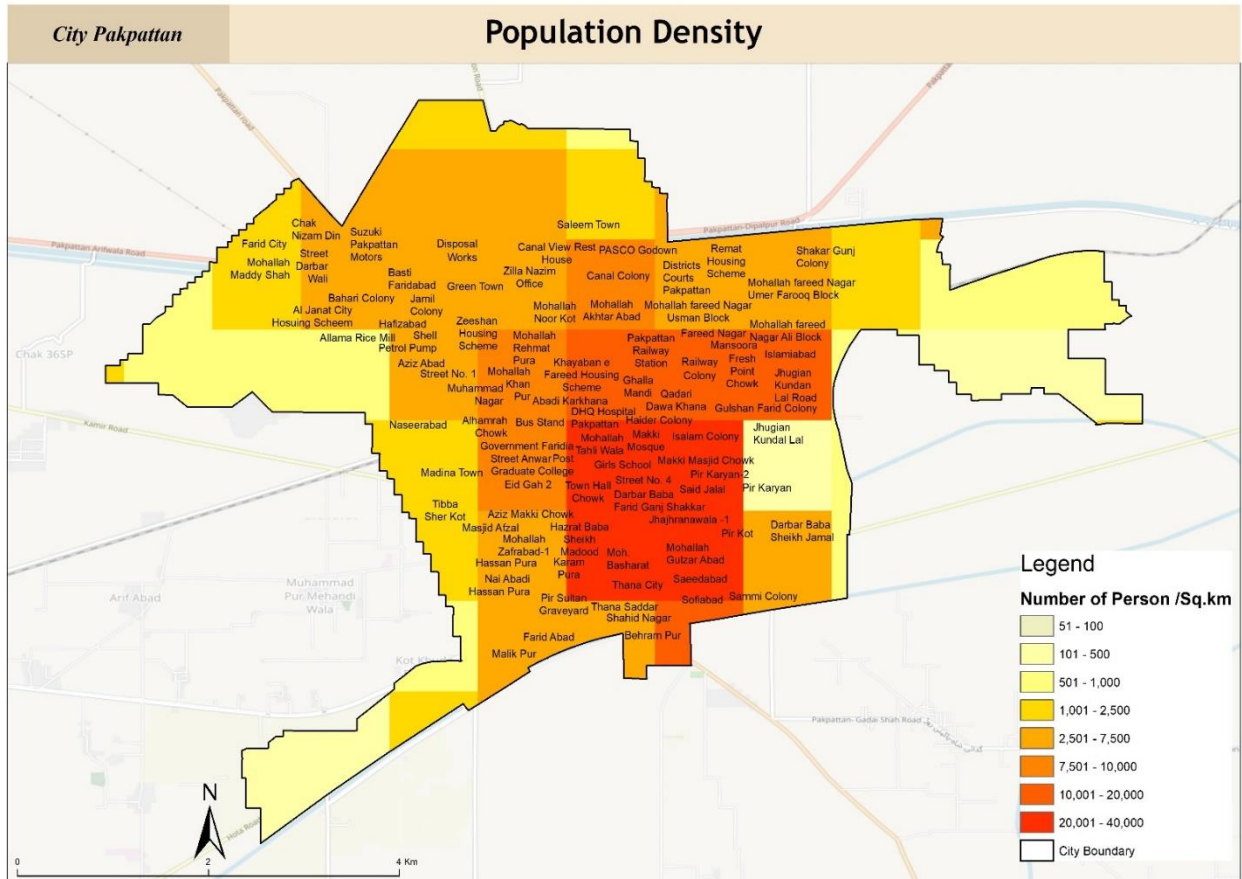
The Pakpattan district has a relatively denser population in MC centers, namely, Pakpattan MC and Arifwala MC, as evident from the above map. In comparison, the Pakpattan MC appears denser in population than the Arifwala MC.

The below map further shows the population density trend within Pakpattan city.





Map 8: Population Density in Pakpattan District



Map 9: Population Density in Pakpattan City

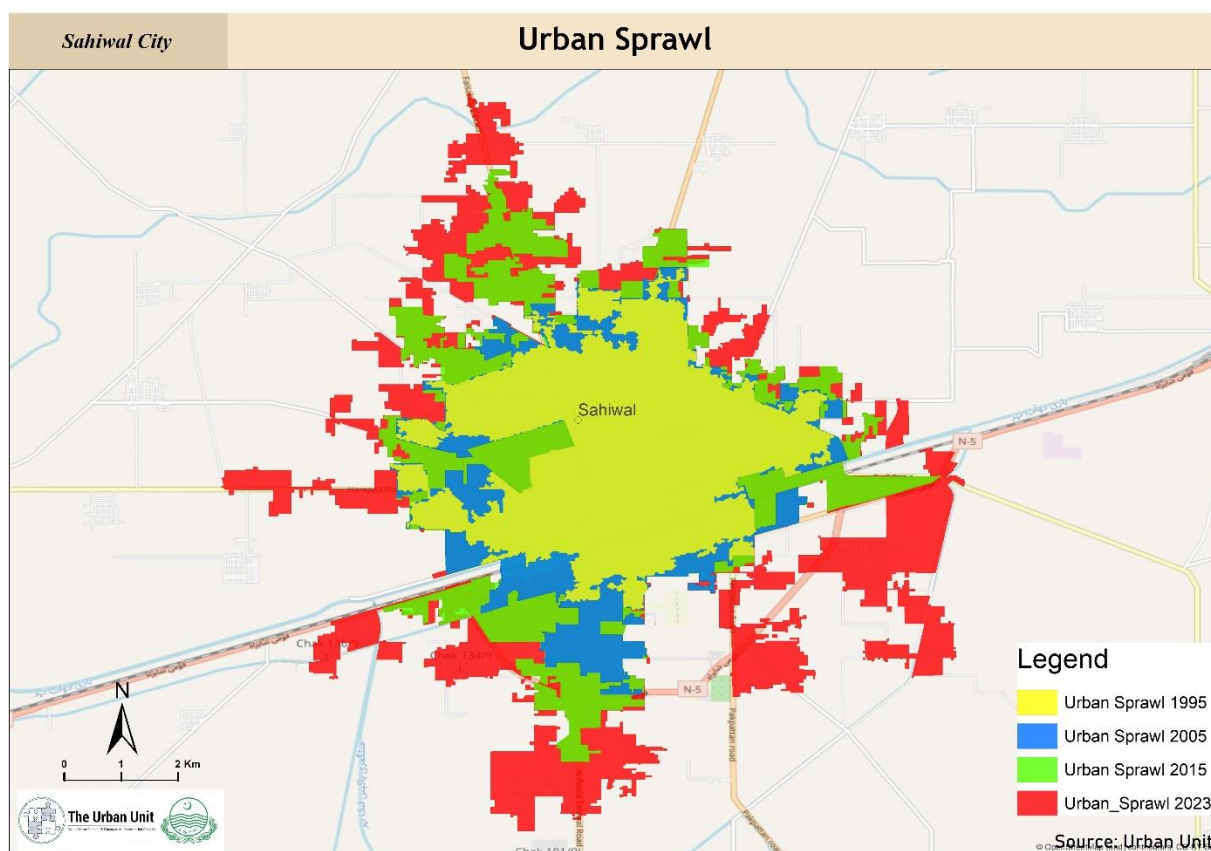
Within the Pakpattan MC, the population is largely denser at the center of MC area. As per calculations made on the basis of projected population of 2024 of Pakpattan city, the average population density in Pakpattan city is around 7,537 persons per square kilometers.

In summary, the above maps and analysis indicate that the city centers have very high population densities as compared to the rest of the area. Therefore, the city centers need to be given priority importance in terms of planning and implementing development projects. Such consideration can include a focus upon improving infrastructure, connectivity, and all facilities that are connected with uplifting the quality of life in the urban areas. The future development projects should aim for carrying out development in the urban areas to offset the burden of increase in population and consequent population-density in the cities in Sahiwal division.



4.2. Built-up Area Expansion

4.2.1. Sahiwal City



Map 10: Sahiwal City Built-Up Area Expansion

(Source: The Urban Unit)

In Sahiwal, the city area expands around the periphery of the city and on the northern side of the city, a major expansion arose particularly alongside the Jhal Road and Atta-tul Road. The expansion is also taking place at the outskirts of the Lahore-Multan Road.

There are some potential reasons for such growth. The first is the population growth, which is leading to expansion of the city’s built-up area, as the growing population requires more housing and infrastructure facilities. Furthermore, migration from neighbouring rural areas and other cities of the division is also taking place toward Sahiwal city, which is also causing expansion of built-up area. Higher population requires more built-up area. Another reason is conversion of agricultural land into commercial and residential land, which is a major cause of expansion in the built-up area at the peripheral area of the city.

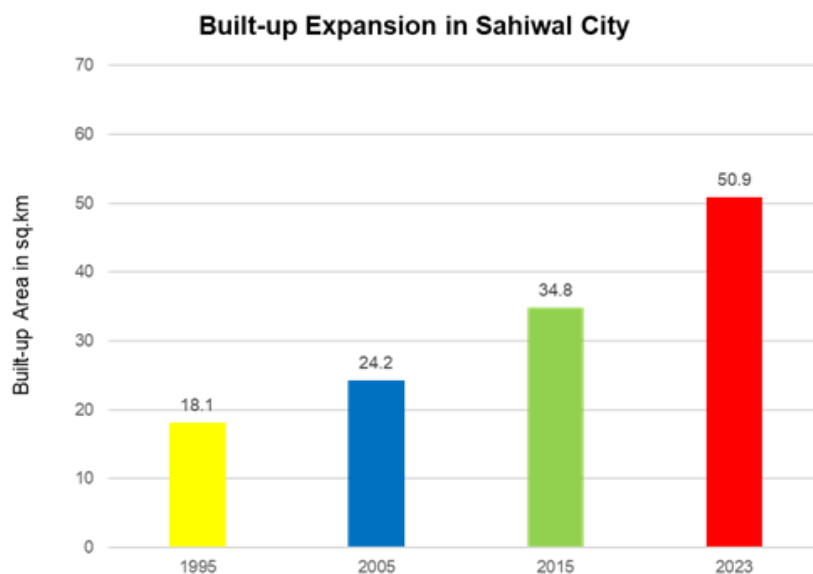


Figure 36: Built-up area expansion in Sahiwal city.

Below figures show that maximum built up have expanded between 1995-2005 i.e., 33.7%. Whereas, built up area has expanded around 43.8% from 2005 to 2015. Thereafter, as of December 2023, the built-up area of Sahiwal city became 50.9 Sq. kms. i.e., 46.3% increase in the total built up area from 2015 to 2023.

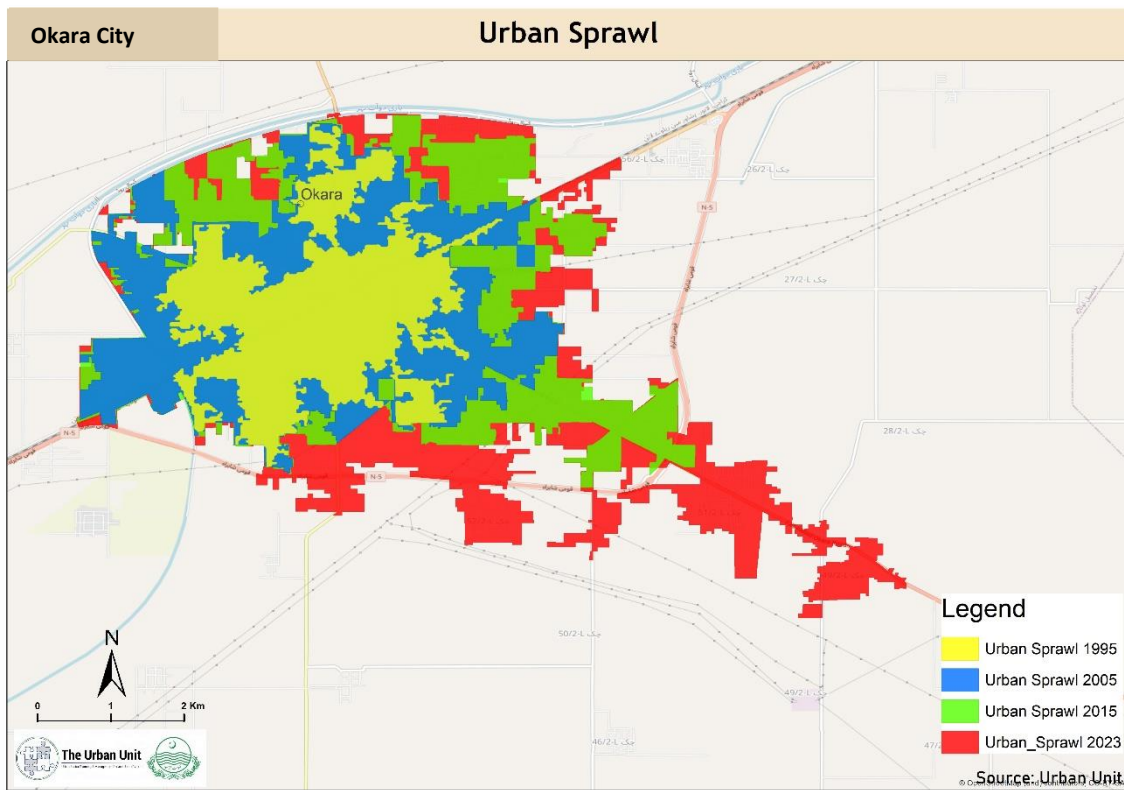
Table 10: Built Area Expansion, Sahiwal city.

Growth Timeline	Built-up Area(sq.km)	Percentage Increase in Built-up area
1995-2005	24.2	33.7%
2005-2015	34.8	43.8%
2015-2023	50.9	46.3%

4.2.2. Okara City

In Okara city, the major expansion of built-up area initially started at the peripheral areas of the city, particularly, along the Multan-Okara Road. Major built-up can be seen along both sides of Multan–Okara road but the city is developing in the southeast side of the District Sahiwal. Before

2015, the expansion of built-up area occurred in the central area of the city especially between 1995-2005.



Map 11: Okara City Built-Up Area Expansion.

(Source: The Urban Unit)

Now the city is expanding towards southeast. However, the pace of expansion has declined from 104% to 40.8% from 1995-2005 to 2005-2015. The reason for such a decline in the pace of expansion is attributed to the development that took place in Sahiwal city and in the neighboring divisions such as Lahore, Faisalabad, and Multan. Migration increased to these divisions, which reduced the built-up expansion in Okara city.

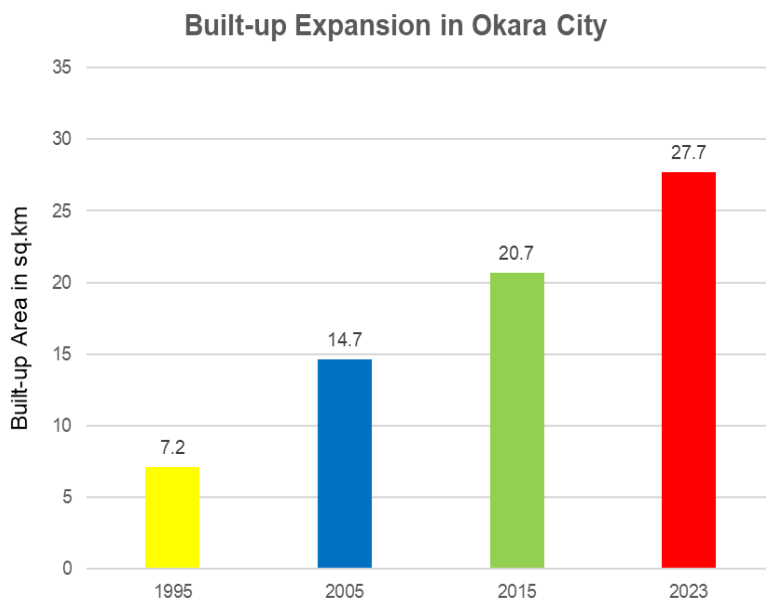


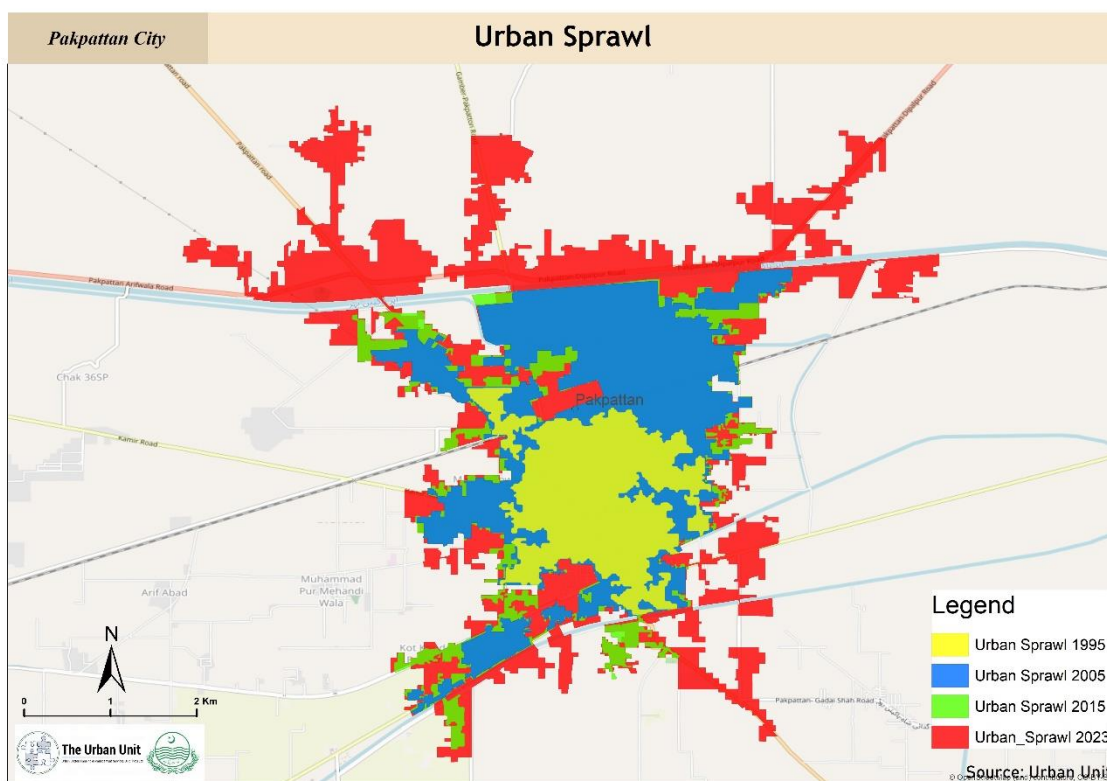
Figure 37: Built-up expansion in Okara city.

The change in built-up area in square kilometers in Okara city over the years is also summarized in the table below.

Table 11: Built Area Expansion, MC Okara.

Growth Timeline	Built-up Area(sq.km)	Percentage Increase in Built-up area
1995-2005	14.7	104.2%
2005-2015	20.7	40.8%
2015-2023	27.7	33.8%

4.2.3. Pakpattan City



Map 12: Pakpattan City Built up Area Expansion

(Source: The Urban Unit)

The expansion of the built-up area was at its peak in the central area of the city during 1995-2005. The city major built up area is spread along the major roads like Sahiwal roads, Karkhana road and college road, the Pakpattan city is spread between Depalpur road and Canal Road with Pakpattan bypass on its western side.

After 1995, the city expanded around the central area in the center of the city. From 2005 to 2015, major expansion took place at the Northern side of the city. Moreover, the trend of expansion declined from 160% that occurred between 1995 and 2005 to 17% between 2005-2015. However, from 2015 to 2023, the built-up area increased 80% from the level of 2015, and therefore, the total built up area in the city is 17.6 sq. kms as of 2023. This decline in the pace of expansion is attributed to the development that took place in Sahiwal, Multan, Faisalabad, and Lahore, which attracted migration from Pakpattan to these cities. This reduced the pace of built-up expansion in Pakpattan

The reason for expansion of the city towards the northern side is due to the presence of major roads. The connectivity is better at that side. Moreover, the agricultural conversion is taking place there which is leading to the emergence of new housing societies on that side of the city. Therefore, the built-up expansion is taking place at the northern side of the city.

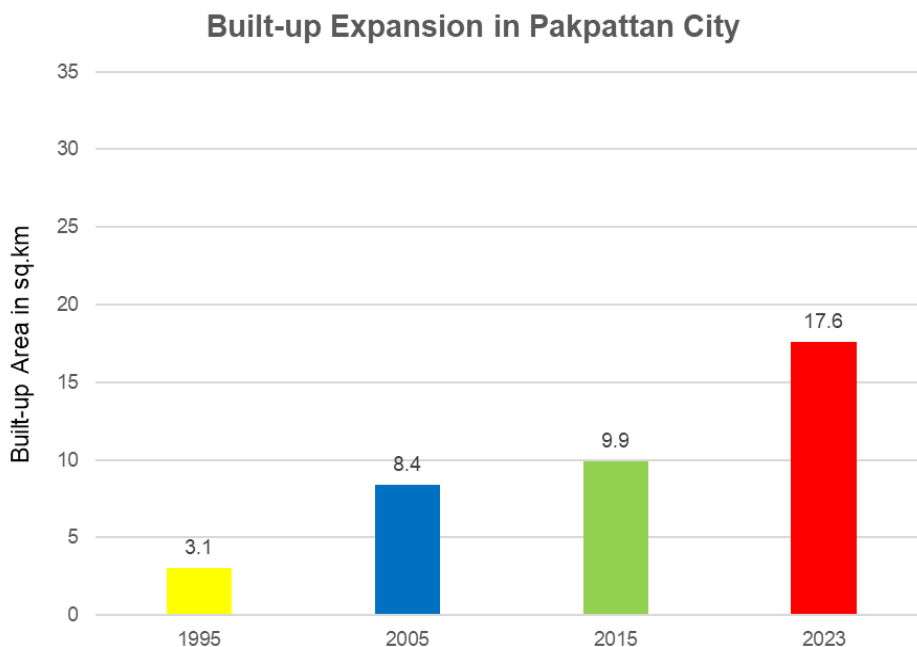


Figure 38: Built-up area expansion in Pakpattan city.

The change in built-up area in Pakpattan city is also summarized in the table below.

Table 12: Built Area Expansion, MC Pakpattan

Growth Timeline	Built-up Area(sq.km)	Percentage Increase in Built-up area
1995-2005	8.4	171%
2005-2015	9.9	17.8%
2015-2023	17.6	77.8%

SECTION 5. ISSUES AND CHALLENGES

This section of the report summarizes the key issues and challenges in the Sahiwal division's urban areas. As per the scope of this report, the issues and challenges related to the urban planning sector were particularly noted. All commercial and residential areas of MCs were especially surveyed to identify their main issues.

5.1. Sahiwal District

5.1.1. Unplanned and Haphazard Growth

A prominent issue in Sahiwal District, especially in the urban areas, is the haphazard and unplanned growth. For instance, commercialization and residential growth have taken place without any particular pattern in several areas of the district. This growth is usually the consequence of the rapidly growing population of the city, migration from other areas to the city, and the consequent growing housing demand in the city.

Similarly, there are vacant spaces within the city. Most of these spaces have been infringed on by poor people who have established huts there, which has caused the haphazard presence of katchi abadis in the city.



Figure 39: Located in the Inner Sahiwal City Area.

5.1.2. Parking issues in commercial areas

Another significant issue is the lack of parking space in commercial areas, which leads to congestion on roads within and around commercial areas. For instance, the commercial area located at High Street Road lacks parking space. Therefore, the visitors to the adjacent bazars including Saddar Bazar, Dipalpur Bazar, and Urdu Bazar park their vehicles on the roadside or on street parking, which often results in traffic jams on the High Street Road. As a result, the visitors to the bazaar and the commuters on the High Street Road face traffic congestion. The same issue is present in other commercial areas of the Sahiwal district, especially in the city. Notably, the restaurants and places of recreation in the city area also lack parking space, which creates the same issue.



Figure 40: No Parking Space on High Street Road Sahiwal



Figure 41. Condition of Traffic in another Bazar in Sahiwal.

5.1.3. Encroachments

In the Sahiwal district, the presence of encroachments is another major issue. In particular, this issue is predominantly present in major bazaars where the vendors and shop owners have caused encroachment on almost half of the road from their stalls or vehicles.



Figure 42: Encroachments at Saddar Bazar, Sahiwal.

5.1.4. Poor Condition of Streets in Several Areas

In Sahiwal City, the condition of the streets is extremely poor in the Katchi Abadi area and the area around the bazaars. Issues, such as sanitation, open drains at sideways in streets, and damaged pavements of streets are prevalent.



Figure 43: Condition of Streets in the residential area and in Main Roads located near High Street Road

5.1.5. Public Transport

The lack of availability of convenient public transport is an important issue, especially in the areas where the major roads are not developed. The condition of available public transport is outdated and several basic services for commuters are missing.



Figure 44: Condition of Wagon’s Stand at Railway Road, Sahiwal

5.1.6. Sanitation Issues

Sahiwal has significant sanitation issues which become severe in the aftermath of rainfall and some commercial and residential areas these conditions are permanently prevalent. Some major commercial roads such as Harappa Road, etc. are often blocked due to stranded rainwater after rainfall. Unfortunately, MC officials do not show up in time or rehabilitate such roads to clear the water from the streets and roads.



Figure 45: Condition of Sanitation at Inayat Elahi Katchi Abadi & Harappa Road, Sahiwal.

5.1.7. Absence of sidewalks i.e., footpaths and ramps for pedestrians

The city lacks footpaths for pedestrians on the sideways of the major roads. Pertinently, commercial areas also have a lack of sideways or walkways for commuters and customers.



Figure 46: Condition of Roads lacking footpaths/walkways at Saddar Bazar and High Street Road, Sahiwal.

5.1.8. Solid Waste Management Issues

Sahiwal district also has solid waste management issues, especially in the areas under the jurisdiction of the District Council. The solid waste is openly thrown in residential and commercial areas, and heaps of solid waste can be found along several major and minor roads and under the flyovers.

Notably, there is a lack of waste bins present in bazaars, rest areas along the LBDC canal, and other service areas of the district. Likewise, the residential areas around the bazaars and the Katchi Abadies also have an absence of waste bins and waste collection containers.



Figure 47: Open Dumping of Solid Waste in Residential Areas, Sahiwal



Figure 48: Open Dumping of Solid Waste along roads and under the flyovers.

5.2. Okara District

5.2.1. Poor condition of streets

Several areas in the Okara district have poor condition of the streets. For example, there are narrow streets, open drains at the sideways of streets in areas such as Ahmedabad Colony. In addition, the condition of pavements in streets in areas such as, Kumhar Muhallah, etc. is poor.



Figure 49: Condition of Streets in Ahmedabad Colony and Kumhar Muhallah, Okara.

5.2.2. Sanitation and cleanliness issues

The solid waste is openly thrown on streets and drainage channels of residential and commercial areas. This solid waste further causes water clogging and fills the streets with rainwater and overflows the drainage lines. These substandard drains and openly dumped solid waste cause many sanitation issues, and adversely affect the health of the residents.



Figure 50: Open dumping of solid waste in the residential area of Samadpura, Okara



Figure 51: Open drains with clogging issue due to solid waste in residential and commercial areas of Okara

5.2.3. Encroachments and Lack of Parking Facility in Commercial Areas

The commercial areas of the district Okara are facing major issues of encroachments and parking. The vehicles are mainly found parked on the roadsides and streets hindering the movement of commuters and buyers in the markets. Moreover, on-street parking also causes traffic jams in these areas. On the other hand, encroachments from commercial shops, roadside vendors, and moveable encroachments are also creating congestion and difficulties in vehicle and pedestrian movement.



Figure 52: Encroachments and On-Street Parking in commercial areas of Okara.

5.2.4. Diminishing of Agricultural land

In the bustling urban landscapes of the Sahiwal division, particularly in the cities of Okara, Sahiwal, and Pakpattan, a concerning trend of unplanned development is unfolding right alongside established urban areas. This unchecked expansion is swiftly transforming fertile agricultural land into barren brown landscapes. The ramifications are severe: not only does it signify the erosion of traditional agricultural livelihoods, but it also exerts tremendous pressure on the already strained municipal infrastructure of these cities. As residential and commercial spaces encroach upon once-productive fields, the delicate balance between urbanization and sustainable land use is tipped precariously, demanding urgent attention and intervention. The following figure shows the time frame spatial analysis of agriculture land conversion into residential land use in Okara.

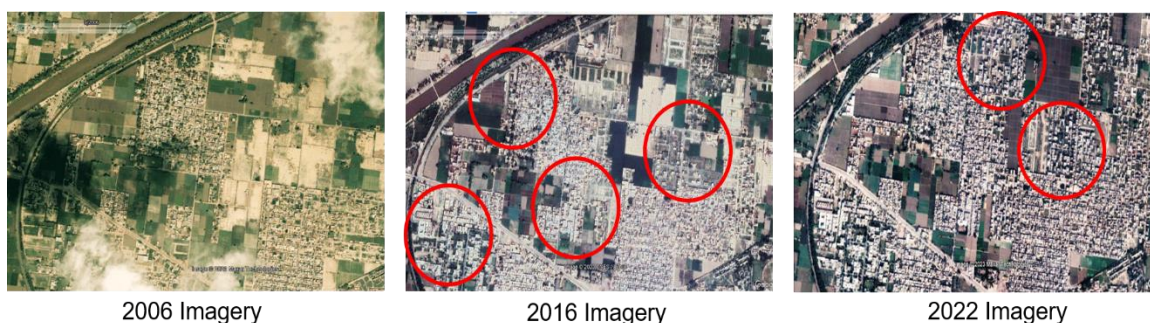


Figure 53: Time Frame Spatial Analysis of Agricultural Land Conversion in Okara.

5.3. Pakpattan District

5.3.1. Poor conditions of Streets and Sanitation

Pakpattan District has very poor condition of streets, with open drain channels and lack of cleanliness. Such conditions are dominant in the residential areas especially in Katchi Abadies like Karkhana Haji Khursheed.



Figure 54: Poor Street Conditions of Karkhana Hajji Khursheed, Pakpattan.

5.3.2. Poor Water Supply Infrastructure

Water supply infrastructure is also a major issue presently in the district, which needs to be addressed by the local authorities.



Figure 55: Poor Conditions of Water Supply Infrastructure, Pakpattan.

5.3.3. Encroachments, Congestions and Parking Issues

Encroachments at the commercial areas are taking place, especially in the Bazars adjacent to Shrines and other commercial areas due to the lack of building control regulations. The shop owners and vendors have caused encroachment in the bazaars, which also leads to traffic congestion in the commercial areas. In addition to the encroachments, lack of parking facilities also causing congestion in the commercial areas of Pakpattan.



Figure 56: Issues of Encroachment, Congestion, and parking at Dargah Bazar, Pakpattan.

SECTION 6: HOUSING SHORTAGE

It is essential to identify the housing demand and shortage in an urban area to estimate the unsustainable patterns of growth. Therefore, based on the population projections for the future, the housing demand and supply for all districts in the Sahiwal Division were estimated on the basis of 2017 census, due to unavailability of housing data in 2023 census.

The population was projected based on the population of 2017 census and average annual growth rate taken from the Pakistan Bureau of Statistics. Using this data, the housing demand for 2024, 2033, and 2048 was estimated using statistical methods. It is pertinent to mention here that only district-wise population is available in 2023 census, therefore the consultant has used the 2017 census data for estimating cities population and housing demand. These numbers identified that the housing shortage exists in the entire Sahiwal region, as described below.

Table 13: Projected Housing Shortage in Urban Areas of Sahiwal Division

Name of District	2017	2024	2034	2048
Sahiwal District	25,545	33,005	47,588	79,408
Okara District	54,314	66,601	89,084	133,719
Pakpattan District	18,396	23,138	32,107	50,786

In Sahiwal District, the total housing shortage in 2017 was 25,545 units which has reached to 33,005 housing units in 2024. This shortage is expected to rise to 47,588 housing units by 2034 and 79,408 units by 2048.

On the other hand, the housing shortage in Okara district in 2017 was 54,314. This shortage has reached to 66,601 in 2024. For future, it is projected that the housing shortage in 2034 and in 2048 in Okara district will be 89,084 and 133,178 units.

In Pakpattan district, the housing shortage was 18,396 in 2017. In 2024, the housing shortage in Pakpattan is now at the level of 23,138. For future, this shortage will reach to 32,107 by 2034 and 50,786 by 2048, respectively. These numbers are further illustrated in the graph below.

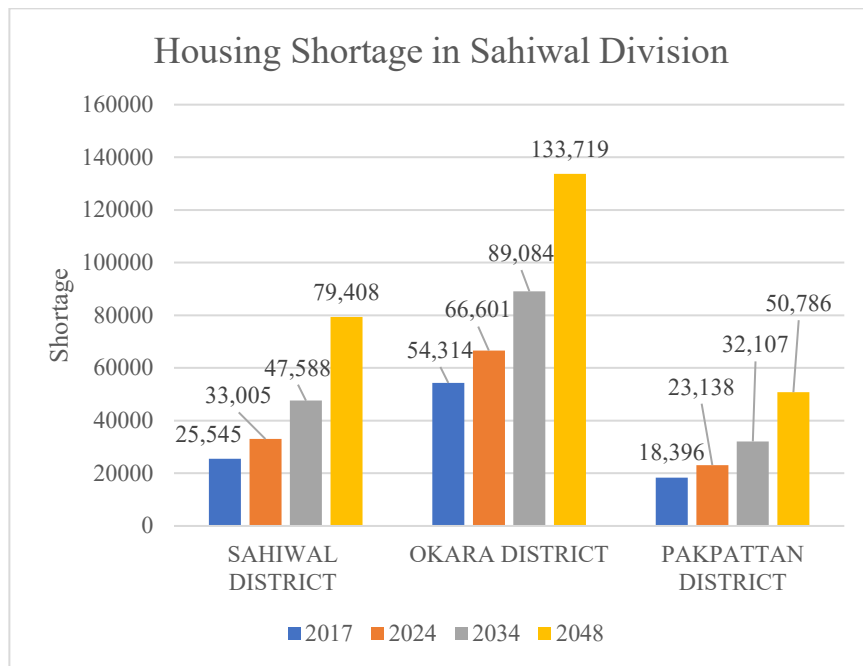


Figure 57: Projected Housing Shortage in Sahiwal Division

In short, the housing shortage in each district is rising, and it will continue to increase in the future as well. Now, the details of housing shortages in urban areas of these districts are provided below.

6.1. Housing Shortage in urban areas of Sahiwal District

It is estimated that the population in Sahiwal district has reached to 2,817,036 in 2024 at a growth rate of 1.64. At this rate, the population is expected to reach to 4,167,187 in 2048. The housing sector is required to meet the demands of this growing population to avert significant housing shortages in the district. For instance, as per the 2017 census, the housing supply in 2017 was 391,673 units against the housing demand of 395,750 which denoted housing shortage of 153,035 units.

In 2024, the housing demand and housing supply have been projected to reach to 457,261 and 451,055, respectively. This excludes the dilapidated housing replacement of 2,235 whereas the shortage due to overcrowding is 145,739. Sahiwal has overcrowding at 27%. Adding the total shortage due to overcrowding and dilapidated housing into the gap of supply and demand leads us to a collective housing shortage of 154,180 in 2024. At this rate of projection, the total housing shortage in 2034 is forecasted to reach to 191,280 and 258,628 in 2034 and 2048, respectively. This includes shortage due to overcrowding i.e., 178,302 in 2034 and 236,466 in 2048. These numbers indicate that housing shortage is rising in Sahiwal district.

Within Sahiwal district, i.e., in MCs in Sahiwal district, the housing shortages are described in the table below.

Table 14: Housing Shortage in Urban Areas of Sahiwal District

Name of Urban Area	2017	2024	2034	2048
Sahiwal District (Urban)	25,545	33,005	47,588	79,408
Sahiwal Municipal Corporation	19,521	25,646	37,871	65,356
Chichawatni Mc	4468	5244	6,591	9078
Kamir Mc	1648	2006	2,657	3937

As per the population census of 2017, the highest shortage of housing was reported in Sahiwal MC where it was 19,521. The second and third place were of Chichawatni MC and Kamir MC where the housing shortage was 4468 and 1648. Due to the increase in population, the housing shortage of these urban areas is rising in Sahiwal. As per the projection for 2024, the housing shortage in Sahiwal city is 25,646 while it is at 5244 and 2006 in Chichawatni MC and Kamir MC. Pertinently, this shortage will increase to 37,871 by 2034 and 65,356 by 2048 in the Sahiwal city. The other prominent rise has been projected in Chichawatni MC and Kamir MC. The below graph’s data further illustrates this.

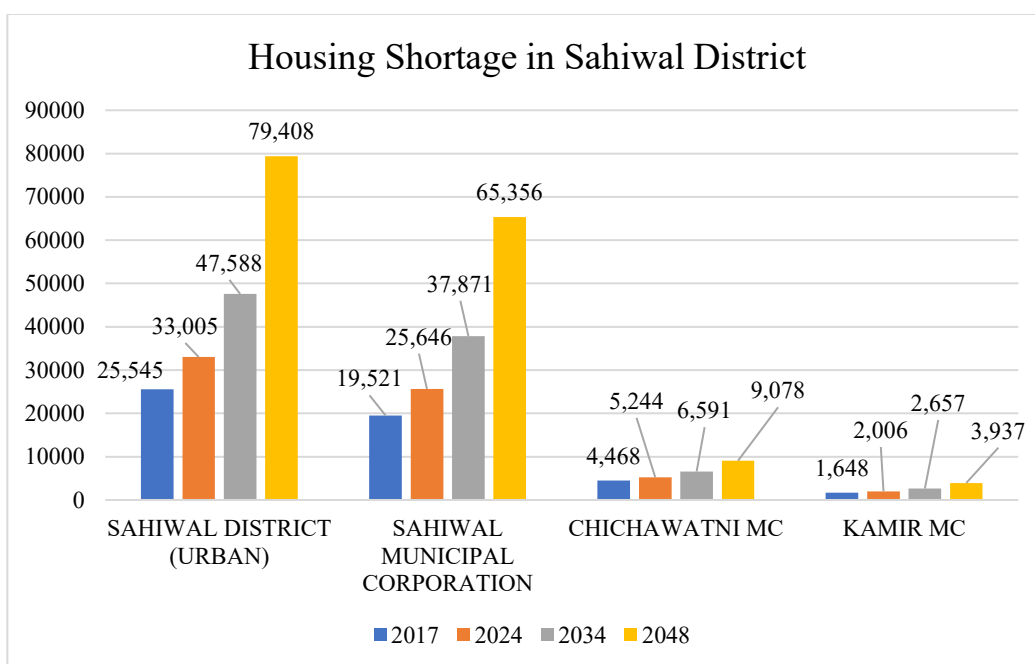


Figure 58: Sahiwal District Housing Shortage.

6.2. Housing Shortage in Urban Areas of Okara District:*Table 15: Housing shortage in Urban Areas of Okara District*

Name of Urban Area	2017	2024	2034	2048
Okara District (Urban)	54314	66,601	89,084	133,719
Okara MC	20,972	27,142	39,229	65,698
Depalpur MC	6302	8009	11,280	18,218
Haveli Lakha Wasawewala MC	4974	6011	7878	11,504
Hujra Shah Muqem MC	4917	5949	7811	11,433
Okara Cantonment	6449	6717	7061	7422
Renala Khurd MC	3380	4332	6175	10,137
Basirpur MC	3595	4159	5123	6858
Ahmadabad MC	2815	4053	6825	14,154

The above table shows that Okara MC city has the highest level of housing shortage as compared to other MCs of Okara district. As per the 2017 census, the housing shortage in Okara MC is 20,972 as compared to the shortages in Depalpur, Haveli Lakha Wasawewala, Hujra Shah Muqem, Okara cantonment, Renal Khurd, Basirpur, Ahmadbad and Saddar Gogera MC. The projections illustrate that the housing shortage in Okara MC has reached to 27,142 in 2024 as compared to 8,009 in Depalpur, 6,011 in Haveli Lakha Wasawewala, 5,949 in Hujra Shah Muqem, 6,717 in Okara Cantonment, 4,332 in Renala Khurd, 4,159 in Basirpur, 4,053 in Ahmadbad, and 1,320 in Saddar Gogera MCs in 2024. At this rate, the housing shortage in 2048 will reach to 65,698 in Okara city, 18,218 in Depalpur, 11,504 in Haveli Lakha Wasawewala, 11,433 in Hujra Shah Muqem, 7,422 in Okara Cantonment, 10,137 in Renala Khurd, 6,858 in Basirpur, 14,154 in Ahmadbad, and 2,334 in Saddar Gogera MC's. This is also elucidated in the below graph.

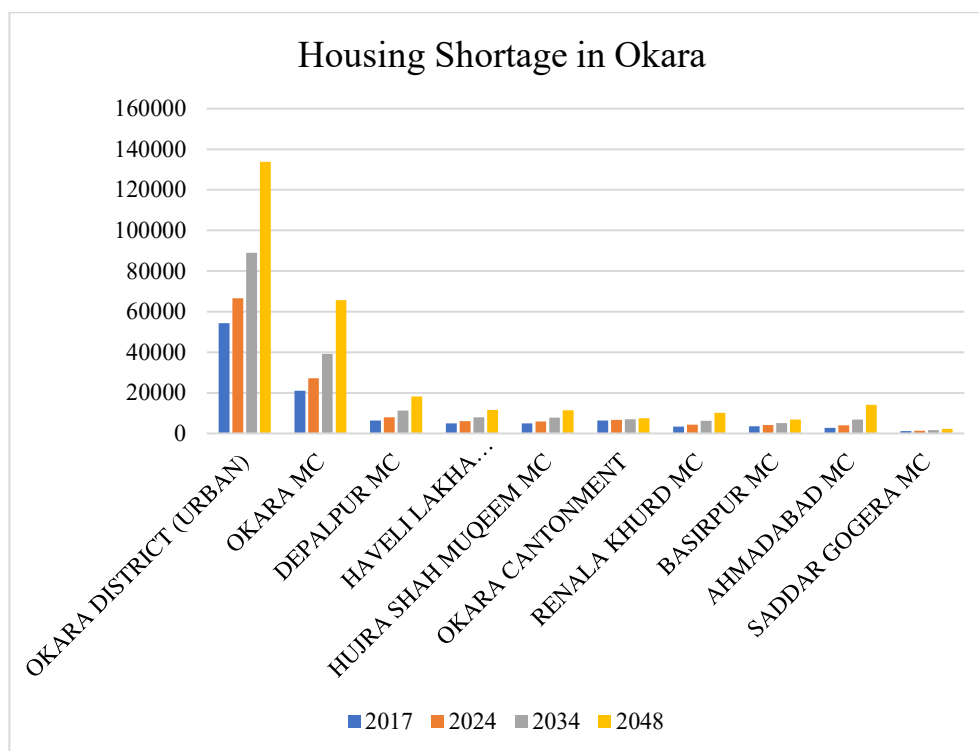


Figure 59: Total Housing Shortage in Urban Areas of Okara District.

6.3. Housing shortage in Urban Areas of Pakpattan District:

Table 16: Housing shortage in Urban Areas of Pakpattan District

Name of Urban Area	2017	2024	2034	2048
Pakpattan District (Urban)	18,396	23,138	32,107	50,786
Pakpattan MC	11,302	14,187	19,633	30,940
Arifwala MC	7,096	8,944	12,447	19,759

In Pakpattan District, the Pakpattan MC has the highest level of housing shortage as compared to other MCs of the district. According to the 2017 census, the shortage in Pakpattan MC is 11,302 houses while Arifwala has the shortage of 7,096. As per the projections made from these housing shortages based on the 2017 census, Pakpattan MC will continue to face the highest level of shortage i.e., it will reach to 14,187 by 2024, 19,633 by 2034 and 30,940 in 2048 as compared to 8,944 in 2024, 12,447 in 2034, and 19,759 in 2048 in Arifwala. The housing shortage for the urban area of the district shows an increase in housing shortage over the years. The housing shortage for the urban areas of Pakpattan district is shown below in the graph.

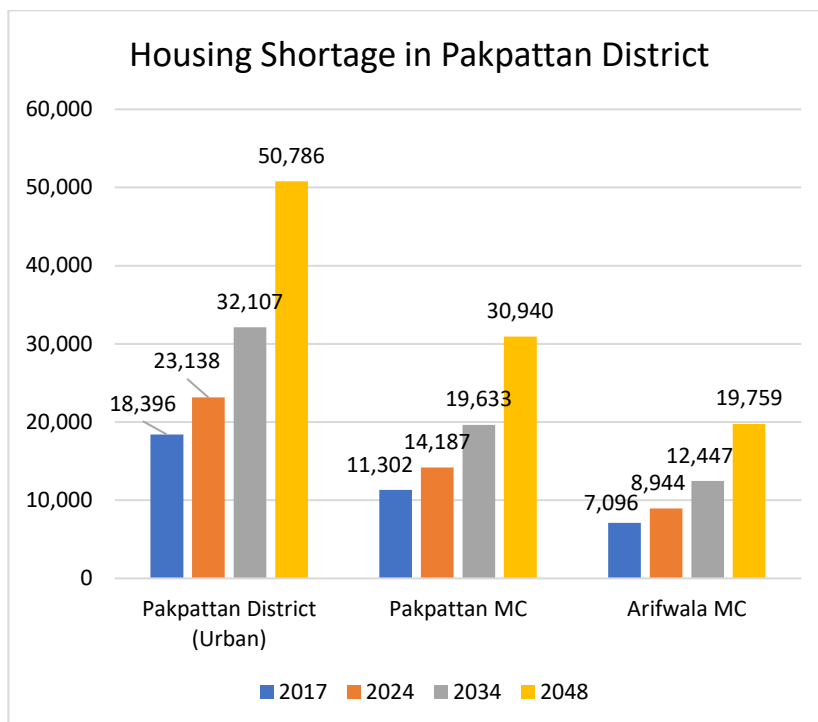


Figure 60: Housing shortage in Urban Areas of Pakpattan District.

SECTION 7. SWOT ANALYSIS

This section of the report includes a SWOT analysis of the Sahiwal division. The strengths, weaknesses, opportunities, and threats have been identified in relation to the scope of the regional plan and, in particular, related to the urban planning sector.

7.1. Strengths

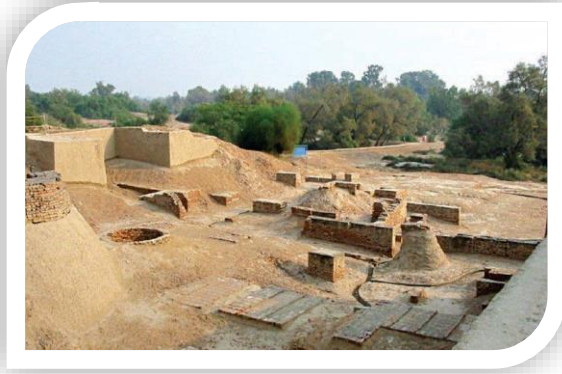
Sahiwal Division boasts several notable strengths that form the basis of a comprehensive SWOT analysis. Firstly, its abundance of agricultural land stands out as a primary strength, offering immense potential for agricultural production and economic growth. The central proximity of the Sahiwal Division within the region enhances its accessibility and connectivity to surrounding areas, facilitating trade, transportation, and commerce.

Furthermore, the division is home to historic tourist destinations, attracting visitors and contributing to its cultural richness and heritage preservation efforts.

Additionally, Sahiwal Division benefits from good connectivity with major cities, enabling efficient transportation of goods and services. The division's significant contribution to the agricultural economy underscores its importance in food production and rural livelihoods.

Leveraging these strengths, Sahiwal Division can strategically position itself for sustainable development, economic diversification, and enhanced regional integration.

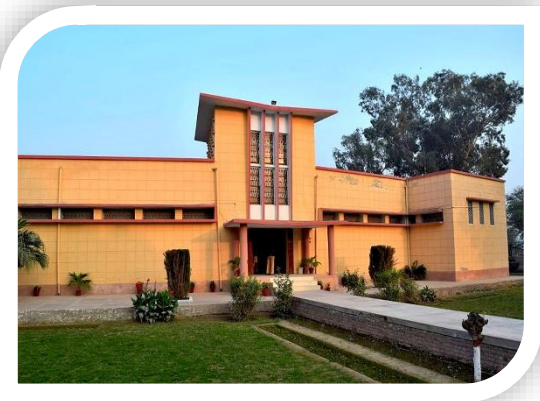
The following images depict the historic and religious sites of the Sahiwal Division.



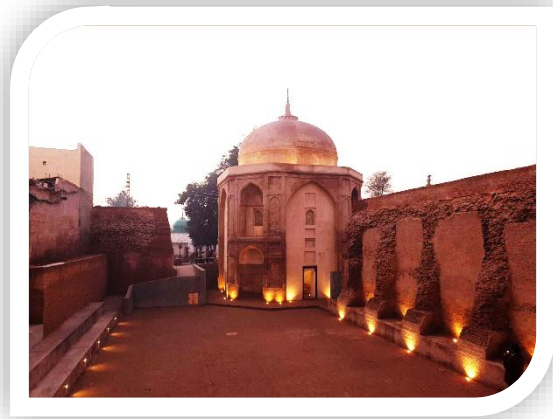
Harappa Ancient City



Shrine Hazrat Baba Farid R.A



Harappa Museum



Tomb of Mir Chakar e Azam Rind

Figure 61: Important Locations in Sahiwal Division

Sahiwal Division is fortified by a well-developed transport infrastructure, comprising extensive roadways and railways. This robust connectivity plays a pivotal role in fostering trade, promoting tourism, and facilitating seamless travel to and from the provincial capital, Lahore. Moreover, its strategic proximity to Lahore positions Sahiwal Division as an attractive hub for businesses, governmental institutions, and various enterprises, thereby amplifying economic prospects within the region. Notably, Sahiwal Division boasts a rich cultural heritage and hosts renowned tourist destinations such as, Harappa and the shrines of Sufi poets like Baba Fareed. These historical and spiritual sites allure both domestic and international tourists, thus significantly bolstering the local economy through tourism revenue and job creation.

The division's profound historical significance, coupled with its diverse attractions, has propelled the growth of its tourism industry, underscoring its role not only as an economic driver but also as a source of livelihood for the local populace.

Incorporating these strengths into a SWOT analysis allows Sahiwal Division to leverage these advantages for future growth and development strategically. These strengths can be harnessed to overcome weaknesses, seize opportunities, and mitigate threats in the region's evolving landscape.

7.2. Weaknesses

Sahiwal Division confronts several weaknesses that warrant consideration in a SWOT analysis. Firstly, the division suffers from heritage tourism neglect, failing to capitalize on its rich historical and cultural assets. To address this, targeted promotional campaigns, collaboration with heritage preservation organizations, and infrastructure development are necessary. Secondly, regional disparities in development and resource allocation exacerbate inequality within the division, necessitating equitable policies and investment prioritization in underdeveloped areas. Thirdly, social infrastructure gaps, including inadequate healthcare facilities and schools, impede residents' well-being and quality of life, necessitating increased investment and improved access to essential services. Moreover, tourism management gaps contribute to overcrowding and environmental degradation, highlighting the need for comprehensive management plans and sustainable tourism initiatives. The absence of sufficient green spaces and excessive land conversion further exacerbates environmental concerns, demanding urban greening initiatives and sustainable land management practices. Plan implementation gaps and monitoring inadequacies hinder effective governance and project oversight, emphasizing the importance of strengthening institutional capacity and accountability frameworks.

Addressing these weaknesses Sahiwal Division can foster more equitable development, enhance quality of life, and promote sustainable growth within the region. It demands a concerted effort involving comprehensive planning, targeted interventions, and the active involvement of government bodies, private stakeholders, and local communities. Strategic planning, resource allocation, and community involvement will be essential to overcome these challenges and unlock the division's full potential for sustainable development.



7.3. Opportunities

The Sahiwal Division stands at the threshold of numerous promising opportunities that hold the potential for transformative growth and development. Foremost among these opportunities is its strategic geographical location, which grants it access to major urban centers and robust transportation networks. This advantageous positioning places the division as a pivotal hub for trade and commerce, offering immense potential for economic expansion and prosperity.

Furthermore, the provision of government assistance for development initiatives presents a significant avenue for progress. Through financial support and allocation of resources, the government enables the implementation of vital infrastructure projects and community-driven initiatives, laying the groundwork for sustained growth and development. Moreover, the division's robust agro-based industry represents a cornerstone of its economic landscape. With careful cultivation and innovation, this sector can harness the region's abundant agricultural resources to foster economic diversification, spur job creation, and enhance overall prosperity.

In addition to its economic strengths, the Sahiwal Division boasts a rich historical heritage that serves as a compelling foundation for the promotion of historical tourism. By leveraging its cultural assets and heritage sites, the division can attract visitors, stimulate local economies, and foster a sense of pride and identity among its residents.

To fully capitalize on these opportunities, stakeholders must prioritize strategic initiatives aimed at infrastructure enhancement, agricultural innovation, and tourism promotion. Collaborative efforts with governmental and non-governmental entities are essential in maximizing the division's economic and cultural potential, and fostering partnerships that drive sustainable growth and development.

Realizing these opportunities demands effective collaboration among government agencies, local communities, private sector stakeholders, and development organizations. By harnessing the collective expertise and resources of these diverse stakeholders, the Sahiwal Division can chart a path toward sustainable and inclusive growth, ensuring that its potential is fully realized for generations to come.



7.4. Threats

Sahiwal Division faces several threats that could impede its growth and development as identified in its SWOT analysis. Firstly, haphazard growth poses a significant challenge, leading to inefficient land use, inadequate infrastructure, and environmental degradation. To address this threat, comprehensive urban planning strategies, zoning regulations, and sustainable development practices should be implemented. Secondly, migration and population pressure on agricultural land strain resources and exacerbate land scarcity issues. Mitigating measures include promoting alternative livelihoods, implementing land use policies, and investing in agricultural innovation. Thirdly, the strain on tourism areas due to over-visitation can degrade natural and cultural heritage sites. Implementing carrying capacity assessments, visitor management plans, and sustainable tourism practices can alleviate this pressure. Fourthly, unplanned land transformation contributes to habitat loss, biodiversity decline, and increased vulnerability to natural disasters. Encouraging responsible land-use practices, enforcing land-use regulations, and promoting green infrastructure are vital. Moreover, climate change consequences, such as extreme weather events and water scarcity, threaten agricultural productivity and livelihoods. Adaptation measures, including water management strategies, crop diversification, and disaster preparedness plans, are essential.

Additionally, a lack of coordination among departments hampers effective governance and service delivery. Strengthening interagency collaboration, promoting information sharing, and enhancing communication channels can improve coordination. Furthermore, addressing the lack of human and financial resources requires capacity building, skill development programs, and resource mobilization efforts. Finally, integrating environmental suitability adaptations into development plans, such as ecosystem-based approaches and green infrastructure investments, can enhance resilience to environmental challenges.

SECTION 8. EXISTING URBAN PLANNING INTERVENTIONS

This section of the report includes a description of the existing urban planning-related interventions adopted in the Sahiwal region. These interventions may include the existing projects and other urban planning and development-related initiatives.

8.1. History of Urban Planning Initiatives in Sahiwal

- Sahiwal - Outline Development Plan (1973-1988)
- Site Development Zone Structure Plan of MC Sahiwal (2021-2029)
- Land Use Classification Plan of Sahiwal (In Progress)

8.1.1. Sahiwal - Outline Development Plan (1973-1988)

In 1973, the Housing & Physical Planning Department carried out the first planning effort for Sahiwal with the formation of the Outline Development Plan for 15 years with the provision of revision every 5 years. This plan was prepared to provide the growth direction and interventions in the sectors of housing, commercial, industrial, educational, and public buildings, parks and open spaces, green belts, bus and truck terminals, roads, and delineation of the planning boundary for Sahiwal. The overall land use patterns of the city were divided into five major zones.

1. Zone of Central Commercial Activities
2. Zone of Mixed Land uses
3. Zone of Industrial Complexes
4. Zone of Administrative and Educational Buildings
5. Zone of Planned Colonies

Table 17: Area under different types of uses

Sr.#	Type of Land Use	Area Under Use (Acres)	Percentage of Total Area
1	Roads/Streets	510.02	18.58
2	Open Spaces	234.65	8.54
3	Public Services	33.16	1.21
4	Ponds	9.24	0.34
5	Orchards	37.49	1.37
6	Commercial	48.18	1.76
7	Places of Worship	14.90	0.54



8	Education	137.45	5.01
9	Industrial	102.82	3.85
10	Residential	859.55	31.31
11	Canal, distributaries, and plantation	264.60	9.64
12	Health Facilities	20.33	0.74
13	Transport Terminals	194.12	7.07
14	Government Offices and Buildings	145.09	5.28
15	Recreational	64.73	2.36
16	Slaughterhouse	0.27	0.01
17	Cattle Fair Ground	25.08	0.91
18	Armed Forces	40.75	1.48
Total		2743.43	100.00
Vacant Land		224.68	
Agriculture Land		1741.79	
Grand Total		4709.90 Acres	

(Source: Outline Development Plan 1973-1988.)

The above table in the outline development plan shows that the large tracts of land were either vacant or under agricultural use. The plan indicated that these land parcels within the urban areas are undesirable because the provision of services becomes very expensive.

The Housing Sector of the Outline Development Plan 1973-1988 made several recommendations, including discontinuing large-scale residential plots, which are suggested to have a maximum area of 2 Kanal and 3 Marla. For redevelopment schemes of existing congested areas, 3 Marla plots were planned to be provided. The following table shows the suggested residential densities proposed for Sahiwal Town.

Table 18: Proposed Residential Densities

Plot Size	Type of Dwelling Units	Dwelling Units Per Acre		Persons Per Acre	
		Maximum	Minimum	Maximum	Minimum
1-2 Kanal	Independent	8	4	51	26

10-15 Marlas	Semi-Detached	16	11	103	73
3-7 Marlas	Row Houses	53	23	340	148

(Source: Outline Development Plan 1973-1988.)

The plan proposed several proposals regarding the housing sector including distribution of population and residential densities, housing supply, low and middle income group housing, government servants housing, katchi abadies, cooperative housing societies, and housing legislations.

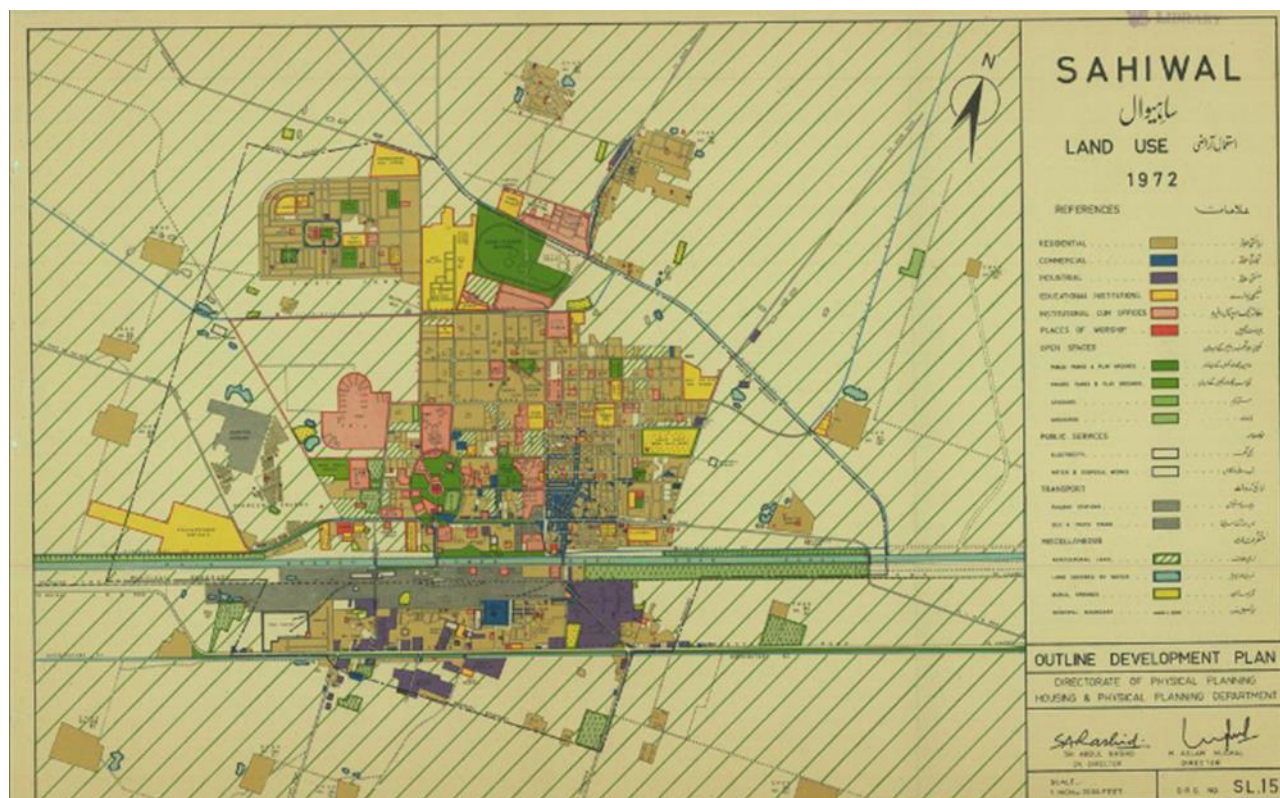
Table 19: List of projects proposed for the housing sector

Sr. No.	Proposed Proposals for Housing Sector
1	<p>A gross density of 35 persons per acre was proposed for accommodating the future population of the town.</p> <p>Four residential densities were proposed for the future developments.</p> <ol style="list-style-type: none"> 1. High Density 100 Persons/acre 2. Upper Medium Density 75 Persons/acre 3. Lower Medium Density 50 Persons/acre 4. Lower Density 25 Persons/acre
2	<p>The city was proposed to be divided into 3 independent and self-sufficient planning divisions and 1 special division which lies between the L.M.Q road and the L.B.D Canal.</p> <p>Each planning division was proposed to be divided into a number of neighbourhoods of about 10,000 population each and each neighbourhood has further been divided into sub-neighbourhood units of 3,000 population each.</p>
3	<p>In 1973 the housing shortage was about 4900 units and to meet the requirements of housing supply for the planned year 1988, new 1300 housing units were proposed, with an average rate of construction per year was about 1300 housing units.</p>

4	For Low- and Middle-Income group housing a land comprised of 150 acres area was proposed near Government Girls College where construction of 3000 developed plots of different sizes was planned to be constructed.
5	A comprehensive phased program was recommended for shifting the occupants of the Katcha Abadies to healthy accommodations.
6	To overcome the acute shortage of housing new private housing schemes were encouraged with the support of the banks and the local government institutions.
7	The formation of comprehensive housing legislation was also proposed to overcome the deterioration of existing housing stock, haphazard construction, and substandard housing.

(Source: Outline Development Plan 1973-1988.)

The above-mentioned proposals were part of the Outline Development Plan (1973-1988) in which the major housing issues and their possible solutions were addressed. However, not all the proposals were implemented especially the upgradation of Katchi Abadies, the density control measures and the formulation of a comprehensive housing legislation. On the other hand, some proposals like the development of private housing schemes and 7 new housing schemes/ area development schemes were developed and are currently under the control of the Punjab Housing and Town Planning Agency (PHATA).



Map 13: Outline Development Plan (1973-1988)

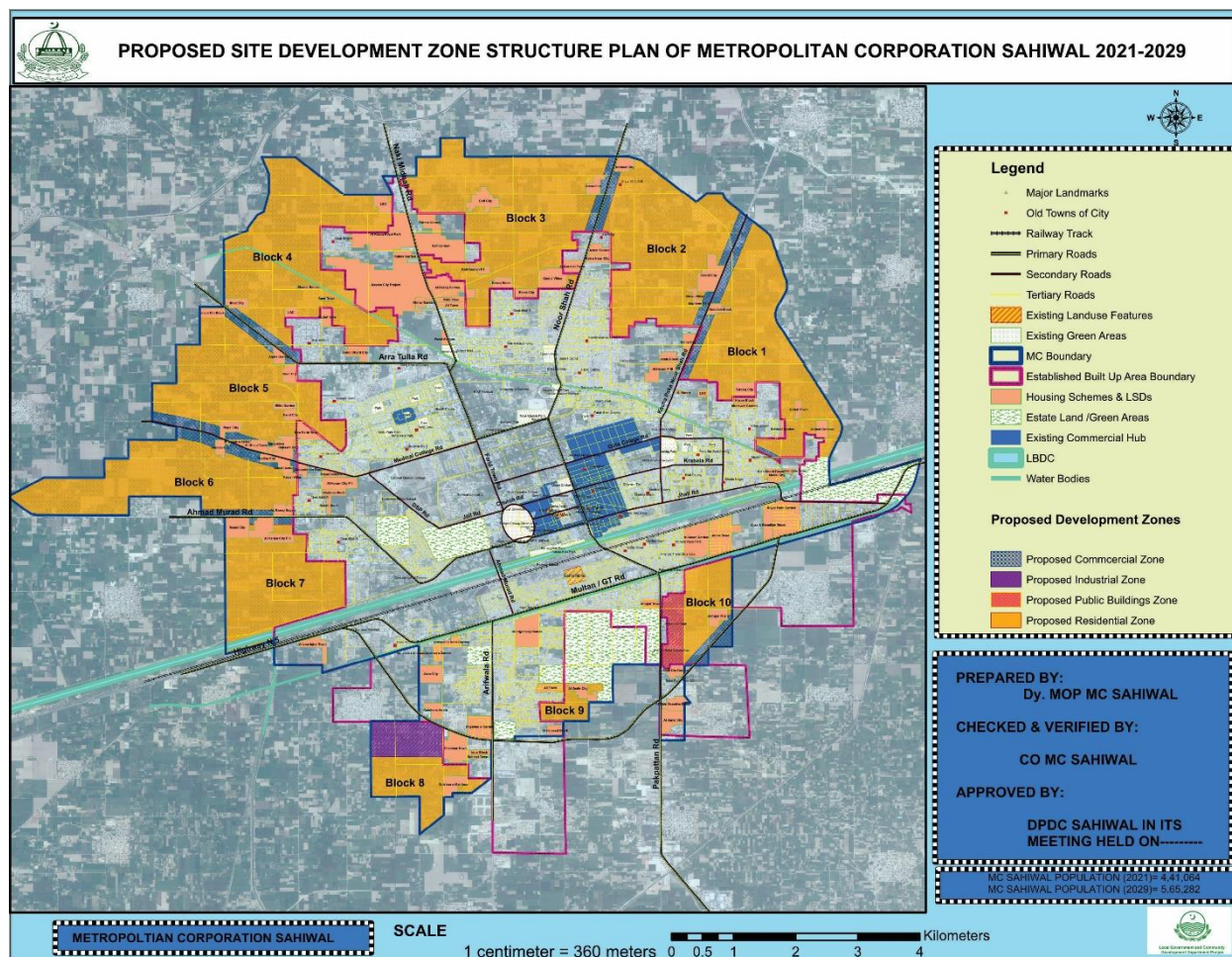
(Source: Municipal Corporation Sahiwal)

8.1.2. Site Development Zone Structure Plan of MC Sahiwal (2021-2029)

A site development zone structure plan for MC Sahiwal was initiated in 2021 to guide the growth and development of the city for the next 8 years. The plan focuses on addressing the growth challenges faced by the city in a unified manner, with equal support for growth opportunities throughout the city, while minimizing adverse impacts on agriculture land, environment, and public services. The plan emphasizes the importance of encouraging growth that benefits the agriculture economy and also includes a spatial strategy to channelize development in the right directions and locations, efficient transportation network, wider scope for decentralized employment locations and economic development, preservation and conservation of built areas. The plan proposed 10 new blocks adjacent to the built-up areas to link the new development with the existing developed parts of the city. The urban expansion strategy includes encouraging growth adjacent to the controlled area, promoting regulated development, and controlling sprawl.

On the other hand, it also encouraging the urban sprawl as the development is planned for low rise land sub-divisions and housing projects. An effective land management and development control system is required for Sahiwal to reduce and anticipate unplanned physical growth. Sahiwal’s urban growth must be characterized by the dispersion of residential, commercial, and industrial

developments at the city's periphery and adjoining rural areas, with primary concerns being the conversion of prime agricultural land for housing and other uses, conflicts due to non-compatibility of land uses, and rapid population growth outpacing infrastructure needs. Moreover, the major emphasis of this plan is to propose residential land use with no specific guidelines for density control and sprawl control measures. In this regard, mixed land use and vertical growth must be planned and encouraged to control the sprawl and the rapid conversion of agricultural land into residential, commercial, or other land uses.



Map 14: Site Development Zone Structure Plan of MC Sahiwal (2021-2029)

(Source: Municipal Corporation Sahiwal)

8.1.2.1. Comparison of planning interventions in 1973 and 2021:

The planning interventions and proposals for land use planning and development in the Outline Development Plan 1973-1988 were not fully implemented leaving behind a huge gap in planning of the Sahiwal city. In the comparison of the site development zone structure plans for 2021-29 with the outline development plan it is evident that most of the proposed land uses are changed or

not incorporated in the new plan in respect of the industrial, residential, and commercial, green spaces and public buildings. It shows a major drawback of the implementation as there was no planning direction available for more than 30 years and most of the land uses are not in line with the previous outline development plan. For example, in the outline development plan, 1973 residential and institutional cum offices were proposed along the eastern part of the Church Road, but now the major land use of that area is commercial. The land proposed for the industrial development is not carried out as per the proposals of outline development plan of 1973, major residential cum commercial land uses can be found in that area at the eastern part of the Sahiwal Railway Station. The details comparison between the planning interventions of both plans are carried out in the table below.

Table 20 : Comparison of planning interventions in 1973 and 2021

Comparison of planning interventions in 1973 and 2021	
Outline Development Plan 1973-1988	Site Development Zone Structure Plan 2021-2029
It was the first planning exercise with a layout plan in which different proposals for future land use development were given. The sites were identified and future proposals regarding different land uses were integral part of the plan. The major land uses proposed in the plan were residential, commercial, industrial, educational institutions, institutions cum offices, places of worship, open spaces, public services, transport and miscellaneous.	In this updated site development zone structure plan of Sahiwal, the future development proposals for the MC area are given only for four zones Commercial zone, Industrial zone, Residential zone, and Public building zone, and zone-wise land parcels are highlighted for future growth. The other allied and essential land uses are not subdivided or proposed, especially the green and open spaces.
The proposals for housing sector were carefully drawn by investigating the condition, height and age of the residential buildings. The scale demarcation of Katcha Abadies and residential densities were also	The proposals for housing sector are given in the plan in the form of new blocks or zones. There are 10 new blocks proposed mainly at the Northern, Eastern and Western part of the existing built-up area. These blocks are proposed



<p>worked out in the plan. Detailed planning policies and provisions along with the site allocation was the major part for planning and management of the housing sector.</p>	<p>like a further extension of the built-up area where the growth trend is increasing. The further land use subdivision of allied land uses like commercial, green spaces are missing and the planning could be non-effective in controlling the sprawl and protecting the agriculture land.</p>
<p>The commercial areas were planned according to the needs of the different areas including major centers, neighborhood, local, special and markets. A special linear CBD sort of market was proposed along the Noor Shah Road. Likewise, the major centers were planned which are still intact and include Saddar bazar, Pakpattan bazar Urdu bazar, etc. Some other markets like Ghala Mandi are also presently providing services to the area as proposed in this plan. The planned commercial area of Farid town is also adopted as per the proposals of the plan.</p>	<p>The commercial zones in this plan were not given much attention as there is only 1 out of 10 proposed blocks include the site for future development of commercial land use. The block 10 of the proposed residential zone contains the commercial area for future development, which is not prudently proposed as per the needs and requirements of the future. This plan should have further proposals for commercial zones in other proposed residential blocks/zones. The area along Church Road is also evidence of the land use change with time from residential to commercial in comparison to the outline development plan of 1973.</p>
<p>The plan proposed heavy and medium industries, light industries, and go-downs mainly at the southern part of the city adjacent to the Sahiwal Railway Station and along the Noor Shah Road with the proposed linear commercial zone. The implementation of these proposals cannot be found in the current state of the city as there are huge residential developments in the same area due to the lack of implementation of the Outline development plan industrial planning proposal.</p>	<p>A small parcel of land is proposed as an industrial zone at Block 8 which is situated along the Lahore-Multan GT Road and Sahiwal By-Pass Road towards the southern part of the MC area. The site is proposed near the established housing schemes and a residential settlement with the name of Chak No 134/9. The proposed zone does not contain any environmental considerations, green belts, planned green cover, or any natural boundary. Therefore, the feasibility of the proposed zone is a prerequisite for implementing this land use.</p>

<p>Planning and provision of open spaces were given much importance in the Outline Development Plan of 1973. In reference to open spaces, land uses are defined as public open spaces, private open spaces, orchards, and graveyards. The major public open spaces are still intact as proposed in the plan but the provision of development of orchards along the eastern part of the Sahiwal Railway Station which is now densely populated in a mixed-use pattern.</p>	<p>This plan does not guide the city development regarding the provision of open spaces, the previously proposed open spaces especially the plan of orchards are not implemented, and this plan only highlights the existing open spaces of the city. There is a potential for planning green spaces and plantations along the Lower Bari Doab Canal (LBDC) which is an important part of this Regional Plan.</p>
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8.1.3. Land Use Classification Plan of Sahiwal (In Progress)

The ongoing Land Use Classification project in Sahiwal, spearheaded by the Municipal Corporation, represents a pivotal attempt aimed at comprehensively understanding the city's evolving spatial dynamics. Through meticulous analysis of land utilization patterns, the project endeavours to chart a detailed map delineating the diverse categories of land use, ranging from residential and commercial to industrial, agricultural, and institutional domains. Leveraging advanced technologies including remote sensing and GIS analysis alongside on-the-ground field surveys, the initiative seeks to furnish urban planners and policymakers with invaluable insights into Sahiwal's developmental trajectory.

By delineating areas of urban sprawl, evaluating land utilization efficiency, and conducting different assessments, the project aspires to underpin informed decision-making processes crucial for steering Sahiwal toward sustainable growth and optimal resource management in line with its burgeoning urban landscape.

8.2. History of Urban Planning Initiatives in Okara

- Okara- Outline Development Plan (1996-2021)
- Site Development Zone Structure Plan of MC Okara (2021-2029)
- Land Use Classification Plan of Pakpattan (In Progress)

8.2.1. Okara- Outline Development Plan (1996-2021)

The Housing and Physical Planning Department Government of Punjab developed an outline development plan in 1968 for 20 years (1968-88). The revision/updating of the plan was felt necessitated to guide the existing and future growth of Okara town on scientific lines. The land use survey of the Town was conducted and according to the land use survey, there was a total area of about 2990 acres within the municipal limits of the town. In addition, there are about 647 acres of contiguous development outside the municipal limits. The details of various land use as per the survey conducted in 1996 are mentioned in Table below.

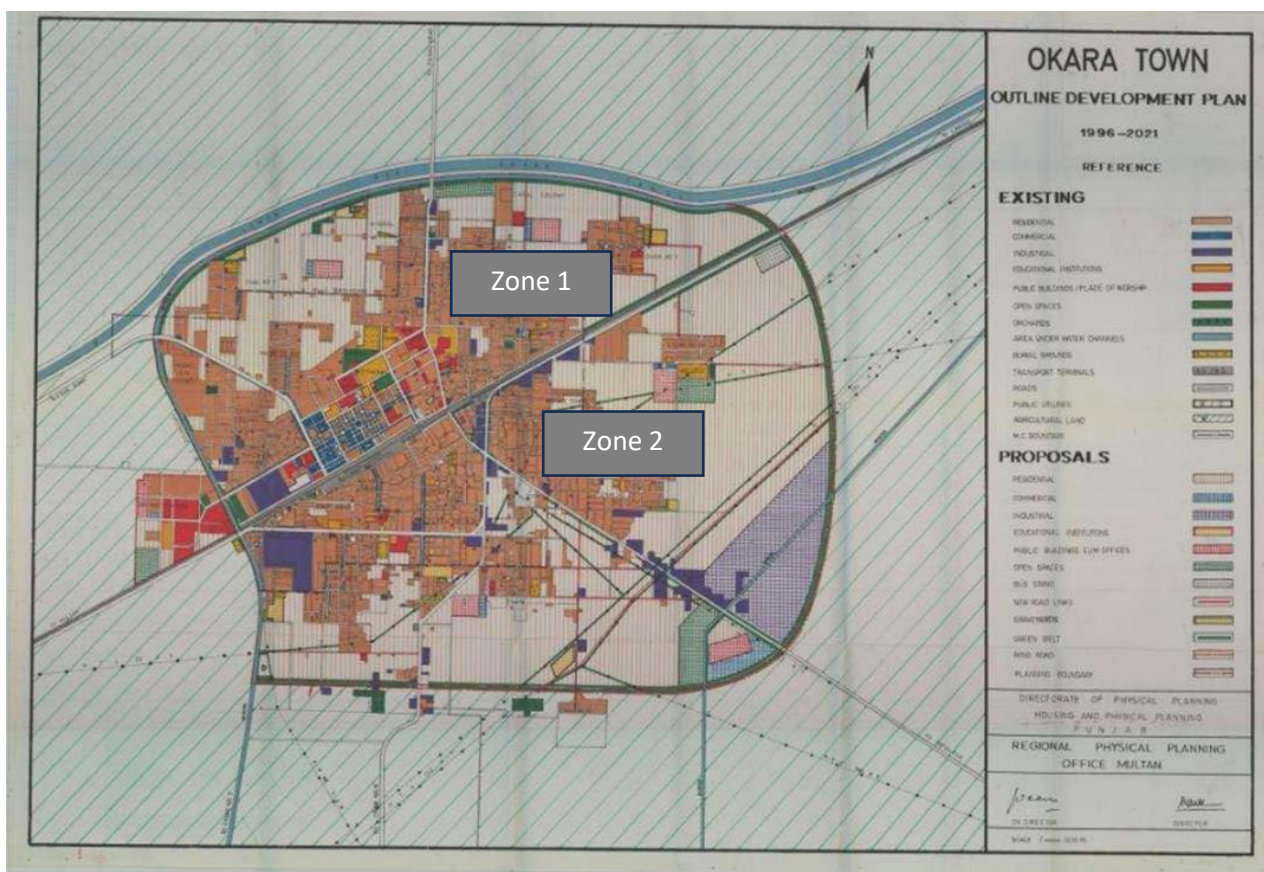
Table 21: Land Use of Okara (1996)

Sr. No	Type of land use	Area within M.C(acre)	Area out of M.C(acre)	Total	Percentage
1	Residential	1571.25	411.00	1982.25	62.02
2	Industrial	201.25	25.00	226.25	7.08
3	Commercial	4.08	1.00	55.08	1.72
4	Educational Institutions	124.62	29.50	154.12	4.82
5	Health Intuitions	17.70	4.00	21.70	0.68
6	Public Buildings				
	Govt. Offices	24.80	65.00	89.80	2.81
	Mosques/Church	29.60	2.00	31.60	0.99
	Cinemas	4.60		4.60	0.15
	Press club	0.08		0.08	
7	Transportation				
	Railway	109.00	21.00	130.00	4.07
	Road/street	332.04	82.50	414.54	12.97
	Bus Stand	3.20		3.20	0.10
8	Graveyard	21.60	5.00	26.60	0.83
9	Public Utilities				
	Water supply	7.20		7.20	0.23
	Disposal Works	0.05	1.00	1.05	0.03
	Parks/Open	33.60		33.60	1.05
	Electricity	4.33		4.33	0.14
10	Stadium	10.00		10.00	0.31

	Total Urban area	2549.00	647.00	3196.00	100.00
11	Agriculture	248.90		248.90	56.44
12	Vacant Land.	151.80		151.80	34.42
13	Canal	40.30		40.30	9.14
	Total non-urban area	441.00		441.00	100.00
	Total	2990.00	647.00	3637.00	

(Source: Outline Development Plan (1996-2021))

The Table above shows that the area both under urban and non –urban land uses within and outside the municipal limits is **3637 acres**. The residential occupies bulk of area 62.02% of the total urban land use.



Map 15: Outline Development Plan Okara (1996-2021)

(Source: Municipal Committee Office, Okara.)

The town was divided into two zones, the railway line and the GT road. e.g. Northern Zone and Southern Zone. The northern zone is located in the north of the railway line which is an old part of the town. This area was dominantly residential and presents a picture of incompatible land use.

The main commercial activity was concentrated in this zone. The other important uses located in the area were sawmills, Flour Chakies, Civil Hospital, Educational institutions, Ginning Factories, Grain Markets, Timber Market, Fruit & Vegetable Market, Hotels, Parks, Stadium, Telephone Exchange, Government Offices, and Veterinary Hospital. Some commercial activities were also taking place haphazardly in the shape of ribbon development along Faisalabad Road and Akbar Road.

Southern Zone was mostly residential in character with both regular and irregular street patterns. This zone, apart from residential areas, accommodates commercial establishments, Industrial units, educational institutions, and bus stands. Ribbon development was also happening along main roads.

The main commercial areas are located in the central part of the town. Four major markets originate from Gol Chowk; these include Rail Bazaar, Katchary Bazaar, Saddar Bazaar, and Hospital Bazaar. There are several other markets in the CBD which include Anarkali Bazaar, Haq Bazaar, and Sarafa Bazaar. The service area of these bazaars is the whole town of Okara.

Like other intermediate cities of Punjab, Okara is growing in a very haphazard manner in the absence of a master plan. Colonies are being developed wherever a site is available. On the northern and western sides of Okara, there are some natural barriers to the growth of the city i.e. Lower Bari Doab canal and 4-L minor due to these hindrances the development of the city is not possible on that side. The city is mainly growing in the southern direction.

8.2.1.1. Comparison of land use in 1968 and 1996:

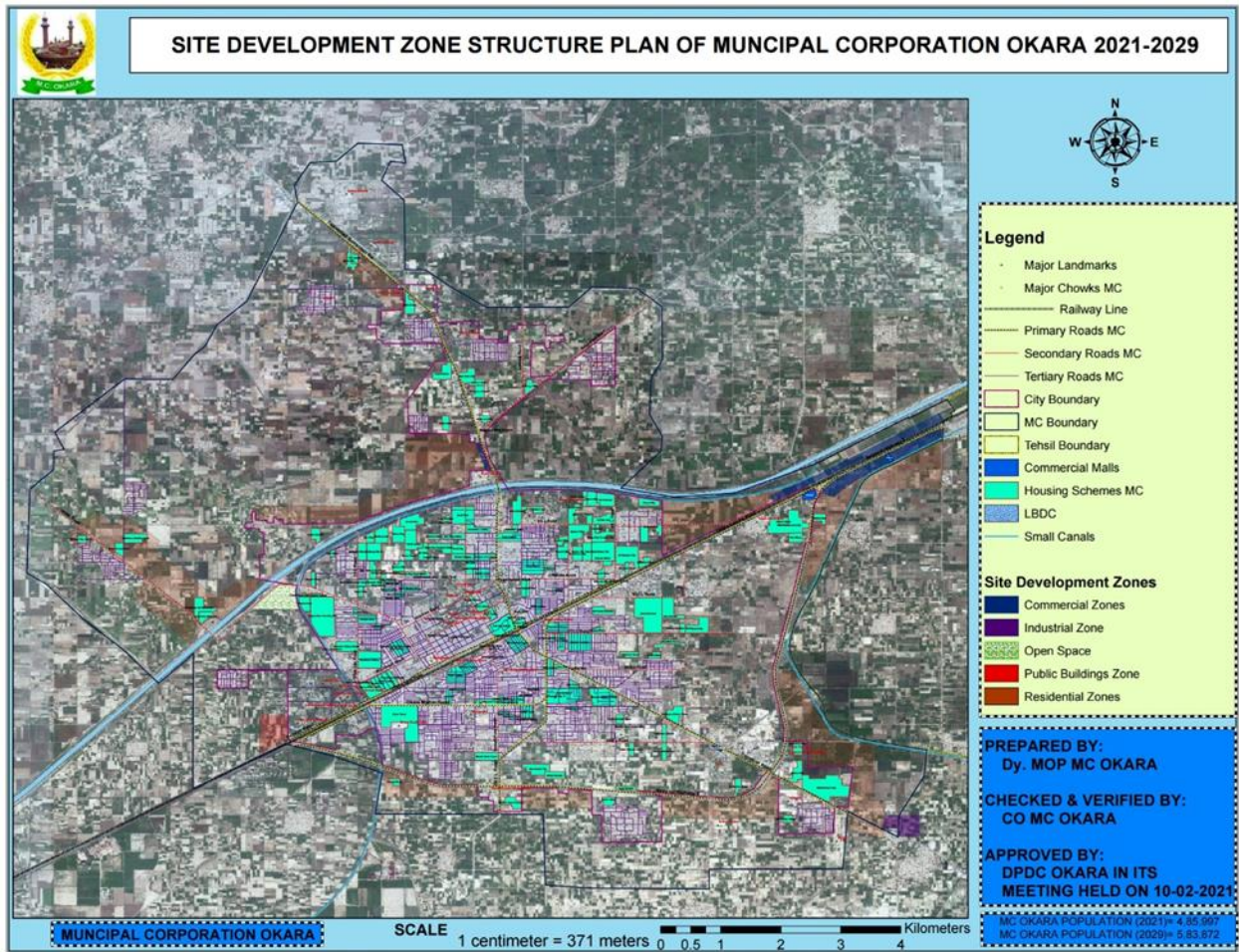
Okara was originally a planned town based on a rectangular grid iron pattern. After partition, the developments took place on the southern and eastern sides haphazardly and incompatible land uses were mixed up due to lack of proper planning and development control. In 1968, the area within municipal limits was 1688 acres, out of which the largest portion was agricultural/vacant land whereas the second dominant use was residential, which was 36% of the total area. The town is still expanding in the northern, southern, and eastern directions. The mushroom and uncoordinated growth continues unabated. The non-urban area use area was 727 acres in 1968, which has now decreased to 441 acres. In 1968, the area under the municipal limits was 1688 acres, which was 2290 acres in 1996.

8.2.2. Site Development Zone Structure Plan of MC Okara (2021-2029)

The site development zone structure plan for MC Okara 2021-2029 charts a strategic path for the city's progress for the year 2029. This comprehensive blueprint is designed to navigate the city through its growth trajectory while effectively mitigating challenges and leveraging opportunities. Balancing urban expansion with the preservation of agricultural land, environmental integrity, and essential public services is at the core of this plan. It underscores the imperative of fostering sustainable growth that enriches the agricultural sector, alongside a spatial framework aimed at directing development to optimal areas. With a focus on enhancing transportation networks, fostering decentralized employment hubs, and nurturing economic vitality, the plan is committed to safeguarding the heritage and character of existing built environments.

This Plan was approved on 10-02-2021 by the District Planning and Design Committee (DPDC) and it contains proposals for the development of different zones in the Okara MC area. The site development zones proposed for the planned year i.e. 2029 encompass residential, commercial, industrial, open space, and public building zones. These 5 zones are proposed in different parts of the MC area according to the needs and requirements of the targeted area.

The new planning interventions include the development of a linear commercial zone more like a CBD at National Highway Okara-Lahore Road along with some residential zone areas towards the eastern part of the city. The provision for open space is not carefully carried out for the whole area as it only shows a parcel of land adjacent to the built-up area on the western side of the city. The industrial zone is proposed at the boundary of the MC which also reflects half coverage of the area beyond the MC boundary area. This zone is proposed at the Depalpur Road where the growth trend is rapidly increasing, including some housing schemes and other allied mixed uses. The zone for Public Buildings is proposed along the Benazir Road with the established public offices like the DPO office and the District Government office. The residential zone is proposed in several land parcels in every direction of the city to cater to the needs of the housing sector. The major area available for further development is agricultural land use therefore the proposed residential zones are placed along major highways and roads along the built-up areas.



Map 16: Site Development Zone Structure Plan of MC Okara (2021-2029)

(Source: Municipal Committee Office, Okara.)

8.2.3.1. Comparison of planning interventions in 1996 and 2021:

The planning interventions and proposals for land use planning and development in the Outline Development Plan 1996 were not fully implemented leaving behind a huge gap in sustainable planning of the Okara city. In the comparison of the site development zone structure plans for 2021 with the outline development plan it is evident that most of the proposed land uses are changed or not incorporated in the new plan in respect of the industrial, residential, and commercial. green spaces and public buildings. It shows a major drawback of the implementation as most of the land uses are not in line with the previous outline development plan. For example, land subdivisions and residential schemes can be found in the previously proposed areas, industrial zones, and public buildings cannot be seen on the proposed sites, and many other proposed land uses are replaced with residential land use at different sites. The details comparison between the planning interventions of both plans is carried out in Table below.

Table 22: Comparison of planning interventions in 1996 and 2021

Comparison of planning interventions in 1996 and 2021:	
Outline Development Plan 1996-2021	Site Development Zone Structure Plan 2021-2029
The town was divided into two zones the railway line and the GT road. e.g. Northern Zone and Southern Zone and sector-wise proposals are planned.	The MC area is divided into five zones Commercial zone, Industrial zone, Residential zone, public building zone, and Open spaces, and zone-wise land parcels are proposed for future growth.
Proposals for major commercial land use were part of the plan at the southern part of the city along the Divalpur Road, the proposed residential and public buildings land use.	The proposals for the commercial zone can be found in the form of linear CBD along the National Highway, (Okara-Lahore Road) at the eastern part of the city. The previously proposed commercial land use in the southern part is not carried forward nor implemented.
The residential land use proposals are mostly found in the pattern of Infill development, in line with the existing residential areas.	Residential zones are planned on the outskirts of the built-up residential areas in every direction of the city, mainly along the major roads and highways. Major residential zones are proposed in the Northern and Eastern parts of the city.
A large land parcel was proposed regarding industrial land use on the southern side of the city, along the Divalpur Road. It was proposed at the boundary of the MC area with proposals of commercial land use and a green belt to balance the environment at that site.	A small chunk of land is proposed along the same road (Divalpur Road) and direction at the boundary of the MC area. Moreover, there is no provision for green belts, open spaces, and commercial land use zones in this plan, and the previously proposed land use are not implemented nor carried forward.
Open spaces were proposed at different sites in the southern part along the proposed industrial land use and existing public buildings on the eastern side and at the northern part of the city with residential land use. The implementation of these	This plan does not guide the city development regarding the provision of open spaces, the previously proposed open spaces are not implemented, and this plan only proposes a small chunk of land on the outskirts of the residential built-up and adjacent to the Lower Bari Doab Canal (LBDC). The provision of

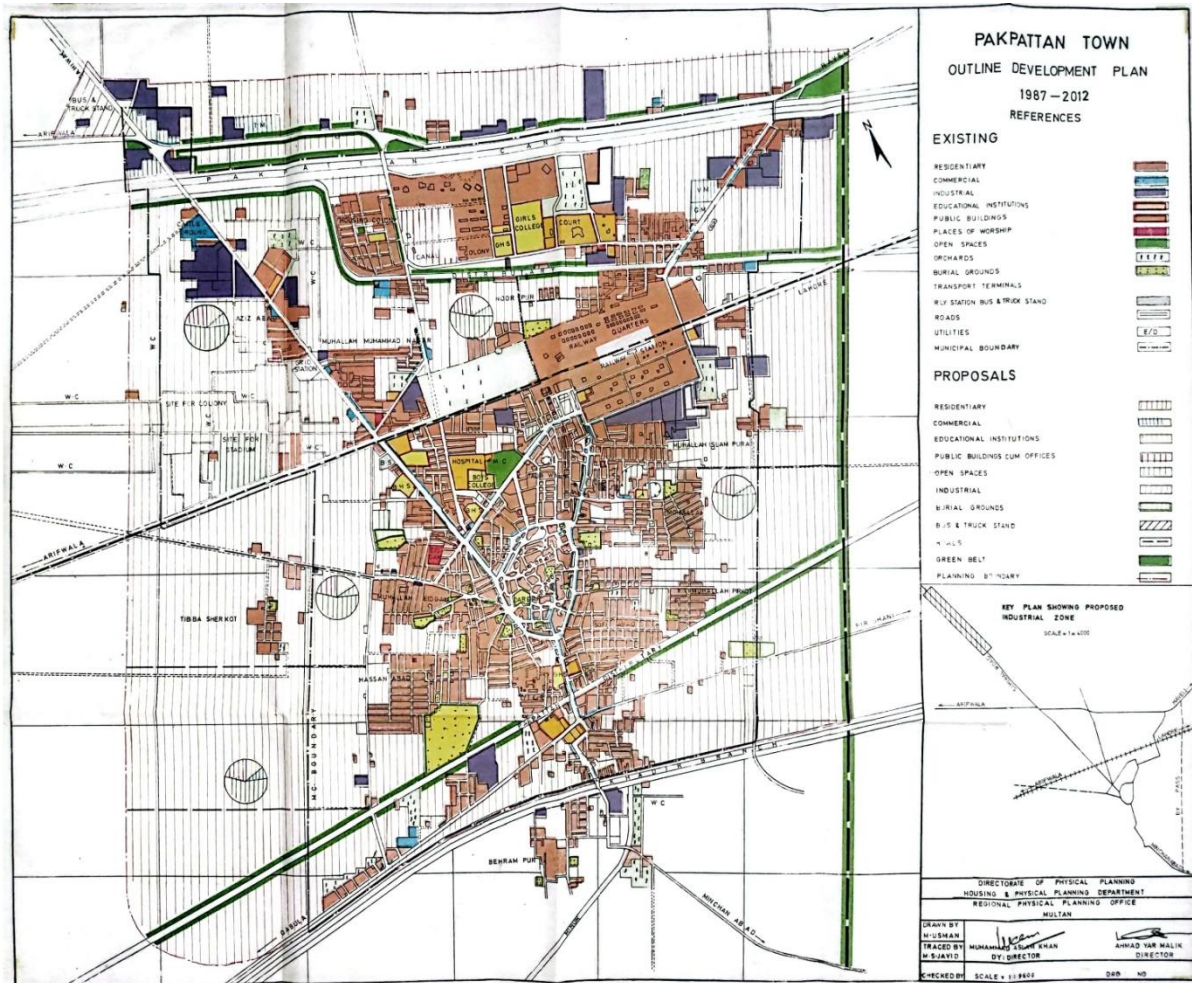
proposals cannot be found and also the new site development zone structure plan is not carrying forward the proposals.	adequate open spaces is missing in this site development plan.
A Green Belt was also proposed along the Dipalpur Road, the purpose of which was to act as a buffer zone between proposed commercial land use and industrial land use. This proposal is still not implemented in the proposed site.	There is no provision found in the site development zone structure plan regarding the Green Belt or carrying forward the previously proposed belt along the Dipalpur Road or any other road.

8.3. History of Urban Planning Initiatives in Pakpattan

- Pakpattan - Outline Development Plan (1987-2012)
- Site Development Zone Structure Plan of MC Pakpattan (In Progress)
- Land Use Classification Plan of Pakpattan (In Progress)

8.3.1. Pakpattan - Outline Development Plan (1987-2012)

The Housing and Physical Planning Department Government of Punjab planned an outline development plan for Pakpattan in 1987 for 25 years (1987-2012). The major objective of the plan was to guide the existing and future growth of Pakpattan town. The proposed ODP plan incorporates existing land uses and proposes new land uses in harmony with them. The green belts are proposed considering the environmental sustainability for the future of the city. This plan was prepared to provide the growth direction and interventions in the sectors of housing, commercial, industrial, educational, and public buildings, parks and open spaces, green belts, bus and truck terminals, roads, and delineation of the planning boundary for Pakpattan. The land use survey of the Town was conducted for the estimation of existing land uses in Pakpattan. The following map depicts the Proposed Outline development plan (1987-2012) for Pakpattan city.



Map 17: Outline Development Plan Pakpattan (1987-2012)

Source: Municipal Committee Pakpattan

Pakpattan outline development plan proposes new land uses in the proximity of existing land uses. The existing land use consists mainly of residential land use along the major roads. Small industrial and commercial parcels are spread throughout the city near existing residential areas. The majority of the development can be seen along the major roads of Pakpattan Town. For the new proposed land uses small parcels of residential land use are proposed in the proximity of existing residential as infill development. Small chunks of land are proposed as new commercial areas near to existing commercial area. An industrial zone is proposed in the north-west of the city in the close vicinity of existing industrial areas. Linear green belts are proposed along the MC boundary of Pakpattan and major roads (like Depalpur Road and Pakpattan Road), the green belt is proposed along the Pakpattan Canal and Pakpattan Distributary.

The Pakpattan Outline Development Plan was implemented from 1987-2012. The current development pattern followed in Pakpattan MC is as per the plan. The residential areas have expanded in the surroundings of existing residential areas, along the major roads. The industrial

zone proposed in the ODP has developed to some extent with some mixed land uses. The civic amenities are spread throughout the Pakpattan city. The current land uses observed in the Pakpattan are predominately residential along with other mixed land uses.

It has been more than 12 years since the ODP expired and the city is growing rapidly in all directions. The Town is in dire need of a new development plan to have the direction of future development in Pakpattan, in this regard Punjab Government has taken the initiative and two development plans are in progress and will be available soon. These plans include the following which are in progress according to the MC Officials.

8.3.2. Site Development Zone Structure Plan of MC Pakpattan (In Progress)

The site development zone (SDZ) structure plan of MC Pakpattan is not yet completed and notified.

8.3.3. Land Use Classification Plan of Pakpattan (In Progress)

The Land Use Classification Plan of Pakpattan is also in the process and not yet finalized for the respective corporation.

SECTION 9. PROPOSED INTERVENTIONS

The proposed recommendations are based on the problems and the potential areas of improvement found in the division, the research carried out in the districts, and the data gathered from the relevant stakeholders. It is ensured that these recommendations do not contradict the existing plans for wider acceptability and smoother implementation. These recommendations will have beneficial implications by supporting the development-based decision-making and planning of the district administration and stakeholders in the division. The recommendations will also lay the basis for suitable policy frameworks directed at the integrated uplifting of the region. They are comprehensive and all-encompassing in nature and focus on sustainability while striving for economic, social, and environmental upgradation of the region for enhanced livability. The following are the proposed interventions for the Sahiwal Division.

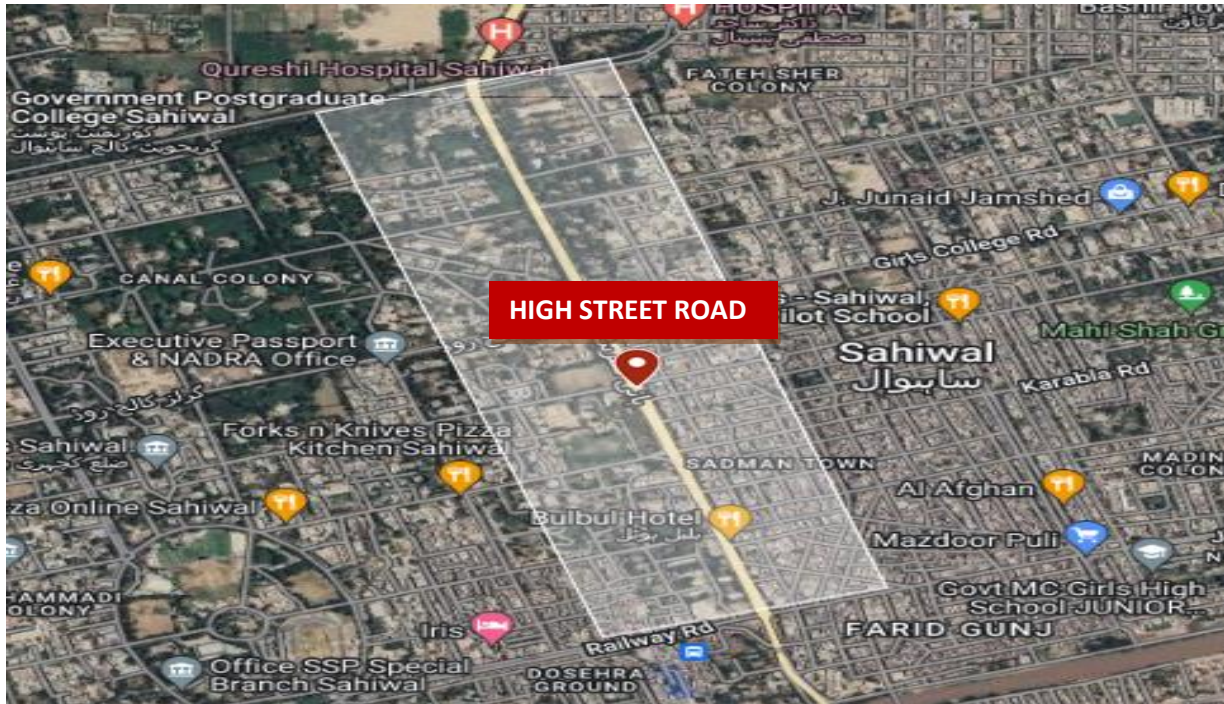


Figure 62: Summary of Proposed Interventions

9.1 Provision of Parking Plaza for pedestrianization of Saddar Bazar and Urdu Bazar, at High Street Road, Sahiwal.

High Street Road located near Qureshi Hospital Sahiwal stands as the premier commercial thoroughfare within the Sahiwal District, boasting both historical significance and bustling activity. Serving as the primary retail destination, particularly for wholesale commerce, this road occupies a central position within Sahiwal, accommodating a diverse array of mercantile enterprises and residential quarters. Additionally, it serves as a pivotal artery, providing access to adjacent commercial markets such as Saddar Bazar, Urdu Bazar, Pakpattan Bazar, and Dipalpur Bazar. Notably, the area exhibits a blend of mixed-use activity, characterized by a dense concentration of retail establishments, street vendors, and religious landmarks. However, this

vitality is tempered by challenges including traffic congestion, visual clutter, inadequate parking facilities, and heritage degradation.



Map 18: Location Map of High Street Road, Sahiwal

Presently, the area faces a myriad of issues, including high population density, insufficient parking infrastructure, haphazard land use, traffic congestion, visual disorder, inadequate service provision, and substandard housing conditions, all of which collectively diminish the area's livability. The lack of proper traffic management and parking amenities further curtails the social and economic potential of the locale.

Residents express frustration with the escalating vehicular traffic and incongruous commercial activities in certain sectors. Visitors and tourists encounter a public realm devoid of basic urban amenities, such as pedestrian pathways, drainage systems, seating provisions, greenery, and illumination.

The rampant illegal parking of public vehicles along High Street Road disrupts both vehicular and pedestrian flow, exacerbating congestion in this vital commercial nexus. Consequently, extended queues of vehicles impede access to Saddar Bazar, Urdu Bazar, Pakpattan Bazar, and Divalpur Bazar, with even ambulances hindered in their movement, thereby adversely impacting patients and their families.

Thus, a comprehensive analysis of prevailing traffic conditions and parking inadequacies underscores the imperative for intervention, culminating in the proposal to construct a parking plaza at the designated site by the Municipal Corporation of Sahiwal.



Figure 63: Existing Condition of Parking in Sahiwal

9.1.1 Proposed Site for Construction of Parking Plaza at High Street Road, Sahiwal

The proposed site for constructing a parking plaza at High Street Road, Sahiwal, is strategically located at coordinates Latitude 30.66331453, Longitude 73.10708653. This site holds paramount significance within the urban fabric of Sahiwal, being situated along the oldest and busiest commercial thoroughfare in the Sahiwal District. As articulated in the previous discussion, High Street Road serves as the primary business hub, catering to both wholesale and retail commerce, and is a pivotal conduit connecting various commercial markets including Saddar Bazar, Urdu Bazar, Pakpattan Bazar, and Dipalpur Bazar.



Map 19: Proposed Location for Construction of Parking Plaza

The selection of this site for the construction of a parking plaza is predicated on the pressing need to address the multifaceted challenges plaguing the area. The high population density, compounded by inadequate parking infrastructure, has led to chronic traffic congestion and compromised the overall livability of the locality. Moreover, illegal roadside parking exacerbates vehicular and pedestrian movement along the thoroughfare, impeding access to essential services and contributing to urban disorder.

By earmarking this site for the proposed parking plaza, the municipal authorities aim to alleviate the strain on existing parking facilities, enhance traffic management mechanisms, and bolster the socio-economic vibrancy of the area. The strategic positioning of the parking plaza along High Street Road will not only mitigate congestion and streamline vehicular flow but also foster a conducive environment for commercial activity and pedestrian mobility. Additionally, the provision of modern amenities and efficient parking services will enhance the overall urban experience for residents, visitors, and businesses alike.

In summation, the proposed construction of a parking plaza at High Street Road, Sahiwal, represents a proactive intervention aimed at ameliorating the urban challenges enumerated earlier. By leveraging the strategic location of this site, municipal authorities seek to optimize urban functionality, promote sustainable development, and elevate the quality of life for residents and stakeholders within the Sahiwal District. The Proposed conceptual design for the construction of the parking plaza is shown in the map below.



Figure 64: Proposed Conceptual Design for Construction of Parking Plaza

9.1.2 Smart parking systems such as E-ticketing to avoid congestion and reduce travel time.

Implementing smart parking systems, such as E-ticketing, presents an innovative solution to mitigate congestion and optimize travel times. While the process of selling tickets may require active facilitation, the benefits of such systems outweigh the effort involved. By embracing E-ticketing, traffic can be effectively managed, leading to smoother vehicular flow and reduced travel times.

The adoption of E-ticketing systems offers numerous advantages, including enhanced revenue generation and improved visitor experience. E-ticketing provides flexibility, allowing for easy modifications or cancellations of ticket reservations, thus accommodating changing travel plans seamlessly. Additionally, the environmental benefits of E-ticketing are noteworthy, as it eliminates the need for paper tickets, thereby reducing paper waste and contributing to a more sustainable environment. In essence, the implementation of smart parking systems like E-ticketing

represents a forward-thinking approach to addressing traffic challenges while promoting environmental stewardship and operational efficiency.



Figure 65: Proposed E-Ticketing System for Parking Plaza

9.1.3 Provision of firefighting and security system.

Incorporating firefighting and security systems into the proposed parking plaza at High Street Road represents a crucial aspect of ensuring public safety and property protection. By integrating robust firefighting and security measures, the parking plaza can effectively mitigate potential risks and enhance the overall safety standards for patrons and surrounding properties.



Figure 66: Proposed Fire Fighting System for Parking Plaza

9.1.4 Ensure the provision and maintenance of services such as lights, signboards, and dedicated parking lanes for bikes and cars.

Ensuring the provision and maintenance of essential services such as lighting, signboards, and dedicated parking lanes for both bikes and cars is paramount for the operational efficiency and safety of the proposed parking plaza at High Street Road. Adequate lighting not only enhances visibility during all hours but also deters potential security threats, creating a secure environment for patrons and vehicles. Clear and informative signboards facilitate seamless navigation within the parking facility, guiding visitors to available spaces and exit points. Moreover, dedicated parking lanes for bikes and cars optimize space utilization, mitigate congestion, and prioritize accessibility for different modes of transportation. By prioritizing the provision and upkeep of these services, the parking plaza can uphold high standards of functionality, convenience, and safety, thereby enhancing the overall user experience and contributing to the vitality of the surrounding urban landscape.



Figure 67: Examples of Signages for Parking Plaza

9.1.5 Improve the indoor environment quality by providing soft landscape elements.

Enhancing the indoor environment quality of the proposed parking plaza at High Street Road can be achieved through the incorporation of soft landscape elements. By integrating features such as indoor plants, green walls, and natural materials, the parking plaza can create a welcoming and refreshing atmosphere for visitors and occupants alike. Soft landscape elements not only contribute to aesthetic appeal but also improve air quality, reduce noise levels, and promote overall well-being within the enclosed space.



Figure 68: Example of Indoor Soft Landscape elements for Parking Plaza

9.1.6 Visitors and shopkeepers should park vehicles in the parking plaza and pedestrianize the Saddar Bazar

Encouraging visitors and shopkeepers to utilize the parking plaza for vehicle parking while pedestrianizing Saddar Bazar represents a strategic approach to enhance the accessibility, safety, and vibrancy of the urban environment. By redirecting vehicular traffic to designated parking areas such as the plaza, congestion along the streets can be alleviated, creating a more conducive environment for pedestrians to navigate and engage with the surrounding shops and amenities. Pedestrianizing Saddar Bazar not only enhances the aesthetic appeal of the area but also promotes pedestrian safety, fosters social interaction, and supports local businesses by creating a pedestrian-friendly atmosphere conducive to strolls and browsing. Moreover, by consolidating vehicle parking in designated areas, the parking plaza can efficiently manage parking demand, optimize

space utilization, and minimize the adverse impacts of vehicular congestion on urban mobility and air quality.



Figure 69: Depiction of Saddar Bazar after pedestrianization

Through collaborative efforts to promote sustainable transportation practices and enhance the pedestrian experience, the community can cultivate a more livable, inclusive, and vibrant urban environment for residents, visitors, and businesses.

9.1.7 Insert walking and no parking signs in the bazaars and impose fines for not following the rules.

Implementing walking and no parking signs in the bazaars and enforcing penalties for non-compliance with these regulations represents a proactive measure to enhance pedestrian safety, traffic flow, and urban aesthetics. By strategically placing walking signs in congested areas and prohibiting parking in designated zones, pedestrian pathways can be delineated, ensuring unimpeded movement and accessibility for pedestrians. Simultaneously, the imposition of fines for violations serves as a deterrent, encouraging adherence to traffic rules and fostering a culture of compliance among residents, visitors, and motorists. This enforcement mechanism not only promotes orderly conduct but also cultivates a sense of accountability and respect for public spaces within the community. Through concerted efforts to enforce walking and no parking regulations, the local authorities can effectively manage urban congestion, enhance pedestrian comfort, and uphold the integrity of the urban landscape, ultimately contributing to the creation of a safer, more sustainable, and livable urban environment for all stakeholders.



Figure 70: Examples of No Parking Signs for Pedestrianization of Saddar Bazar

9.2 Revitalization/ Upgradation of Commercial Areas

In the context of the Sahiwal Regional Plan, revitalization and upgradation of commercial areas serve as a crucial intervention aimed at enhancing the vibrancy, functionality, and attractiveness of urban spaces. The proposed initiative seeks to address the decline, neglect, and decay experienced by commercial zones within Sahiwal, fostering a renewed sense of community engagement and economic vitality.

Urban renewal, particularly focused on bazaars and markets, holds immense significance in revitalizing the urban fabric of Sahiwal. These commercial areas are not only economic hubs but also cultural and social focal points within the city. By rejuvenating them, the intervention aims to create a conducive environment for commerce, social interaction, and community cohesion. Moreover, enhancing the appeal of commercial zones contributes to the overall livability and attractiveness of Sahiwal, thereby promoting its image as a dynamic and progressive urban center.

The methodology for revitalizing commercial areas in Sahiwal entails a multifaceted approach that integrates various stakeholders, strategies, and resources. Firstly, it involves conducting comprehensive research to identify the underlying causes of decline and to assess the potential for revitalization. This includes analyzing market trends, infrastructure deficiencies, zoning regulations, and community needs. Subsequently, stakeholder engagement plays a pivotal role in

garnering support, fostering collaboration, and ensuring the inclusivity of the revitalization process. Engaging local businesses, residents, government agencies, and urban planners facilitates the development of a shared vision and cohesive strategy for revitalizing commercial areas.

Strategic planning forms the backbone of the intervention, guiding the allocation of resources, implementation of initiatives, and monitoring of progress. It encompasses a range of interventions such as infrastructure upgrades, beautification efforts, zoning reforms, and economic incentives tailored to the specific needs and characteristics of Sahiwal's commercial areas. Furthermore, fostering public-private partnerships and leveraging external funding sources can enhance the scalability and sustainability of revitalization efforts.

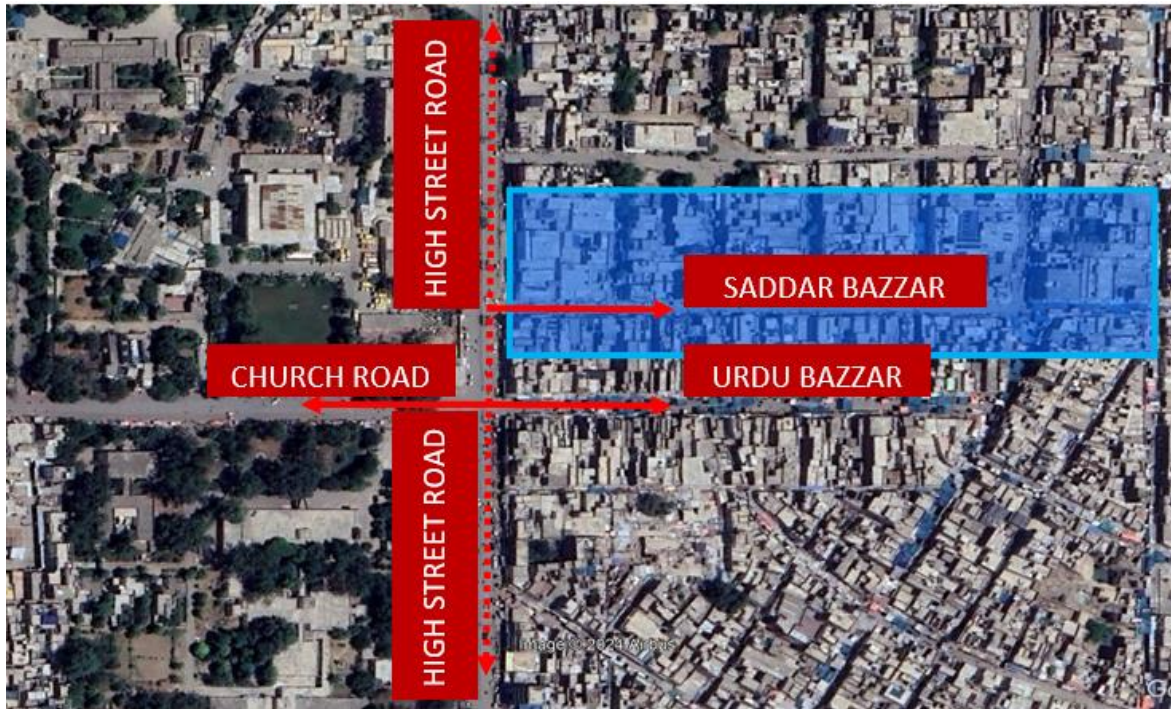
The outcomes of the intervention are manifold, encompassing both tangible and intangible benefits for Sahiwal and its residents. From a socio-economic perspective, revitalized commercial areas are expected to stimulate economic activity, attract investment, and create employment opportunities, thereby enhancing the overall prosperity of the city. Additionally, improved infrastructure, enhanced amenities, and aesthetic enhancements contribute to a more vibrant and pleasant urban environment, fostering a sense of pride and belonging among residents. Furthermore, revitalized commercial areas serve as catalysts for urban regeneration, inspiring positive changes in adjacent neighborhoods and spurring further investment and development across Sahiwal.

The revitalization and upgradation of commercial areas represent a strategic intervention within the Sahiwal Regional Plan, aimed at reinvigorating urban spaces and fostering sustainable growth and development. Through collaborative efforts, strategic planning, and stakeholder engagement, this initiative has the potential to transform Sahiwal's commercial landscape, enhancing its economic competitiveness, social vitality, and overall quality of life.

9.2.1. Revitalization and Upgradation of Saddar Bazar, Sahiwal

9.2.1.1 Existing Condition of Saddar Bazar

The map illustrates the location of the Saddar Bazaar and adjoining roads of Church Road and High Street Road which serve as a pivotal artery, providing access to adjacent commercial markets such as Saddar Bazar, and Urdu Bazar.



Map 20: Location of Saddar Bazar

The existing condition of Saddar Bazaar presents a complex array of challenges that hinder its potential as a vibrant commercial hub. Firstly, the bazaar suffers from chronic issues of traffic congestion and limited parking facilities. Narrow streets and haphazard parking contribute to frequent gridlocks, making it difficult for both vehicles and pedestrians to navigate the area efficiently. Moreover, the absence of designated pedestrian walkways exacerbates safety concerns and impedes the flow of foot traffic, particularly during peak shopping hours.

Furthermore, Saddar Bazaar grapples with the pervasive problem of encroachments and informal street vending. Unauthorized structures and makeshift stalls encroach upon sidewalks and thoroughfares, obstructing pedestrian movement and diminishing the overall aesthetic appeal of the bazaar. The proliferation of informal vendors not only detracts from the organized functioning of the marketplace but also poses regulatory challenges for urban management authorities.

Sanitation and cleanliness issues represent another pressing concern within Saddar Bazaar. Inadequate waste management practices and littering contribute to unsanitary conditions, detracting from the overall ambiance and hygiene standards of the commercial precinct. The lack of public amenities, such as trash bins and restroom facilities further exacerbate the challenge of maintaining cleanliness and order within the bazaar.

Additionally, the absence of adequate infrastructure and amenities, including street furniture and lighting fixtures, detracts from the overall comfort and accessibility of Saddar Bazaar. The dearth

of seating areas, shade structures, and public conveniences diminishes the appeal of the bazaar as a welcoming and inclusive public space for shoppers and visitors.

Overall, the existing condition of Saddar Bazaar underscores the urgent need for comprehensive revitalization and upgradation efforts. Addressing issues related to traffic management, encroachments, sanitation, and infrastructure deficiencies will be critical to unlocking the full potential of Saddar Bazaar as a thriving commercial and cultural precinct within the urban fabric.



On-street Parking



Lack of Pedestrian Infrastructure



Traffic Jams



Narrow Streets



Lack of Road Infrastructure



Encroachments

Figure 71: Existing Condition of Saddar Bazar and connected Bazars

9.2.1.2 Proposed Intervention

Revitalization and Upgradation of Saddar Bazar, Sahiwal

Saddar Bazaar, nestled in the heart of Sahiwal, stands as a historic and bustling commercial hub, brimming with activity and vitality. However, like many urban centers, Saddar Bazaar grapples with various challenges that impede its full potential. To breathe new life into this iconic marketplace and enhance its appeal, a comprehensive revitalization and upgradation plan has been proposed. The initiative aims to not only uplift the aesthetic appeal of the bazaar but also improve its functionality, cleanliness, and accessibility. Through a series of targeted interventions, Saddar Bazaar is poised to reclaim its status as a vibrant and inviting destination for shoppers and visitors alike. The following recommendations are proposed for the revitalization of Saddar Bazar.

i. Uplifting the façade of buildings:

The revitalization plan envisages a transformation of the visual landscape of Saddar Bazaar by enhancing the façades of its buildings. This involves refurbishing exteriors, repairing dilapidated structures, and applying cohesive design elements to create a harmonious streetscape. By revitalizing building facades, the bazaar will exude a renewed sense of charm and character, enticing visitors and instilling a sense of pride among residents.



Figure 72: Example of facade uplifting proposed for Saddar Bazar

ii. To improve the quality of existing space by providing street furniture and street lighting in the bazaar:

Enhancing the quality of public space within Saddar Bazaar is paramount to its revitalization efforts. The installation of street furniture, including benches, litter bins, and decorative elements, will not only improve functionality but also foster a more inviting and comfortable environment for shoppers and pedestrians. Additionally, the introduction of street lighting will enhance safety and extend the operating hours of the bazaar, further augmenting its vibrancy and appeal.

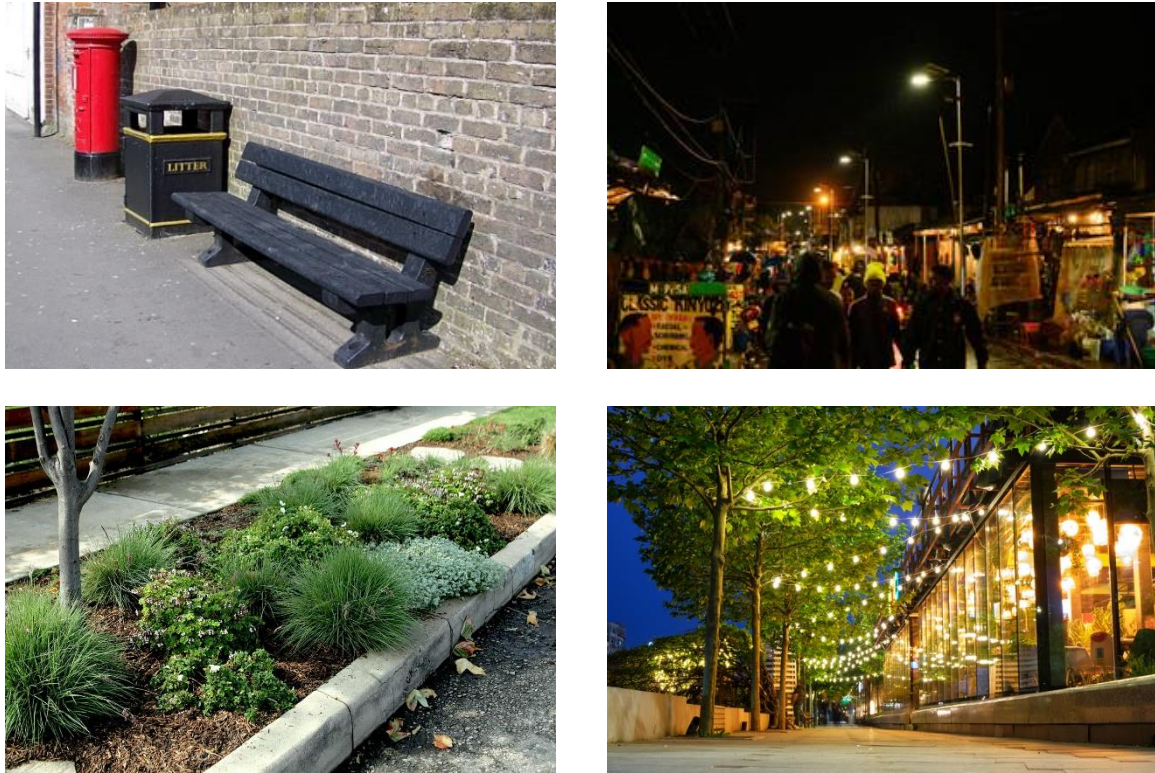


Figure 73: Example of Street Furniture, Waste bins, streetlights, soft landscape, and decorative elements for Bazaar

iii. To cover open drains that exist sideways in the bazaar especially where street food points are located:

One of the key priorities of the revitalization plan is the mitigation of sanitation and safety hazards posed by open drains within Saddar Bazaar. By covering open drains, particularly in areas with street food vendors, the initiative aims to improve hygiene standards and mitigate health risks associated with open sewage. This measure also contributes to enhancing the aesthetic appeal and overall cleanliness of the bazaar, creating a more pleasant and hygienic environment for shoppers and vendors alike.



Figure 74: Cover open drains that exist at sideways of streets and roads in Bazar

iv. To pedestrianize the bazaar:

Pedestrianization lies at the core of efforts to enhance the accessibility and safety of Saddar Bazaar. By restricting vehicular access and creating pedestrian-friendly zones, the initiative aims to prioritize the needs of pedestrians and create a more conducive environment for shopping and socializing. Pedestrianization not only reduces traffic congestion but also fosters a sense of community and encourages strolls and interactions within the bazaar.



Figure 75: Example of pedestrian market proposed for Bazar

v. Impose fines on those shopkeepers who encroach on sidewalks:

To uphold the integrity of public space and ensure equitable access for all, strict enforcement measures will be implemented to deter sidewalk encroachments by shopkeepers. Fines and penalties will be imposed on violators to discourage unauthorized occupation of sidewalks and maintain clear pathways for pedestrians. This proactive approach to enforcement reinforces the

commitment to preserving the integrity and functionality of Saddar Bazaar as a public thoroughfare.

vi. Ensure timely check and balance for violations:

Effective governance and oversight mechanisms are essential to the success of revitalization efforts in Saddar Bazaar. Regular monitoring and enforcement activities will be conducted to identify and address violations promptly. Through collaboration with local authorities and community stakeholders, a system of checks and balances will be established to uphold compliance with revitalization guidelines and regulations, ensuring the sustained progress and integrity of Saddar Bazaar's transformation journey.



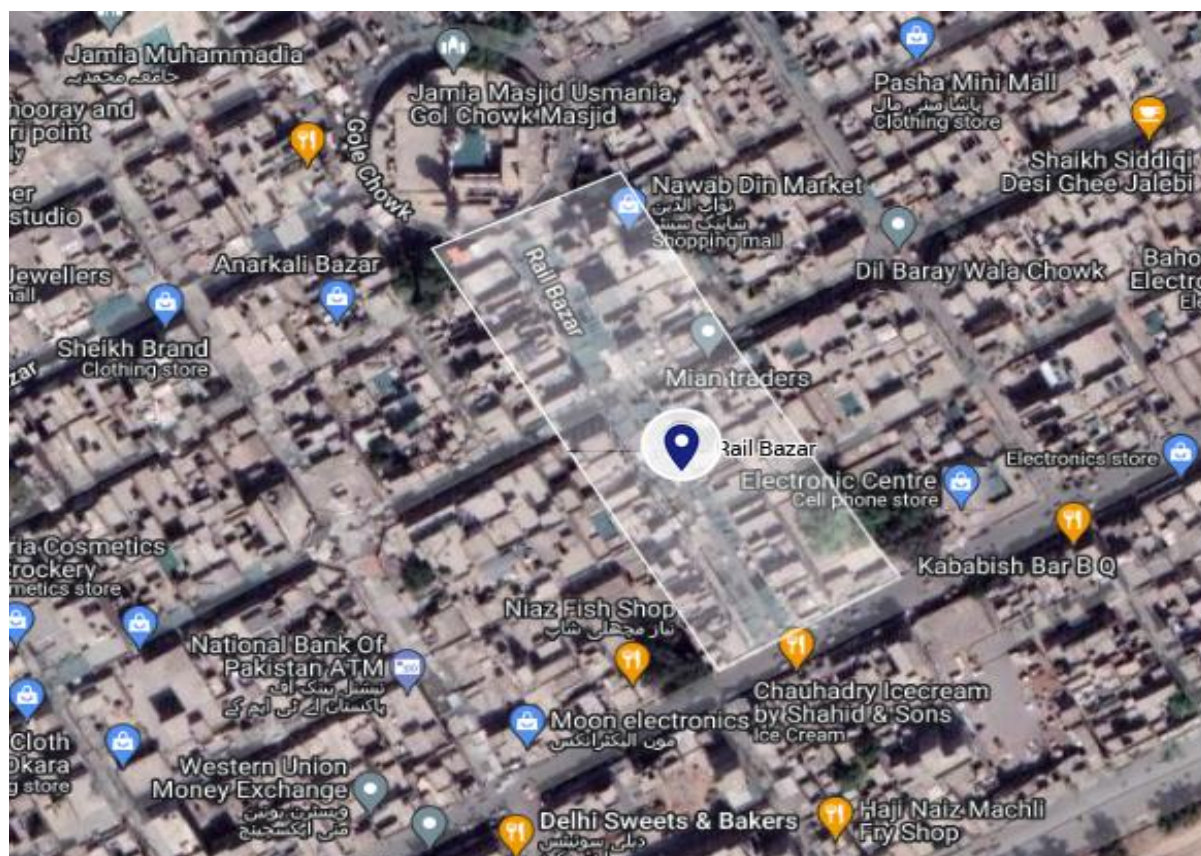
Figure 76: Depicting the fine imposition on encroachments

The revitalization and upgradation of Saddar Bazaar represent a collective endeavor to rejuvenate a cherished urban landmark and revitalize its role as a vibrant commercial and cultural nucleus within Sahiwal. Through a combination of strategic interventions and community engagement, Saddar Bazaar is poised to reclaim its status as a thriving destination, fostering economic vitality, social cohesion, and civic pride for generations to come.

9.2.2. Revitalization and Upgradation of Rail Bazar, Okara

9.2.2.1 Existing Condition of Rail Bazar

The map illustrates the location of the Rail Bazaar and adjoining roads of Rail Road and Depalpur road which serve as a pivotal artery, providing access to adjacent commercial markets.



Map 21: Location Map of Rail Bazar, Okara

The Existing Condition of Rail Bazar in Okara presents a multitude of challenges that necessitate a comprehensive revitalization intervention. Firstly, the bazaar grapples with severe traffic congestion, exacerbated by narrow streets and inadequate traffic management measures. The influx of vehicles, coupled with the lack of designated parking areas, exacerbates the traffic woes and contributes to chaotic conditions within the vicinity. Moreover, pollution levels soar due to vehicular emissions, compounded by the presence of open drains that not only pose health hazards but also detract from the aesthetic appeal of the area.

Narrow streets further compound the issue, hindering smooth vehicular and pedestrian movement and exacerbating congestion during peak hours. The state of the streets and roads within Rail Bazar is equally dire, with many being unpaved and riddled with potholes and cracks, posing

safety risks and impeding accessibility. Solid waste management remains a persistent challenge, with litter and debris accumulating in various corners of the bazaar, detracting from its overall cleanliness and ambiance.

Encroachments further exacerbate the congestion and disorder within Rail Bazar, as informal structures and makeshift stalls encroach upon sidewalks and thoroughfares, impeding pedestrian movement and contributing to the overall clutter. Moreover, the absence of sidewalks and ramps exacerbates accessibility challenges, particularly for individuals with disabilities or mobility impairments, further marginalizing vulnerable segments of the population. The lack of street furniture compounds the issue, depriving visitors of essential amenities such as seating areas and trash bins, further contributing to the degradation of the public realm. Rail Bazar in Okara faces a myriad of challenges ranging from traffic congestion and pollution to inadequate infrastructure and encroachments. Addressing these issues through a concerted revitalization effort is imperative to restore the vibrancy, functionality, and livability of Rail Bazar, transforming it into a thriving and inclusive urban destination.



Narrow Streets



Traffic Congestion



Lack of Footpath/Walkways



Roadside Encroachments



Open Drains

*Figure 77: Existing Condition of Rail Bazar, Okara***9.2.2.2 Proposed Intervention****Revitalization and Upgradation of Rail Bazar, Okara**

Rail Bazar in Okara, once a bustling commercial center, now faces a myriad of challenges that impede its potential as a vibrant and welcoming urban space. To revitalize and rejuvenate this historic marketplace, a comprehensive intervention plan has been devised. The revitalization efforts aim not only to enhance the aesthetic appeal of Rail Bazar but also to address critical issues such as traffic congestion, parking inadequacies, encroachments, sanitation, and overall accessibility. Through strategic interventions and community engagement, Rail Bazar is poised to reclaim its status as a thriving hub of commerce and culture within Okara.

i. To uplift the Façade of buildings:

Revitalizing the façade of buildings within Rail Bazar is paramount to enhancing its visual appeal and historical charm. By refurbishing exteriors, repairing dilapidated structures, and incorporating cohesive design elements, the bazaar will exude renewed vitality and character, attracting visitors and instilling a sense of pride among residents.

*Figure 78: Example of Faced Uplifting for Rail Bazar, Okara***ii. Add parking spaces connected to the bazaar:**

Addressing parking inadequacies is crucial to alleviating congestion and enhancing accessibility within Rail Bazar. By adding designated parking spaces connected to the bazaar, visitors can enjoy

convenient access to shops and amenities, mitigating traffic woes and promoting smoother vehicular flow in the vicinity.



Map 22: Example of face uplifting proposed for Saddar Bazar



Figure 79: An example of designated parking space for Bazar

iii. Impose fines to those shopkeepers who encroach on sidewalks:

To preserve the integrity of public space and ensure unhindered pedestrian movement, strict enforcement measures will be implemented to deter sidewalk encroachments by shopkeepers. Fines and penalties will be levied on violators, discouraging unauthorized occupation of sidewalks and fostering a safer and more inclusive environment for pedestrians.

iv. Place waste bins:

Effective waste management is integral to maintaining cleanliness and hygiene standards within Rail Bazar. By strategically placing waste bins throughout the bazaar, responsible disposal practices can be encouraged among visitors and vendors, reducing littering and enhancing the overall cleanliness of the area.



Figure 80: Example of waste bins proposed for Rail Bazar, Okara

v. Add directional signage in Bazar:

Enhancing wayfinding and navigation within Rail Bazar is essential to improving the overall visitor experience. The addition of directional signage will guide visitors to key landmarks, shops, and amenities, reducing confusion and enhancing accessibility within the bazaar.



Figure 81: Multi-directional sign boards for Rail Bazar, Okara

vi. Cover open drains:

Mitigating sanitation and safety hazards posed by open drains is paramount to revitalizing Rail Bazar. By covering open drains, the initiative aims to improve hygiene standards, mitigate health risks, and enhance the aesthetic appeal of the bazaar, creating a safer and more pleasant environment for visitors and residents alike.



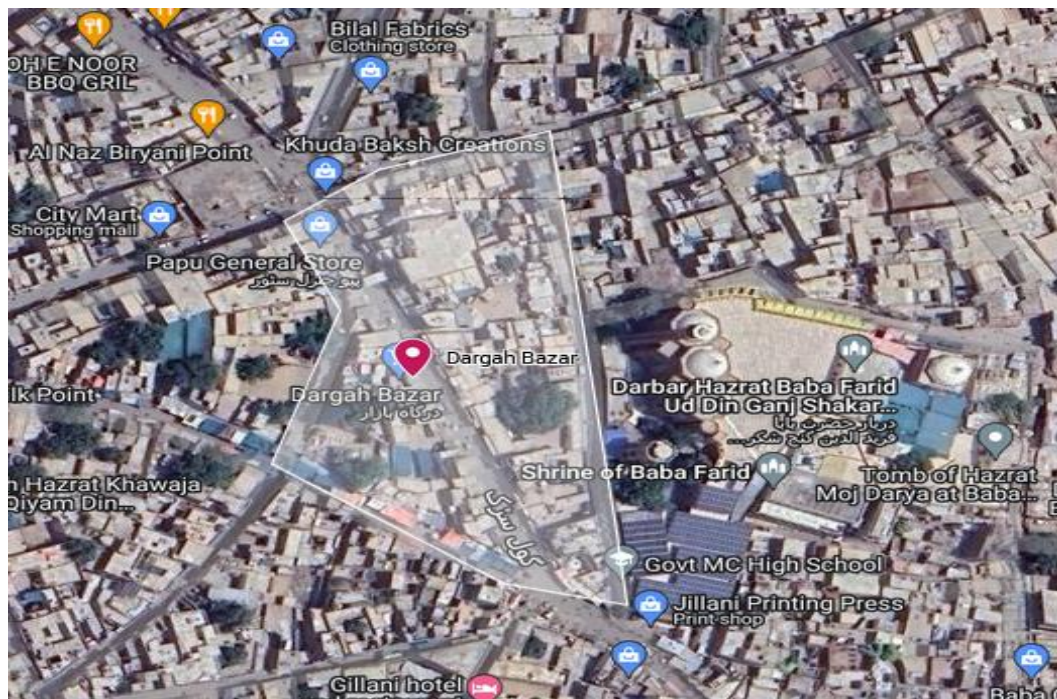
Figure 82: A depiction of how to cover open drain at sideways of streets

The revitalization of Rail Bazar in Okara represents a transformative opportunity to reinvigorate a cherished urban landmark and foster sustainable growth and development within the community. Through collaborative efforts and targeted interventions, Rail Bazar is poised to emerge as a thriving nexus of commerce, culture, and community engagement, enriching the fabric of Okara's urban landscape for generations to come.

9.2.3. Revitalization and Upgradation of in Pakpattan District

9.2.3.1 Existing Condition of Dargah Bazaar in Pakpattan

The map illustrates the location of the Dargah Bazaar and adjoining roads of Circular Road and Sahiwal Road which serve as a pivotal artery, providing access to adjacent commercial markets.



Map 23: Location Map of Dargah Bazar, Pakpattan

The existing condition of Dargah Bazaar in Pakpattan reveals a multitude of challenges that hinder its functionality and vibrancy as a commercial hub. Encroachments plague the bazaar, with informal structures and makeshift stalls obstructing pathways and impeding pedestrian movement. The lack of pedestrian ramps and walkways further exacerbates accessibility issues, rendering the bazaar inhospitable to individuals with mobility impairments. Deteriorated infrastructure, characterized by unpaved and broken roads and streets, poses safety hazards and diminishes the overall aesthetic appeal of the area. Congestion on main roads compounds the problem, exacerbating traffic woes and stifling economic activity within the bazaar. Moreover, the absence of street furniture deprives visitors of essential amenities, while illegal parking on footpaths exacerbates congestion and safety risks. Sanitation and cleanliness issues persist, with litter and debris accumulating due to inadequate waste management practices. Open drains add to the unsanitary conditions, posing health hazards and detracting from the overall ambiance of the bazaar. In summary, the existing condition of Dargah Bazaar in Pakpattan underscores the urgent need for comprehensive revitalization efforts to address these challenges and restore its status as a vibrant and welcoming urban destination.



Encroachments



Parking Issues



Poor Street Condition



Congestion

Figure 83: Existing Condition of Dargah Bazaar, Pakpattan

9.2.3.2 Proposed Intervention

Dargah Bazaar in Pakpattan holds historical and cultural significance, serving as a bustling hub for local commerce and community interactions. However, over time, the bazaar has faced challenges such as deteriorating infrastructure, congestion, and sanitation issues. To address these concerns and breathe new life into Dargah Bazaar, a comprehensive revitalization plan is proposed. The following interventions have been identified to enhance the vibrancy, functionality, and aesthetic appeal of the bazaar:

i. Façade Uplift of Buildings:

The façade uplift of buildings aims to enhance the visual appeal and architectural aesthetics of Dargah Bazaar. Through renovation and beautification efforts, the façades of buildings will be revitalized, adding charm and character to the streetscape. By preserving the historical essence while incorporating modern elements, the revitalized facades will create a welcoming atmosphere for visitors and contribute to the overall revitalization of the bazaar.



Figure 84: Face Uplifting Example for Dargah Bazaar, Pakpattan.

ii. Insert Rotary Parking System:

Implementation of a rotary parking system within the existing parking area will optimize space utilization and alleviate congestion. The rotary parking system offers a systematic approach to parking, allowing efficient use of available space while ensuring easy access for visitors. By streamlining parking arrangements, this intervention aims to enhance the convenience and accessibility of Dargah Bazaar, thereby improving the overall shopping experience for patrons.



Figure 85: Depiction of Rotary Parking system proposed for Dargah Bazaar, Pakpattan

iii. Create Sidewalks and Remove Encroachments:

The creation of sidewalks and removal of encroachments are vital for enhancing pedestrian mobility and safety within Dargah Bazaar. By establishing well-defined walkways, pedestrians can navigate the bazaar comfortably and securely. Removing encroachments will reclaim public space, ensuring unhindered pedestrian movement and fostering a pedestrian-friendly environment. These measures will enhance the overall accessibility and attractiveness of Dargah Bazaar.

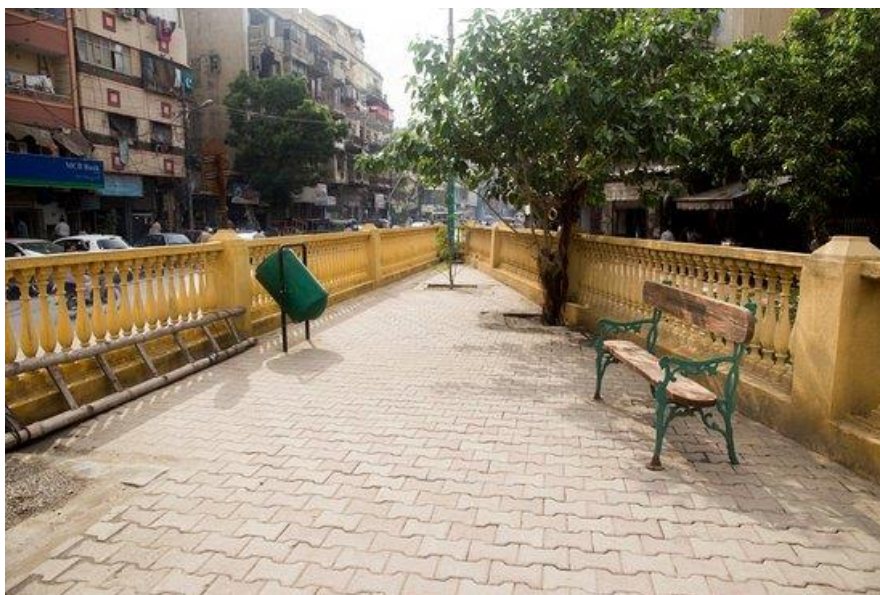


Figure 86; Sidewalks with soft landscape proposed for Dargah Bazaar, Pakpattan

iv. Regular Inspection and Fines for Violations:

Regular inspections and imposition of fines for violations are essential for enforcing regulations and maintaining orderliness in Dargah Bazaar. Through periodic monitoring, authorities can identify and address encroachments, unauthorized constructions, and other infractions promptly. Imposing fines for violations serve as a deterrent, encouraging compliance with regulations and promoting responsible behavior among vendors and visitors.

v. Initiate Challan Policy for Vehicles:

The initiation of a challan policy for vehicles aims to deter illegal parking and encroachments in Dargah Bazaar. By implementing a system of penalties for offenders, authorities can effectively manage parking spaces and curb traffic congestion. Strict enforcement of the challan policy will promote adherence to parking regulations, ensuring smooth vehicular flow and enhancing the overall functionality of the bazaar.



Figure 87: Depiction of traffic violation challan proposed for Dargah Bazaar, Pakpattan

vi. Cover Open Drains:

Addressing sanitation concerns, and covering open drains is imperative for improving hygiene and safety standards in Dargah Bazaar. By enclosing open drains, potential hazards such as accidents and environmental pollution can be mitigated. This intervention will contribute to creating a cleaner and more sanitary environment, enhancing the overall quality of life for bazaar patrons and residents alike.



Figure 88: Covered Drain enhancing quality of streets and roads

vii. Placement of Waste Bins:

The strategic placement of waste bins is essential for promoting cleanliness and waste management in Dargah Bazaar. By installing bins at designated locations, authorities can encourage proper disposal of waste and discourage littering. Effective waste management practices will contribute to maintaining a clean and hygienic environment, enhancing the overall appeal and livability of the bazaar area.



Figure 89: Waste Bins and Street Furniture proposed for Dargah Bazar

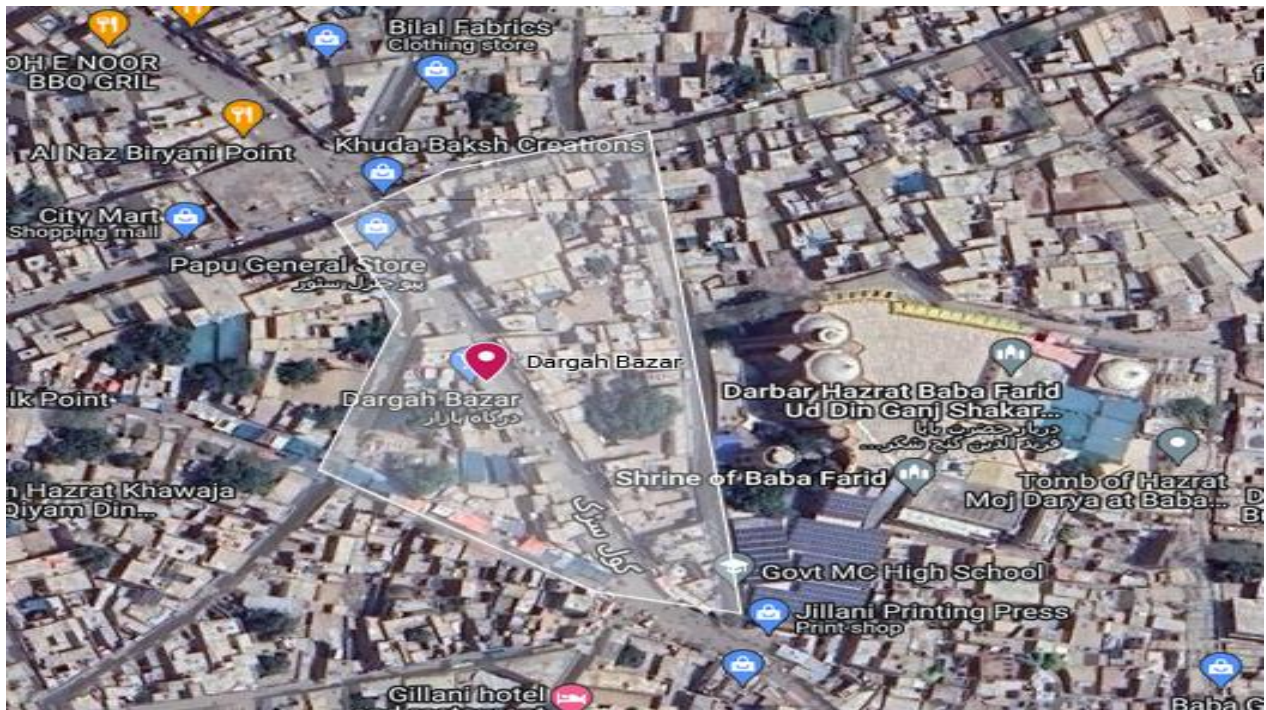
Implementing the above proposed revitalization interventions will not only rejuvenate Dargah Bazaar but also reaffirm its position as a vibrant cultural and commercial center in Pakpattan. By addressing infrastructure deficiencies and enhancing urban amenities, the revitalized bazaar will

serve as a thriving hub for commerce, social interaction, and cultural exchange, enriching the local community and attracting visitors from far and wide.

9.3 Revitalization and Upgradation of the Urban Area around Darbar Hazrat Baba Farid-ud-din Ganj Shakar, Pakpattan

9.3.1. Existing Condition

The map illustrates the location of the area around Dargah Bazar and adjoining roads of Sahiwal Road and Circular Road which serve as a pivotal artery, providing access to adjacent commercial markets.



Map 24: Location Map of Urban Area around Darbar Hazrat Baba Farid-ud-din Ganj Shakar, Pakpattan

Darbar Hazrat Baba Farid-ud-din Ganj Shakar in Pakpattan stands as a venerable symbol of spiritualism and cultural heritage in Pakistan, drawing millions of devotees annually. The shrine of Hazrat Baba Farid holds profound historical significance, reflecting the teachings of love, peace, and unity espoused by the renowned 12th-century Sufi saint and poet. Beyond its religious importance, the shrine plays a pivotal role in the socio-economic fabric of the region, stimulating religious tourism and fostering economic activity.

However, the current condition of Darbar Hazrat Baba Farid Ganj Shakar faces notable challenges. Encroachments in the bazaar area, lack of pedestrian infrastructure, deteriorated roads, traffic congestion, absence of street furniture, illegal parking, and sanitation issues detract from the shrine's ambiance and visitor experience. Despite these challenges, Pakpattan holds immense

potential as a destination for religious tourism, with the shrine serving as a beacon of spiritual enlightenment. Enhancing the shrine's infrastructure, addressing sanitation concerns, and improving accessibility are essential steps towards realizing this potential. Collaborative efforts between government bodies, local communities, and stakeholders are necessary to create a welcoming and conducive environment for pilgrims and visitors. By investing in these improvements, Pakpattan can further elevate its stature as a premier destination for cultural enrichment and spiritual reflection.



Figure 90: Existing condition of Urban Area around Darbar Hazrat Baba Farid-ud-din Ganj Shakar, Pakpattan

9.3.2. Proposed Intervention

In response to the existing challenges facing Darbar Hazrat Baba Farid Ud Din Ganj Shakar and its surrounding area in Pakpattan, a series of interventions are proposed to enhance the visitor experience and promote the shrine's cultural significance.

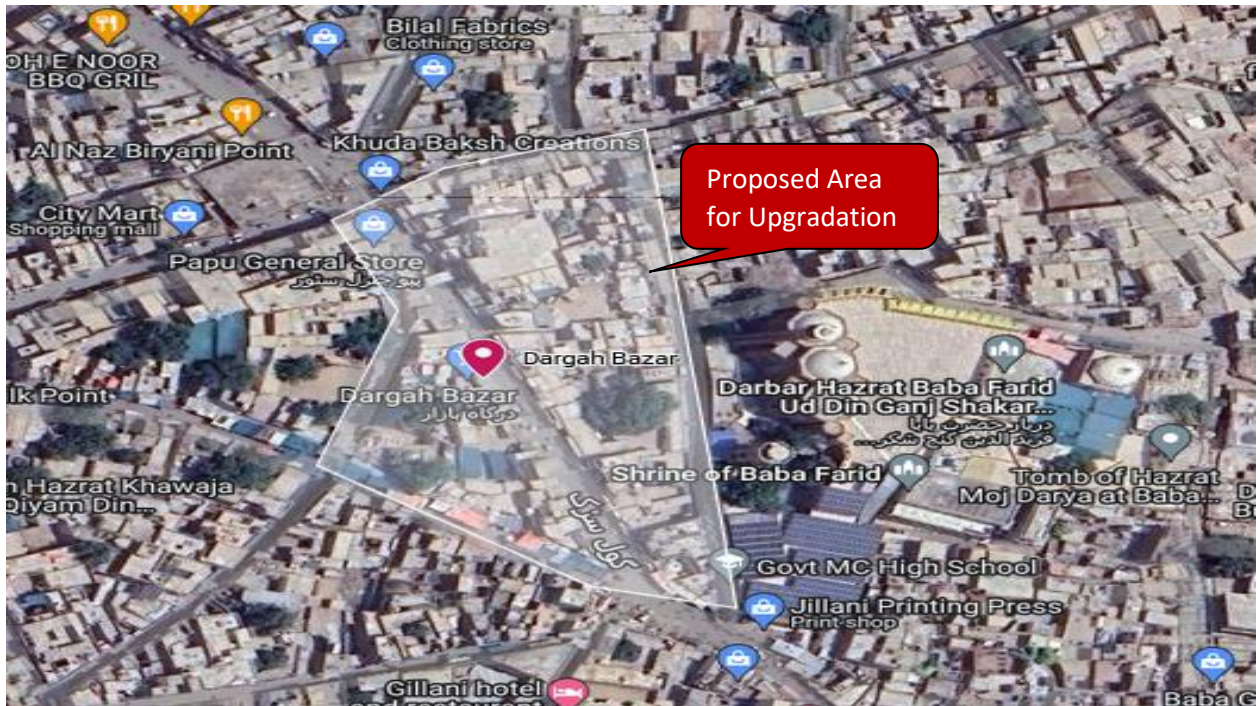


Figure 89: Location Map for proposed upgradation of Urban Area around Darbar Hazrat Baba Farid-ud-din Ganj Shakar, Pakpattan

The proposed interventions include:

i. Improving the Façade of Buildings and Ensuring Regular Cleanliness:

Enhancing the aesthetic appeal and historical ambiance by renovating and beautifying the facades of buildings surrounding the Darbar area. Implementing a systematic cleaning schedule to ensure the regular cleanliness of streets, including the removal of debris, litter, and other waste materials.



Figure 91: Example of Façade uplift, and Cleanliness in the streets

ii. Placement of Waste Bins and Preventing Open Dumping of Waste:

Strategically placing waste bins at frequent intervals along the streets to encourage proper disposal of garbage and discourage littering. Enforcing strict regulations to prevent the indiscriminate dumping of waste in public spaces, maintaining the sanctity and cleanliness of the shrine's surroundings.



Figure 92: Example of Waste Bins placed in public spaces to prevent open dumping of solid waste

iii. Allocation of Workers for Street Sweeping and Upgrading Street Conditions:

Employing dedicated workers tasked with the regular sweeping of streets to maintain cleanliness and hygiene standards. Repairing broken patches and improving the overall condition of streets to ensure smooth and safe passage for pedestrians and vehicles.



Figure 93: Depiction of workers upgrading the streets and sweeping the trash

iv. Inserting Street Furniture:

Installing street furniture such as benches, shelters, and waste receptacles, especially around food spots and areas of the congregation, to enhance visitor comfort and convenience.



Figure 94: Depiction of Street Furniture

v. Placing Signage:

Installing informative signage to guide visitors, provide historical context, and highlight important landmarks within the vicinity of the shrine.



Figure 95: An Example of Signage

These proposed interventions aim to address the existing challenges identified in the Darbar area while enhancing its cultural significance and promoting a welcoming environment for pilgrims and visitors. Implementation of these measures requires coordinated efforts between local authorities, community stakeholders, and relevant organizations to ensure the sustainable development and preservation of this cherished cultural heritage site.

9.4 Slums and Katchi Abadi Improvement

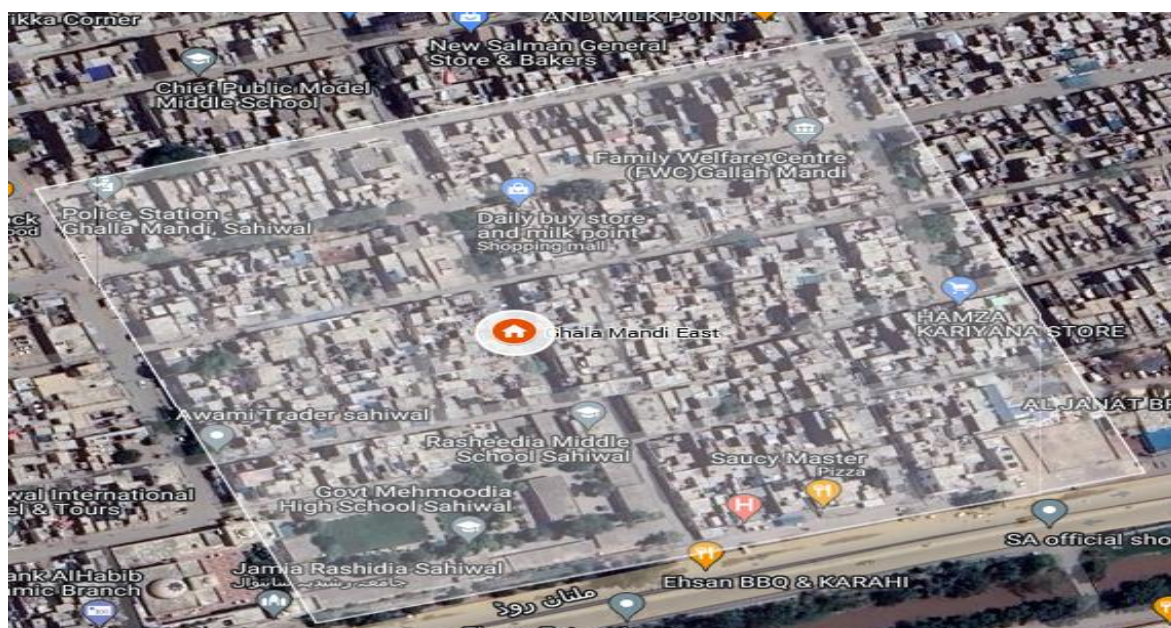
9.4.1. Existing Condition of Katchi Abadies

9.4.1.1. Ghala Mandi East – Sahiwal

Katchi Abadies (informal settlements) are prevalent in Sahiwal and represent a significant aspect of urbanization in the city. These settlements, though housing a substantial portion of Sahiwal's population, often face a myriad of challenges that impact the overall urban landscape and quality of life for residents. Ghala Mandi East, Katchi Abadi exemplifies such challenges. The existing condition of Ghala Mandi East underscores several pressing issues that necessitate urgent attention and intervention:

i. Poor Housing Infrastructure:

In Ghala Mandi East Katchi Abadi, the housing infrastructure remains substandard, characterized by inadequate construction materials and a lack of basic amenities. Residents contend with precarious living conditions, including unstable housing structures and insufficient sanitation facilities, which compromise their safety and well-being.



Map 25: Location Map of Ghala Mandi East



Figure 96: Poor Housing Infrastructure

ii. Deteriorated Streets:

The streets of Ghala Mandi East are in a state of disrepair, marked by potholes, cracks, and uneven surfaces. The lack of maintenance exacerbates mobility challenges for residents and poses safety risks, particularly during adverse weather conditions.



Figure 97: Deteriorated Streets of Ghala Mandi East

iii. Road Encroachments:

Informal structures and makeshift extensions encroach onto the narrow streets of Ghala Mandi East, exacerbating congestion and hindering pedestrian and vehicular movement. These encroachments impede access to emergency services and municipal authorities, further complicating the provision of essential services to residents.



Figure 98: Encroachments on the roads of Ghala Mandi East

iv. Heaps of Solid Waste:

The accumulation of solid waste within Gala Mandi presents a significant environmental and health hazard. Improper waste disposal practices result in the proliferation of garbage heaps, emitting foul odors and attracting pests. The absence of formal waste management systems exacerbates sanitation-related issues and compromises the overall cleanliness of the settlement.



Figure 99: Openly Dumping of solid waste can be seen in different areas of Katchi Abadi

Addressing these challenges in Ghala Mandi East is integral to fostering sustainable urban development and enhancing the quality of life for its residents. Implementing comprehensive interventions focused on housing infrastructure improvement, street rehabilitation, encroachment regulation, and solid waste management will be pivotal in revitalizing the Abadi and creating a safer, healthier, and more livable environment for its inhabitants.

9.4.1.2. *Kumhar Muhallah - Okara*

Kumhar Muhallah in Okara underscores the urban challenges prevalent in rapidly growing cities like Okara. These informal settlements, while accommodating a significant portion of the city's population, face various issues that impact both residents and the surrounding urban environment. The existing condition of Kumhar Muhallah in Okara highlights several pressing concerns:

i. **Poor Street Infrastructure:**

The streets within Kumhar Muhallah exhibit significant deterioration, characterized by potholes, uneven surfaces, and inadequate maintenance. The poor street infrastructure not only impedes pedestrian and vehicular movement but also poses safety risks for residents navigating the area.



Figure 100: Depiction of Poor Street Infrastructure at Kumhar Muhallah, Okara

ii. **Open Dumping of Waste:**

The open dumping of waste is a prevalent issue in Kumhar Muhallah, contributing to environmental degradation and health hazards. Residents resort to improper waste disposal practices due to the absence of formal waste management systems, resulting in the accumulation of garbage in open spaces and alleyways.



Figure 101: Open Dumping of Solid Waste at Kumhar Muhallah, Okara

iii. **On-Street Parking/Poor Access:**

On-street parking exacerbates congestion and limits access within Kumhar Muhallah. The lack of designated parking spaces leads to haphazard parking arrangements, obstructing thoroughfares and impeding emergency vehicle access. Poor access within the settlement further compounds mobility challenges for residents.

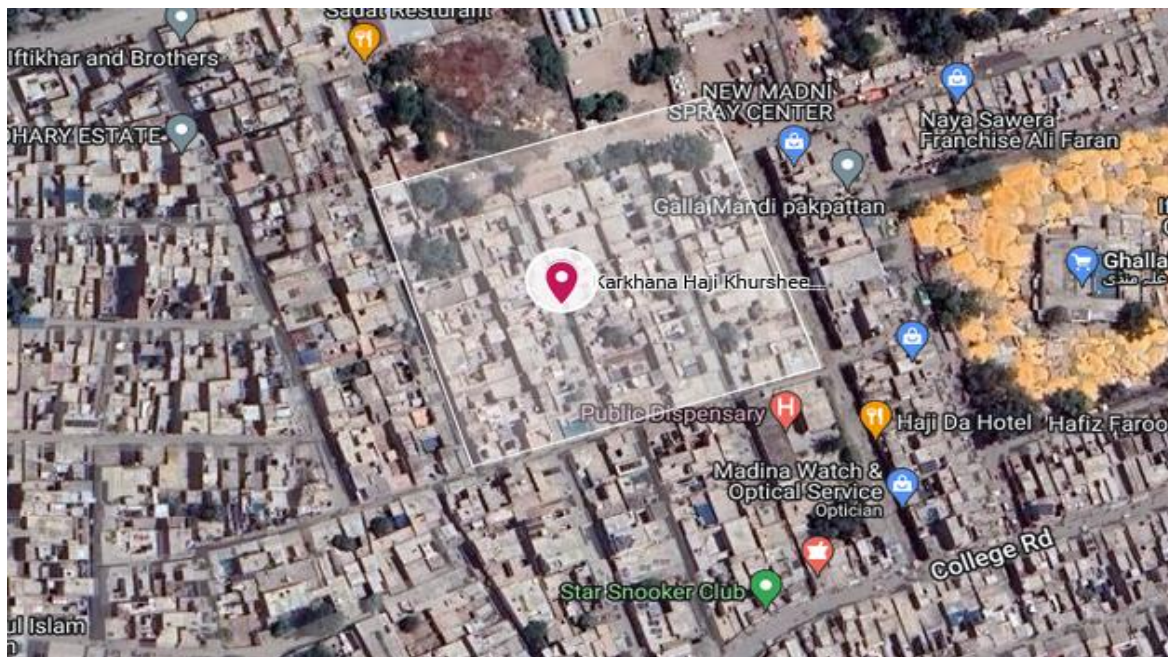


Figure 102: On Street Parking Issue

Addressing these challenges in Kumhar Muhallah is imperative to enhance the overall livability and well-being of its residents. Implementing comprehensive interventions focused on improving street infrastructure, implementing proper waste management systems, and regulating parking arrangements will be essential in revitalizing the Abadi and creating a safer, cleaner, and more accessible environment for its inhabitants.

9.4.1.3. Karkhana Haji Khursheed – Pakpattan

Karkhana Haji Khursheed in Pakpattan represents a critical aspect of urban development in the region. However, it is plagued by various challenges that significantly impact the living conditions of its residents and the surrounding urban environment. The existing issues in Karkhana Haji Khursheed highlight several pressing concerns:



Map 26: Location Map of Haji Karkhana

i. Open Drainage Links:

The presence of open drainage links poses a significant hazard to the residents of Karkhana Haji Khursheed. These open channels not only pose a safety risk but also contribute to the spread of waterborne diseases and environmental pollution.



Figure 103: Open Drainage Links in street

ii. Open Dumping of Waste:

The indiscriminate dumping of waste in Karkhana Haji Khursheed is a prevalent issue, leading to the accumulation of garbage in open spaces and alleys. Improper waste disposal practices not only degrade the aesthetic appeal of the area but also pose health hazards to residents and exacerbate environmental degradation.



Figure 104: Open Dumping of Solid Waste in streets

iii. Narrow Streets:

The narrow streets within Karkhana Haji Khursheed hamper pedestrian and vehicular movement, leading to congestion and accessibility issues. The limited space makes it challenging for residents to navigate the settlement comfortably and inhibits the provision of essential services.

iv. Poor Water Supply Infrastructure:

Inadequate water supply infrastructure in Karkhana Haji Khursheed results in irregular access to clean and potable water for residents. The lack of reliable water sources poses significant challenges to daily life and hygiene practices within the settlement.



Figure 105: Poor quality broken infrastructure of water supply

v. Broken / Damaged Drainage Network:

The broken or damaged drainage network exacerbates flooding and waterlogging issues during periods of heavy rainfall. The inefficient drainage system not only disrupts daily life but also poses risks of property damage and health hazards for residents.

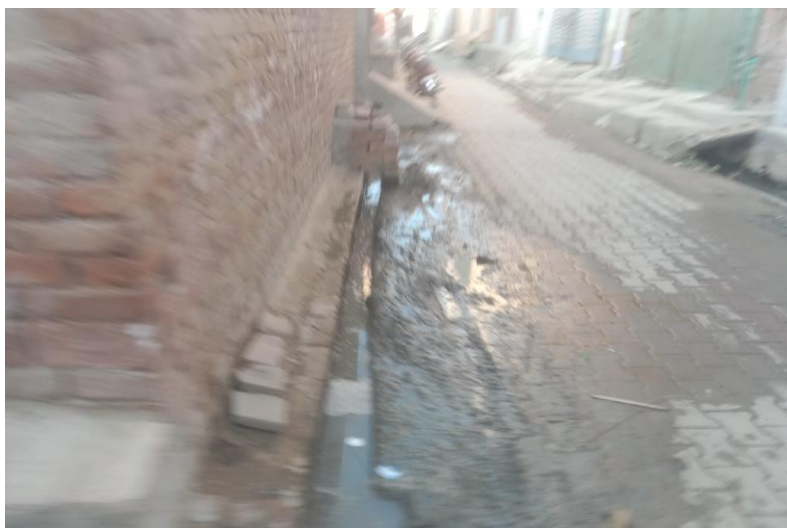


Figure 106: Poor Drainage Network of the streets

Addressing these existing challenges in Karkhana Haji Khursheed is essential to improve the living conditions and quality of life for its residents. Implementing comprehensive interventions focused on upgrading drainage infrastructure, implementing proper waste management systems, widening streets, enhancing water supply infrastructure, and repairing the drainage network will

be crucial in revitalizing the Abadi and creating a safer, cleaner, and more sustainable living environment for its inhabitants.

9.4.2 Proposed Intervention

In addressing the challenges faced by slums and Katchi Abadies, comprehensive interventions are proposed to uplift the living conditions and enhance the aesthetic appeal of these settlements. The proposed interventions include:

i. Installation of Underground Drains:

Implementing underground drainage systems will effectively manage wastewater and mitigate the risk of waterborne diseases. By channeling sewage away from residential areas, underground drains contribute to improving sanitation and public health standards within slums and Katchi Abadies.



Figure 107: Example of Underground Drainage Network

ii. Surface Paving with Concrete:

Completely paving the surfaces with concrete enhances accessibility and facilitates movement within the settlement. Concrete paving reduces dust and mud accumulation, creating cleaner and more navigable pathways for residents. Additionally, it provides a durable and stable surface, ensuring longevity and minimal maintenance requirements.



Figure 108: Paving of Streets and Road Surface

iii. Repainting and Decoration of Houses:

Repainting and decorating houses not only improve the visual appearance but also instill a sense of pride and ownership among residents. Vibrant colors and decorative elements add charm and character to the community, fostering a sense of community identity. Planting beds at the front of houses allows residents to cultivate flowers and shrubs, further enhancing the aesthetic appeal and greenery of the settlement.



Figure 109: Example of Repainting of houses in a neighborhood of Lahore

By implementing these interventions, slums and Katchi Abadies will undergo a transformative process, evolving into vibrant and sustainable communities that prioritize the well-being and dignity of their residents. The proposed interventions aim to create safer, cleaner, and more aesthetically pleasing living environments, fostering a sense of belonging and pride among inhabitants.

9.5 Preservation of Agriculture Land

9.5.1 Existing Situation

In the last decade, urbanization has been taking place rapidly. Due to the increase in demand for housing in urban areas, more agricultural land is being converted into built-up areas in the cities. High population growth and a lack of basic amenities in rural areas have caused rural-urban migration and land use/ land cover to change from one form to another, such as from agricultural to built-up area.

The majority of the agricultural land will be found outside the area of the main cities i.e., in rural areas. Due to distance from the cities, such land is comparatively cheaper than the land available in cities. The low price makes the agricultural land a great target for investors to purchase and use for constructing mega projects such as, housing societies, etc. An analysis of the comparison between previous and existing built-up over the years on Google Earth showed an immense increase in the built-up areas over the years in Okara city.

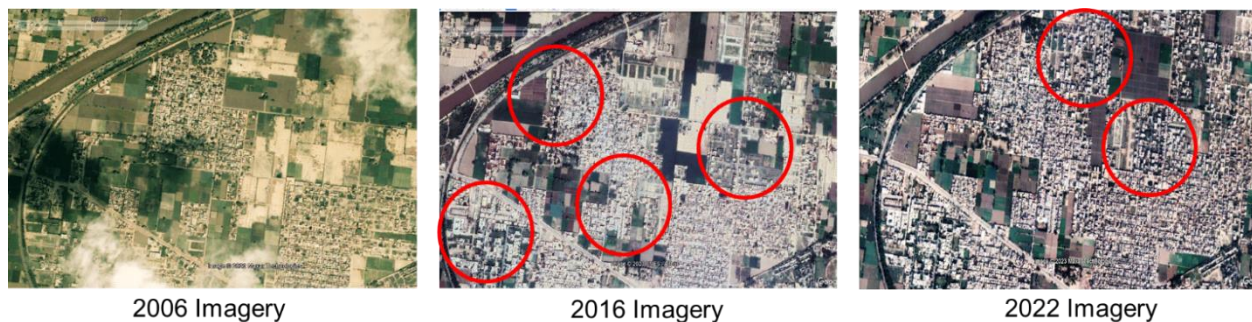


Figure 110: Built-up Over the Years, Okara City

9.5.2 Proposed Interventions

To control the rapid conversion of agricultural land into built-up, the following measures are proposed to ultimately preserve agricultural land:

i. Land Use Zoning and Planning:

Land Use Zoning and Planning can be considered as one of the tools to help the government in integrated planning and sustainable management of land resources. The land use zoning promotes planned allocation of land uses which results in equal and balanced growth of the city. The formulation and strict implementation can control the rapid land cover change. All the major cities must have their master plan prepared based on the existing conditions and future needs and the administration is responsible for preparation and implementation.

ii. Conservation easements

It aims to protect habitat for birds, fish, and other wildlife by limiting residential, industrial, or commercial development. Contracts may prohibit alteration of the natural topography, conversion of native grassland to cropland, drainage of wetland, and establishment of built-up areas.

We propose that conservation easements protocols should be implemented strictly on agricultural lands. Employing such land for purposes other agriculture must be made illegal. Signage should be placed on agricultural lands prohibiting the trespassers who intend to use that land for commercial or residential purposes.

Below is a conceptual illustration of the conservation easement and preserved agricultural land:



Figure 111: Examples of Conservation Easement and preserved agricultural land

iii. Policy Advocacy and Legislative Reforms to Prevent Agricultural Land Conversion

The major component in the protection of agricultural land is policy advocacy and regulations to prevent agricultural land conversion. Lawmakers need to incorporate the agricultural land protection into public policy. Pragmatic public policy implementation is necessary by the administration to protect agricultural land. Likewise, reforms are required to pursue conversation

easements. Strict laws aiming at ensuring protection of agricultural lands should be enacted. Moreover, enforcement of such laws is required at emergency basis and actions must be taken in case of violation.

Along with the above-mentioned interventions, establishment of planning boundaries is also essential to prevent the loss of prime agricultural land in the Sahiwal Region.

iv. Creation of land banks

The creation of Land Banks is very crucial to acquiring and holding agricultural land. It can be helpful for the protection of agricultural land. Land banks are quasi-governmental entities created by counties or municipalities to effectively manage and repurpose an inventory of land resources. Agricultural land banking is found where large tracts of fertile land still exist, where valuations are low, and where legislation allows large land holdings by administration, to protect the land to be used for any other use than agriculture. The administration then in time will release these to be used as agricultural land. This will result in a counter-effect to the rapid urbanization in the Sahiwal Region.

v. Public Awareness and Stakeholder Coordination

To optimize the maximum potential of the above-mentioned intervention, it is important to raise public awareness. Fostering community awareness regarding the significance of conserving green spaces and preserving agricultural land for both their personal well-being and the promotion of a sustainable future is paramount. Engaging all stakeholders and actively seeking their perspectives will facilitate the smooth execution of these conservation efforts.

Public awareness and stakeholder coordination are fundamental tools for the successful implementation of the above-mentioned interventions. Community feedback plays a crucial role in identifying the prevailing issues.

9.6 High-Density Zone along Church Road and Link Road, Sahiwal

9.6.1. Existing Situation

The map illustrates the location of the proposed high density zone adjoining roads of Church Road and Link Road which serve as a pivotal artery, providing access to adjacent commercial markets such as Saddar Bazar, and Urdu



Map 27: Location Map of Existing Low-Density Commercial Area along Church Road and Link Road, Sahiwal:

The commercial areas of Sahiwal are currently grappling with a myriad of challenges stemming from their low-density setup, which significantly hampers their functionality and attractiveness. The area's sparse population density exacerbates issues such as traffic congestion, exacerbated by insufficient parking facilities, and contributes to heightened pollution levels. Moreover, the narrow and deteriorating streets, coupled with the lack of proper waste management, further compound the area's problems. Encroachments add to the chaos, while the absence of sidewalks and ramps hinders pedestrian mobility, exacerbating safety concerns. The dearth of street furniture only adds to the area's lackluster appeal.

To effectively address these pressing issues, transitioning to a high-density and multi-story development model emerges as a crucial solution. Unlike the prevailing low-density layout, high-density developments promise efficient land use and stimulate economic activity, curbing urban sprawl in the process. Moreover, they facilitate improved access to amenities and services, foster enhanced pedestrian connectivity, and optimize existing infrastructure. Embracing this

transformative shift not only holds the potential to rejuvenate Sahiwal's commercial areas but also lays the groundwork for the city's sustainable long-term growth and prosperity.



Figure 112: Existing Condition of Church Road and Link Road Low-Density Development, Sahiwal

9.6.2. Proposed Intervention

The proposed intervention entails establishing a High-Density Zone along Church Road and Link Road in Sahiwal, as recommended by the Municipal Corporation. The intervention aims to transform Sahiwal's commercial areas into vibrant and accessible hubs, stimulating economic activity and enhancing the city's overall appeal and functionality.



Figure 113: Conceptual design of High-Density zone

The implementation of a High-Density Zone along Church Road and Link Road in Sahiwal is expected to encourage the development of high-rise and high-density structures, thereby enhancing urban planning and fostering a sustainable future for the city. By concentrating commercial activities within a compact area, the high-density approach optimizes land use and minimizes urban sprawl. Additionally, the construction of taller buildings allows for increased floor space within a smaller footprint, making efficient use of valuable land resources. This concentrated development pattern promotes pedestrian-friendly environments, reduces reliance on private vehicles, and encourages the use of public transportation, contributing to a more sustainable urban lifestyle. Furthermore, the vertical expansion potential of high-rise structures can accommodate a growing population while preserving open spaces and green areas. In essence, the promotion of high-rise and high-density development within the designated zone aligns with principles of sustainable urban planning, facilitating a more livable, resilient, and vibrant Sahiwal for future generations.

9.7 Capacity Development of Urban Planning Institutions

The division is grappling with numerous capacity issues that are hampering effective urban planning and development objectives. One of the primary challenges is the overlapping of duties among officers, many of whom have been burdened with additional charges, leading to underachievement in various areas. Vacant positions across multiple Local government offices

exacerbate the situation, as does the lack of budget capacity and modern data management expertise.

Furthermore, there is a glaring deficiency in technical staff, particularly in key roles such as Urban Planners, GIS experts, and building inspectors across all MC Offices. The absence of professional and technical training compounds these issues, resulting in a workforce ill-equipped to handle the demands of urban planning and development.

To address these challenges, it is imperative to prioritize hiring urban planning and GIS professionals to fill vacant positions and strengthen the technical capacity within the division. Concurrently, capacity-building exercises and workshops should be conducted to enhance the skills of existing staff in areas such as citizen engagement, conflict resolution, and digital literacy.

The institutional capacity and planning regime of the region suffer due to the lack of a skilled workforce, particularly evident in the urban planning operations of MCs. Therefore, efforts to recruit and train personnel must be accompanied by budget allocations and salary increases to attract and retain qualified individuals.

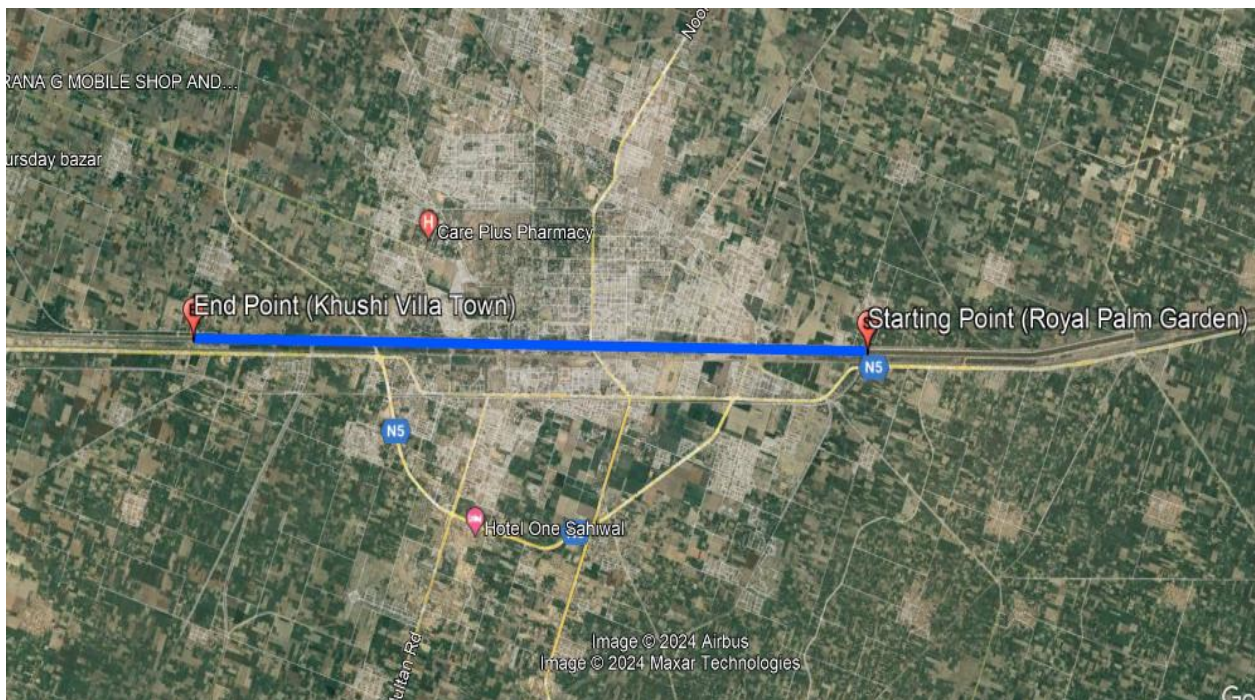
Additionally, establishing a platform for discussion and decision-making, tailored to the designated jurisdictions and responsibilities, is crucial for promoting an integrated planning system and preventing the neglect of certain areas within the governance framework.

Specifically, within Local Government planning sectors, there is a pressing need for strengthening through capacity building and an increase in the number of planning experts. Currently, the reliance on a solitary planner for the entire municipality is untenable and severely hampers planning operations. By bolstering planning sections and expanding the pool of expertise, municipalities can expect significant improvements in their planning processes and outcomes.

9.8 Revitalization of the Lower Bari Doab Canal and Provision of green spaces.

9.8.1. Existing Condition

The current situation around lower Bari doab canal near the University of Okara to the bank of canal connecting with the location of Mian Muhammad Zaman Public Park in Sahiwal is deteriorated with unpaved roads along both sides. There is a huge deficiency of plantation along both sides of the canal. The roads conditions are getting worse day by day and it affects the transport movement causing a grave effect on the environment around the canal. This situation harms the eco biodiversity of Lower Bari Doab Canal (LBDC). The infrastructure in the vicinity of the canal is very old and damaged and is aging at a fast pace; furthermore, it lacks regular maintenance. The deteriorated condition of the infrastructure is due to administrative negligence and lack of proper care.



Map 28: Locational Map of LBDC Sahiwal

In Okara, the bank of the canal connected with the location of Royal Palm Garden to the banks alongside the Khushi Villas Town . This is 13 kilometers long. Add plantation on both sides of the canal and also add plantation on the portion of canal that is diverted from the nursery located near Royal Palm Garden and until the bank in parallel to Khushi Villas Town.



Map 29: Locational Map of LBDC Okara city

The canal stretch between Zaman Park and the University of Okara is currently in a state of disrepair, with unpaved roads and a lack of greenery in the surrounding area. The absence of plantation and poor conditions have significantly deteriorated the overall environment and aesthetic appeal of this important route. Another problem is pollution in the canal which is from agricultural runoff, industrial discharges, and untreated sewage. The industries in the surrounding areas of the canal release their waste in the canal bank. Similarly, farmers dump agricultural waste into the canal directly causing its water quality to be reduced. Constant soil depletion has caused erosion along the banks of canal, which is also a consequence of rapid conversion of green areas into built-up areas.

One of the major causes of pollution of the canal is the open dumping of solid waste along the banks of canal, which has turned the banks of canal into dumping sites at certain locations in Sahiwal and Okara. This behavior of general public towards the preservation of the integrity of Lower Bari Doab Canal needs to be changed.



Dumping site along the bank of canal



Solid waste thrown alongside canal



Unpaved road alongside canal



Poor infrastructure along banks of canal

Figure 114: Existing Conditions of Lower Bari Doab Canal, Sahiwal Division

9.8.2. Proposed Interventions

In light of the above-mentioned situation of the existing condition of LBDC, the following interventions have been proposed along the selected zones highlighted in the maps below.

To improve greenery in the canal vicinity, we propose linear plantation along the banks of LBDC. These linear plantations include all the native species of plants and trees that can survive the climate and bring positive changes. The plants will improve the overall aesthetics of the canal as well as majorly contribute towards enhancing the air quality in the nearby areas of the canal. Following is the conceptual design of the proposed linear plantations along the LBDC.

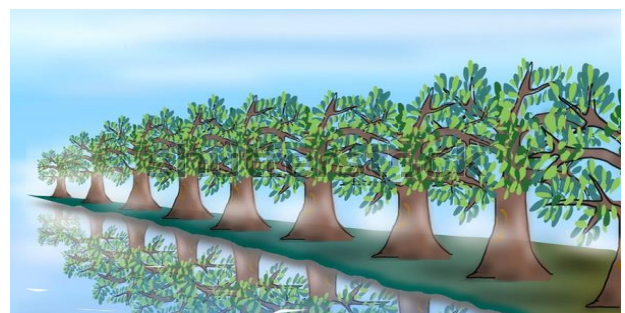


Figure 115: Conceptual Design for Linear Plantation

Another proposed intervention for the revitalization of LBDC includes creating leisure spots near the main chowk in the surrounding areas of canals. These spots must be facilitated with lighting sideways to enhance visibility and improve aesthetics.



Figure 116: Example of Lighting

Placement of street furniture at certain distances along the sides of the canal can also have positive impact in revitalizing the spaces near the canal. Street furniture plays a vital role in improving the overall aesthetics of the roads. The street furniture can be used as a tool to increase social interaction. Carefully placed clusters of benches and seating in public places offer opportunities to be sociable and enjoy the outdoors. This is the value that has become even more precious, as people respond to modern challenges by returning to simpler, more traditional activities.

Enhancement, beautification, and cleanliness of the canal by preventing solid waste dumping into the canal can also bring positive change and improve the current conditions of the canal. Educating people on why not to throw solid waste or dump waste in nearby areas of the canal is important to protect the eco-diversity, water quality, and overall environmental sustainability. Only if the general public understands the importance of the canal as their resource, they will protect it and stop polluting the canal.

Use of Signage can also be used to improve the directions visually of the canal and the roads along it. These signs can be used for directions as well as to educate people about the importance of canals and how to protect them. The signboards can play an important role in the preservation of the Lower Bari Doab Canal. Pertinently, the Lahore Canal Rehabilitation project was an overall success that can be used to replicate the case of the Lower Bari Doab Canal. Replicate Lahore Canal's rehabilitation procedures for the Lower Bari Doab Canal, etc. These procedures include

the placement of street furniture, signage, road improvement works, and protection of bird species in the existing trees and plantation of new trees.

Following is an illustration of all the proposed interventions for the Lower Bari Doab Canal.



An example of lighting at Lahore Canal



An example of Plantations



Signage



Benches across a canal

Figure 117: Examples of proposed Interventions for the revitalization of Lower Bari Doab Canal.

9.9 Provision of Green Spaces in Urban Areas of Sahiwal Division

According to the World Health Organization (WHO), it is recommended that each city allocate a minimum of 9 square meters of parkland or green space per person within its urban population. This guideline underscores the importance of integrating green urban areas into city planning to enhance the overall well-being of residents.

Ensuring the availability of ample green spaces within cities serves multiple benefits. Firstly, it promotes better air quality by absorbing pollutants and providing oxygen, thus mitigating the adverse effects of urban pollution. Secondly, green spaces support biodiversity by providing habitats for various plant and animal species, contributing to ecological balance within urban environments.

Moreover, the green areas play a crucial role in regulating temperatures, especially in densely populated urban centers where heat island effects are prevalent. By providing shade and cooling effects, green spaces help mitigate the impact of rising temperatures, thereby creating more comfortable and livable urban environments.

Additionally, the presence of green spaces within cities aids in reducing greenhouse gas emissions. Trees and vegetation act as carbon sinks, absorbing carbon dioxide from the atmosphere and mitigating the effects of climate change.

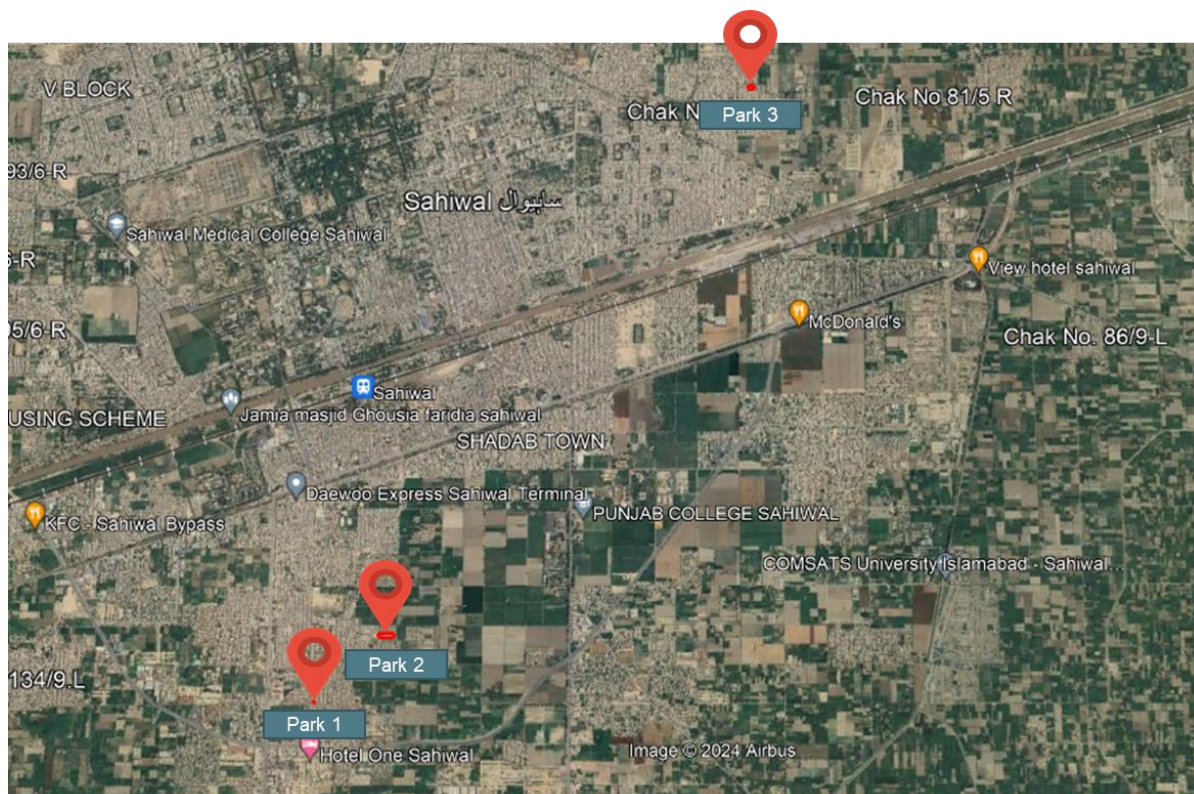
Amid ongoing rapid urbanization, we propose greenspaces/parks be established in all districts of the Sahiwal Division. These parks will improve the greenery in the urban areas and provide a spot for recreation while also improving the environment.

9.9.1. Proposed Parks in Sahiwal

Parks are proposed in vacant area of highly dense urban area. Below table shows the location and areas of proposed parks in Sahiwal city.

Table 23: Proposed Parks in Sahiwal City.

Sr. No.	Nearby Location	Area (acres)
Park 1	Near Jamia Masjid Anwar-e-Madina and Doctor Surgical & Maternity Centre	0.05
Park 2	Near Ali Town roundabout	1.03
Park 3	Near Bilal Bakers	0.41



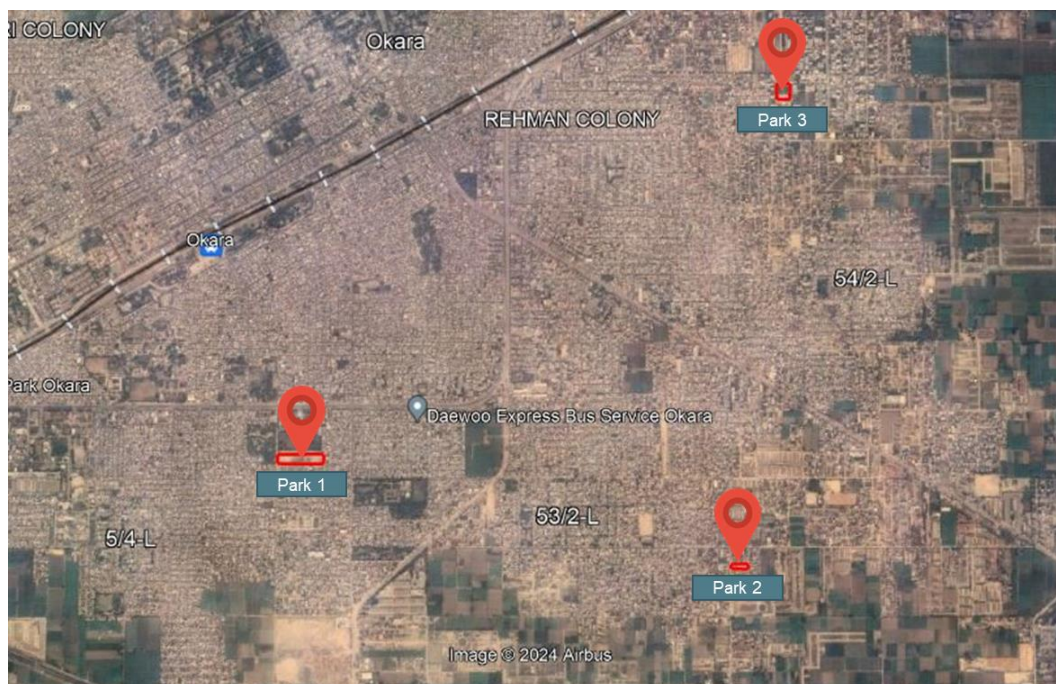
Map 30: Locational Map of Proposed Parks in Sahiwal

9.9.2. Proposed Parks in Okara

Parks are proposed in vacant area of highly dense urban area. Below table shows the location and areas of proposed parks in Okara city.

Table 24: Proposed Parks in Okara

Sr. No.	Nearby Location	Area (in acres)
Park 1	Near Holy Family Convent High School	2.08
Park 2	Near Al Madina Bakers on Samad Pura Road	0.39
Park 3	Near Zahid Printing Services	1.06



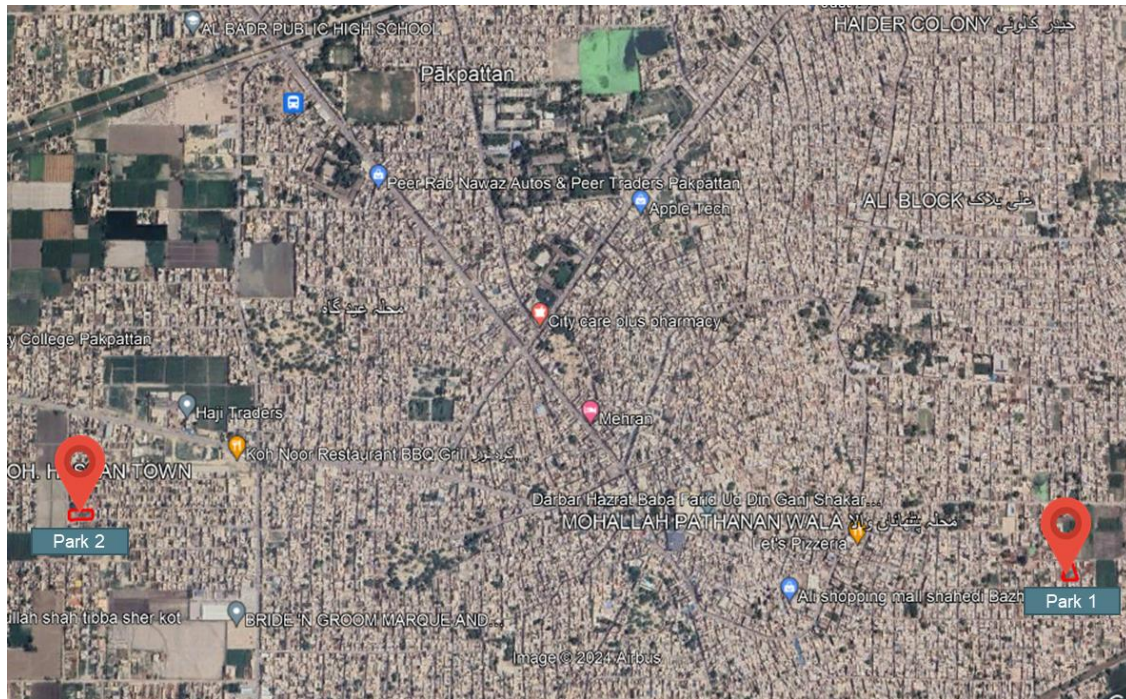
Map 31: Locational Map of Proposed Parks, Okara

9.9.3. Proposed Parks in Pakpattan

Parks are proposed in vacant area of highly dense urban area. Below table shows the location and areas of proposed parks in Pakpattan city.

Table 25: Proposed Parks in Pakpattan

Sr. No.	Nearby Location	Area (in acres)
Park 1	Near Hassan Town	0.20
Park 2	Near Shahedi Bazar	0.23



Map 32: Locational Map of Proposed Parks, Pakpattan

9.9.4. Sample Design for Parks

A sample design for parks is also proposed below. New parks or similar green space on this model or on any suitable model should be built in the proposed locations.



Figure 118: Proposed design for park/green space

9.10 Future Urban Growth

Haphazard growth characterizes the urban morphology of the urban areas of the division. To make it more compatible and sustainable, it must follow a robust plan. For this, regions for developmental growth are to be identified. Moreover, the continuous agricultural areas are to be marked as well for preservation against development leading to unsustainable conversion of land.

Development needs are often met directly with suburban development in the region. This has long been the trend in the city. It has resulted in low-density development, engulfing fertile green lands, trapped villages and agricultural areas, and loss of orchards that were producing the best yields of the country. To tackle these challenges, a strategy to accommodate and direct future development is needed. Proposals for growth areas for the future depend on a city's unique needs, challenges, and long-term vision. The purpose behind the proposal of growth areas for districts is to identify

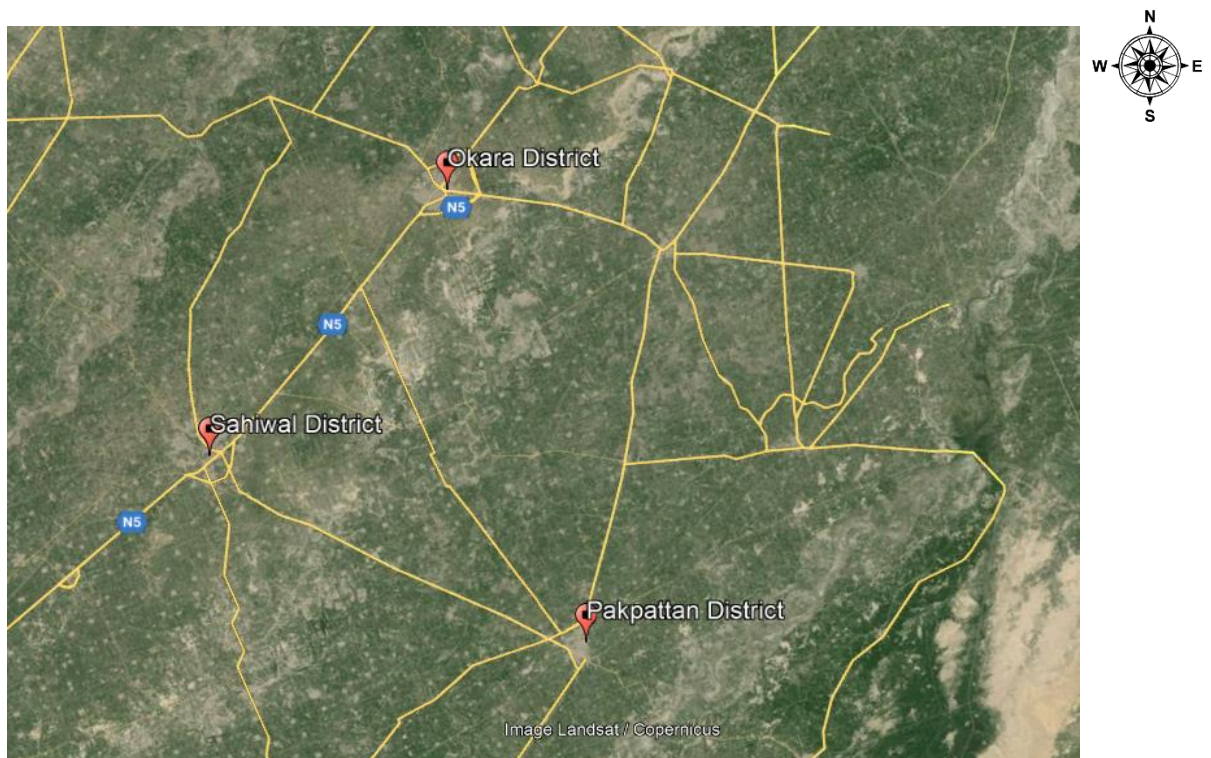
areas for urban expansion to accommodate population growth and economic development. These areas may be located on the outskirts of the city or in underdeveloped or underutilized sections within the established urban areas. To accommodate future development compacting and densifying the existing urban areas is suggested to be preferred in this regional plan.

9.10.1. Growth Zones for the Future

Development for future growth zones is proposed for each district of the Sahiwal Division. The proposals are given, keeping in view several considerations especially including the following:

1. Regional connectivity
2. Roads Accessibility
3. Contemporary growth alignment of Districts
4. Development coherence
5. Other trends facilitating growth.

Before delving into the discussion of the reasoning behind proposed areas, it is important to contextualize these spatial entities for the region.



Map 33: Location Map of Districts in Sahiwal Division

All three districts' locations can be seen in the imagery above. Sahiwal district is located on the northwest side of the division, Okara is located on the northern side of the division and Pakpattan is located on the southern side of the division.

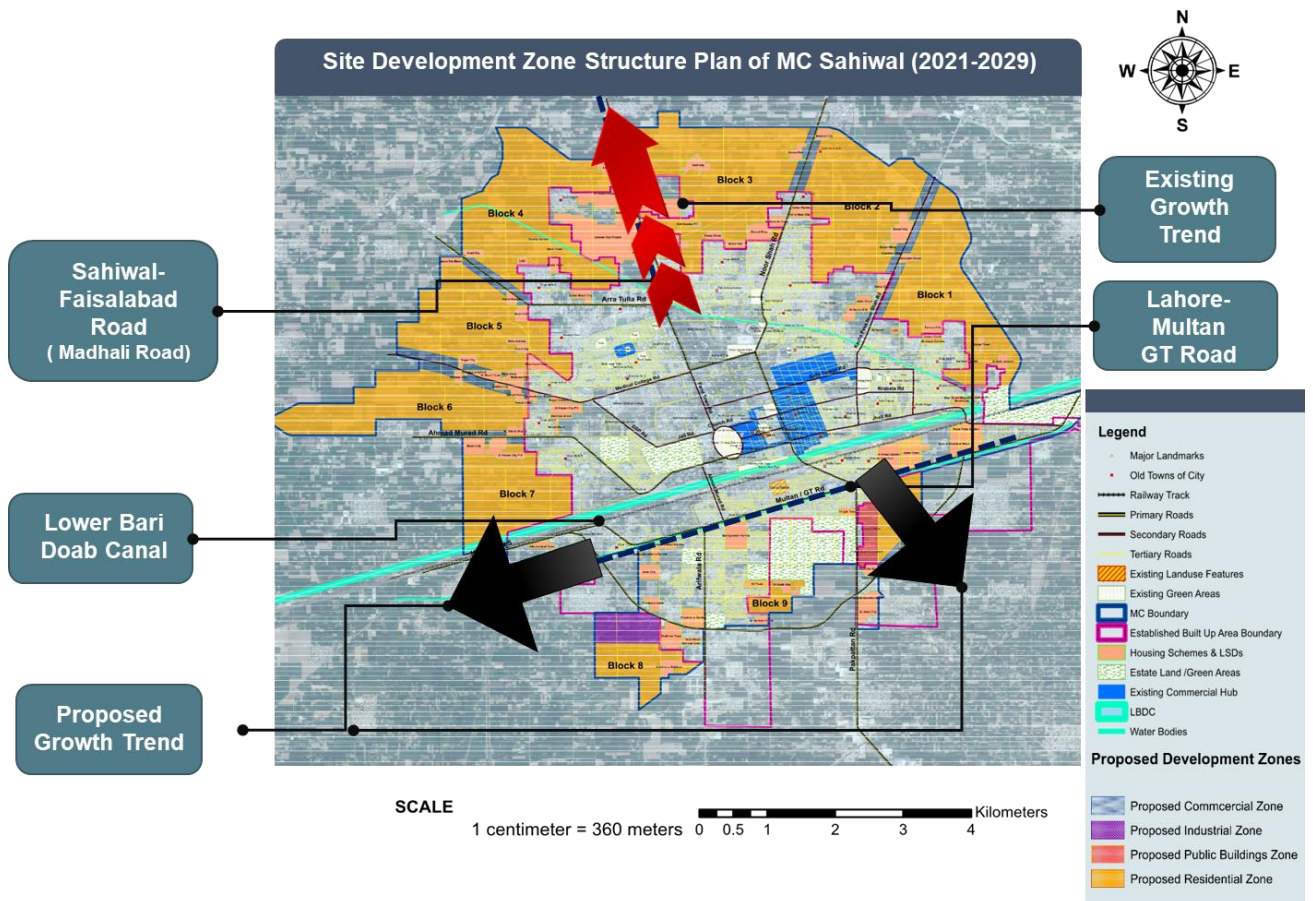
Proposed Growth for MC Sahiwal

Sahiwal City, situated in the northwest region, has experienced notable expansion over the years, primarily oriented toward the northwest and north according to temporal growth analysis. With a Population density of 16096 /sq.km, Sahiwal faces a significant growth disparity between its northern and southern sectors. The latest Site Development Zone Structure Plan (2021-2029) by MC Sahiwal aims to align future growth with existing trends, focusing predominantly on the northern side where development is concentrated along the Sahiwal–Faisalabad Road and within the vicinity of existing urban areas, fostering the emergence of new residential colonies.

Anticipating the ongoing growth trajectory, proposed future development in Sahiwal City is envisioned along the GT road, particularly targeting the southwest and southeast sectors. This strategic direction underscores the imperative need for complementary infrastructure conducive to sustained growth, such as malls, markets, and educational, and healthcare institutes. Promoting growth in the southern part of the city necessitates a comprehensive approach that involves the development of new industrial venues and the establishment of supporting services such as road infrastructure, commercial zones, and educational and health facilities. This multifaceted strategy is crucial to addressing the current imbalance between the northern and southern regions of the city. By focusing on infill development strategies, sustainability can be enhanced and ensure a more equitable distribution of resources and opportunities.

The city's accessibility to regional developmental focal points, including the Lower Bari Doab Canal and Lahore-Multan GT Road, underscores its potential for further development. To address the development needs in the southern region, facilitating land use permissions for commercial ventures like cash and carry establishments and recreational facilities can enhance overall urban development.

Furthermore, the proposed development direction aligns with plans for other cities within the Sahiwal division, fostering a coherent and synchronized regional development pattern. This concerted effort not only enhances Sahiwal's urban landscape but also contributes to the harmonized development of the broader region.



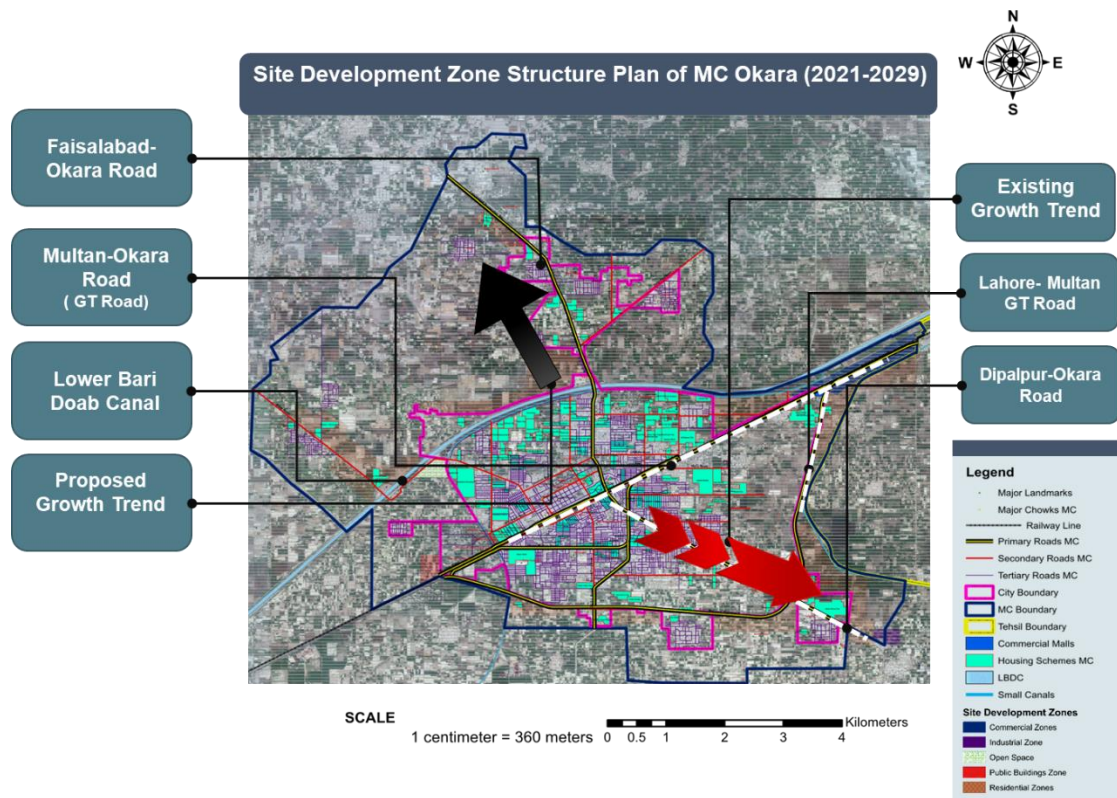
Map 34: Current and Proposed Growth of Sahiwal city.

Proposed Growth for Okara City

Okara city lies in the north of the Sahiwal division. According to temporal growth analysis, the expansion of Okara city has been in the South-east direction. The expansion of the city is growing towards the Southeast part of the city.

The average population density of Okara City is 5029 /sq.km. The existing development is observed on both sides of Multan-Okara Road (GT road). As per the latest Site Development Zone Structure Plan of MC Okara (2021-2029), new development zones are proposed in the vicinity of existing built-up areas.

The existing growth trend of Okara city is more towards the southeast side causing an imbalance of growth pattern in the city there considering the connectivity and existing development pattern for future growth is proposed along the Okara-Faisalabad Road in the North-Western side of the city.

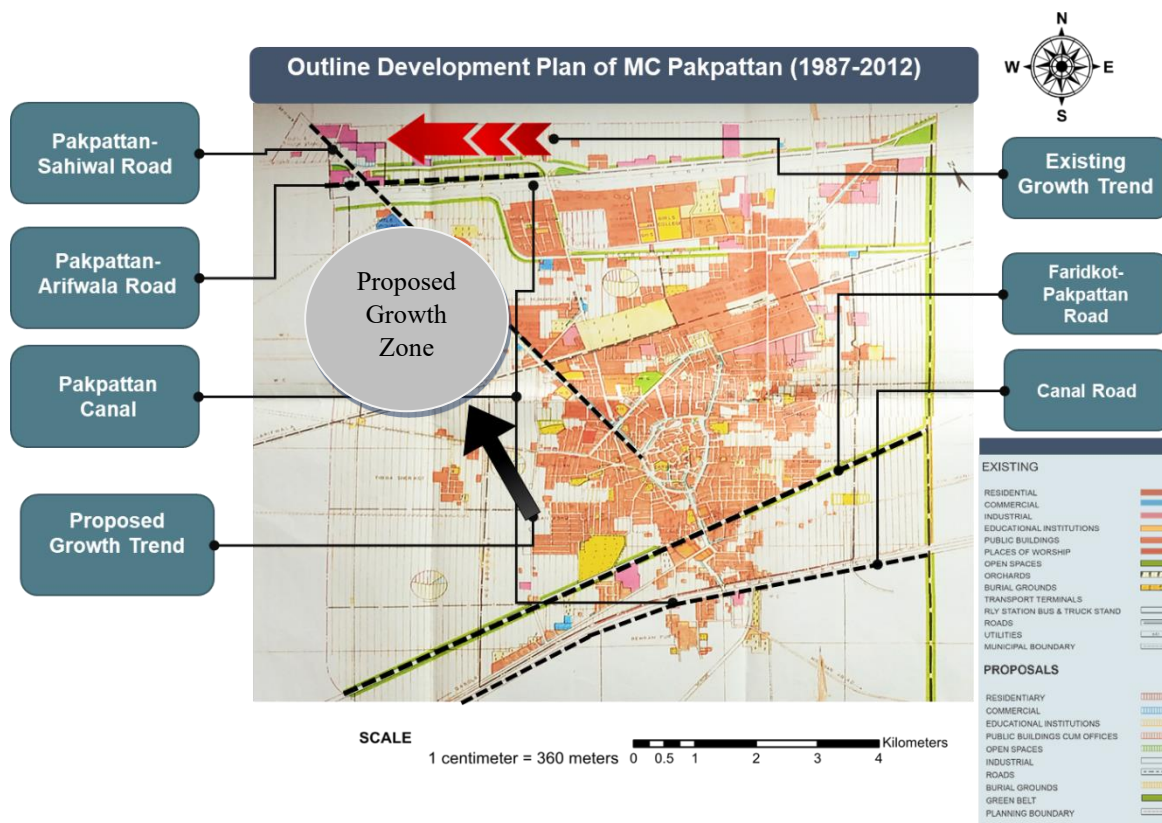


Map 35: Current and proposed Growth of Okara

Proposed Growth for Pakpattan

Pakpattan lies in the southern part of the division. According to temporal growth analysis, over the years the expansion of Pakpattan is oriented from East to West. The expansion of the Pakpattan city is growing vertically on the northern side towards Sahiwal city.

The Population Density of Pakpattan city is 7537 /sq.km. The previous and existing growth trend of Pakpattan city is towards the northern side. The previous Outline Development Plan of MC Pakpattan (1987-2012) also showed that the existing development in MC Pakpattan is between Pakpattan-Sahiwal Road and Faridkot-Pakpattan Road on the upper north side. As per the plan, future land uses are proposed in the vicinity of existing land uses along the major roads. In recent years rapid growth has been observed along the Pakpattan Sahiwal road and Pakpattan-Arifwala road. Considering the current growth trend observed and the accessibility to major roads, the proposed future growth trend is at the North-Western side of the city.



Map 36: Current and Proposed Growth of Pakpattan

9.10.2. Preparation of Master Plans

Regional development necessitates a comprehensive approach to upgrading and planning urban centers. It is imperative to establish and maintain master plans for all district headquarters and cities like Chichawatni, Arifwala, and others. These plans serve as foundational documents guiding development activities and infrastructure initiatives.

To streamline planning operations and foster coherence, all municipalities and cities should adhere to a unified planning framework. This approach ensures consistency and alignment in development strategies across the region, minimizing discrepancies and maximizing efficiency.

Furthermore, achieving regional connectivity in terms of development requires proactive dialogue among municipalities regarding their development plans and how they fit within the broader regional context. Each municipality should assess how its development initiatives contribute to the overall regional development agenda and how they can be synergized with neighboring areas. This collaborative approach promotes integrated and complementary growth, fostering a more cohesive and sustainable regional development trajectory.

9.11 Estimated Cost

Table 26: Estimated Costs of Proposed Interventions²

Sr. No.	Department	Project	Cost (Million Rs)
1.	Local Government & Community Development Department	Master Plan of Sahiwal City	70
2.	Local Government & Community Development Department	Master Plan of Kamir City	35
3.	Local Government & Community Development Department	Master Plan of Chichawatni City	60
4.	Local Government & Community Development Department	Master Plan of Okara City	65
5.	Local Government & Community Development Department	Master Plan of Depalpur City	50
6.	Local Government & Community Development Department	Master Plan of Renala Khurd	45
7	Local Government & Community Development Department	Master Plan of Pakpattan City	60
8	Local Government & Community Development Department	Master Plan of Arif Wala City	12

² Disclaimer: The proposed costs are just estimations based on the initial calculations excluding taxes. The actual costs can vary due to factors such as inflation, etc.

9	Municipal Corporation Sahiwal	Construction of Parking Plaza	180
11	Municipal Corporation Sahiwal	Construction of High-Density Zone (This includes demolition of existing shops, merging the existing infrastructure into the new one, and constructing new shops and commercial area infrastructure of total three storeys to be included in the high-density zone.)	966
12	Municipal Corporation Sahiwal	Revitalization and Upgradation of Saddar Bazar (This includes cost of façade uplift, street furniture, wastebins, and covering 8 manholes/open drains in the bazar)	2.15
13	Municipal Corporation Sahiwal	Upgradation of Rail Bazar in Okara city cost (This includes cost of façade uplift, street furniture, 3 wastebins, signage cost and covering open drains in the bazar)	1.18
14	Municipal Corporation Sahiwal	Upgradation of Dargah Bazar Pakpattan cost (1300 meters length) (This includes cost of façade uplift, street furniture, wastebins, 2 rotary parking systems, and covering manholes in the bazar)	9.7
15	Municipal Corporation Sahiwal	Revitalization and Upgradation of the area around Darbar Hazrat Baba Farid Ud Din Ganj Shakar (This includes cost of façade uplift, street repairing, streetlights, wastebins, and	16.24

		yearly cleanliness cost i.e. yearly cost of hiring 4 workers at minimum wage for cleanliness)	
16	Local Government & Community Development Department	Upgradation of Katchi Abadies Part a) Ghala Mandi Sahiwal (This includes cost of repairing streets, placing wastebins, and yearly cleanliness cost i.e. yearly cost of hiring 4 workers at minimum wage for cleanliness)	301.54
17	Local Government & Community Development Department	Upgradation of Katchi Abadis Part b) Muhallah Kumhar Okara (This includes cost of repairing streets, placing wastebins, and yearly cleanliness cost i.e. yearly cost of hiring 2 workers at minimum wage for cleanliness)	79
18	Local Government & Community Development Department	Upgradation of Katchi Abadis Part c) Karkhana Haji Khursheed Pakpattan (This includes cost of repairing streets, covering open drains, uplifting façade, and yearly cleanliness cost i.e. yearly cost of hiring 4 workers at minimum wage for cleanliness)	49.2
19.	Local Government & Community Development Department	Proposal for Capacity Building Part a) For each MC Office: (Capacity building cost includes yearly salary expense of proposed new hiring of 1 building inspector, 1 urban planner at the post of MO (Planning), 1 GIS expert, 1 IT	13.39

		<p>expert, and yearly training cost of MC employees.)</p> <p>Total cost for capacity building for each MC = 44,64,000</p> <p>At this rate, total cost for 3 MC offices (Sahiwal, Okara, and Pakpattan) = 13,392,000 Rs.</p>	
20		<p>Proposal for capacity building for Part b) PHATA Office Sahiwal</p> <p>(Capacity building cost includes yearly salary expense of proposed new hiring of 3 urban planners (1 for Sahiwal, 1 for Okara, and 1 for Pakpattan), 2 GIS experts, and 2 IT experts)</p> <p>Total cost = 86,40,000</p>	8.64

13.	Local Government & Community Development Department	<p>Provision of Green Spaces and Plantations along the sides of Lower Bari Doab Canal</p> <ul style="list-style-type: none"> • Cost of plantation = 300,000 PKR per kilometer • Cost of lighting = 1.01 million PKR per kilometer • Signage cost = 40,000 • Benches + waste bins cost = 200,000 PKR per kilometer <p>Total cost = 1.55 million PKR per kilometer</p> <p>Total length of Okara Urban Area proposed for plantation = 19.7 km</p> <p>Total Cost for plantation along proposed area in Okara = 30.54 million</p> <p>Total length of Sahiwal Urban Area proposed for plantation = 25.8 km</p> <p>Total Cost for plantation for proposed area in Sahiwal = 39.99 million</p> <p>Total Plantation Cost = 70.53 million</p>	70.53 million
14.	Local Government & Community Development Department	<p>Cost for Proposed Green Spaces =</p> <ul style="list-style-type: none"> • Cost for proposed green spaces in Sahiwal city = 143.9 million • Cost for proposed green spaces in Okara city = 432.9 million • Cost for proposed green spaces in Pakpattan city = 48.7 million <p>Total Cost = 625.5 million</p>	625.5
Total Cost (Million Rs.)			2363.07



Annexure A

1. Lists of Approved, Under Process, and Illegal Housing Schemes

LIST PRIVATE HOUSING SCHEMES (PHS) AND LAND SUBDIVISIONS (LSD)

Sr No.	Name of Local Government	Name of Private Housing Scheme or Land Sub Division	Location	Approved / Un-Approved
1	Municipal Corporation Sahiwal	Silver City (Land Sub Division)	Chak No. 82/6-R Kacha Noor Shah Road Sahiwal	Approved
2	Municipal Corporation Sahiwal	Zaheer City (Rubani Block) (Land Sub Division)	Chak No. 85/6-R Sahiwal	Approved
3	Municipal Corporation Sahiwal	Zaheer City (Land Sub Division)	Chak No. 85/6-R Sahiwal	Approved
4	Municipal Corporation Sahiwal	Gulshan-e-Moosa (Land Sub Division)	Chak No. 86/6-R Sahiwal	Approved
5	Municipal Corporation Sahiwal	Palm View (Land Sub Division)	Chak No. 86/6-R Sahiwal	Approved
6	Municipal Corporation Sahiwal	Al Hafiz Gardan (Land Sub Division)	Chack No.93/6-R Sahiwal	Approved
7	Municipal Corporation Sahiwal	Munawar Garden (Land Sub Division)	Chak No.82/6.R Sahiwal.	Approved
8	Municipal Corporation Sahiwal	Al-Razzaq Avenue (Land Sub Division)	Chak No. 86/6-R Sahiwal.	Approved
9	Municipal Corporation Sahiwal	Farooq City (Land Sub Division)	Chak No. 82/6-R Sahiwal.	Approved
10	Municipal Corporation Sahiwal	Hassan Garden (Land Sub Division)	Chak No. 82/6-R Sahiwal.	Approved

11	Municipal Corporation Sahiwal	Ali Garden (Land Sub Division)	Chak No. 86/6-R Sahiwal.	Approved
12	Municipal Corporation Sahiwal	New Farid Town (Land Sub Division)	Chak No. 93/6-R Sahiwal.	Approved
13	Municipal Corporation Sahiwal	Al-Razzaq Block (Land Sub Division)	Chak No. 86/6-R Sahiwal.	Approved
14	Municipal Corporation Sahiwal	Model Housing (Land Sub Division)	Chak No. 95/6-R Sahiwal.	Approved
15	Municipal Corporation Sahiwal	G.T Block (Land Sub Division)	Chak No. 82/6-R Sahiwal.	Approved
16	Municipal Corporation Sahiwal	Zia Villas (Land Sub Division)	Chak No. 82/6-R, Sahiwal.	Approved
17	Municipal Corporation Sahiwal	Zam Zam Town (Land Sub Division)	Chak No. 82/6-R, Sahiwal.	Approved
18	Municipal Corporation Sahiwal	Grand City (Housing Scheme)	Chak No.85/6-R Kacha paka noor shah road Sahiwal.	Approved
19	Municipal Corporation Sahiwal	Ahmad Block (Land Sub Division)	Chak No. 82/6-R Sahiwal.	Approved
20	Municipal Corporation Sahiwal	Azhar Garden (Land Sub Division)	Chak No. 85/6-R Sahiwal.	Approved

UNDER PROCESS LAND SUB DIVISION / HOUSING SCHEMES

Sr. No.	Name of Local Government	Name of Housing Scheme / Land Sub Division	Location	Approved / Un approved
1	Municipal Corporation Sahiwal	Supreme Housing Block (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
2	Municipal Corporation Sahiwal	Khyaban Ashraf (Land Sub Division)	Chak No. 93/6-R Sahiwal	Under Process
3	Municipal Corporation Sahiwal	Supreme Villas (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
4	Municipal Corporation Sahiwal	Al-Kareem Garden (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
5	Municipal Corporation Sahiwal	Al-Wali Orchard (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
6	Municipal Corporation Sahiwal	Al-Qasim City (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
7	Municipal Corporation Sahiwal	Regal City (Land Sub Division)	Chak No. 93/6-R Sahiwal	Under Process
8	Municipal Corporation Sahiwal	Fareed Villas Phase-I (Land Sub Division)	Chak No. 93/6-R Sahiwal	Under Process
9	Municipal Corporation Sahiwal	Sahiwal Garden (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
10	Municipal Corporation Sahiwal	Al-Mustafa Garden (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
11	Municipal Corporation Sahiwal	Ibraheem Garden (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
12	Municipal Corporation Sahiwal	Global Villas Phase-II (Land Sub Division)	Chak No. 86/6-R Noor Shah Road Sahiwal	Under Process
13	Municipal Corporation Sahiwal	Awais Block, (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process

14	Municipal Corporation Sahiwal	Al-Haris Block (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
15	Municipal Corporation Sahiwal	Koh-e-Noor (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
16	Municipal Corporation Sahiwal	Amna City (Land Sub Division)	Chak No. 85/6-R Kacha Noor Shah Road Sahiwal	Under Process
17	Municipal Corporation Sahiwal	Jatala Avenue (Land Sub Division)	Chak No. 85/6-R Kacha Noor Shah Road Sahiwal	Under Process
18	Municipal Corporation Sahiwal	Al-Sheikh Block (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
19	Municipal Corporation Sahiwal	Al-Haram City Phase III (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
20	Municipal Corporation Sahiwal	Mustafa Block (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
21	Municipal Corporation Sahiwal	Sikandar City (Land Sub Division)	Chak No. 82/6-R Sahiwal	Under Process
22	Municipal Corporation Sahiwal	Mariyum City (Land Sub Division)	Chak No. 85/6-R Sahiwal	Under Process
23	Municipal Corporation Sahiwal	Abdullah Block (Land Sub Division)	Chak No. 85/6-R Kacha Paka Noor Shah Road Sahiwal	Under Process
24	Municipal Corporation Sahiwal	Al Asar Avenue (Land Sub Division)	Chak No. 82/6-R Sahiwal.	Under Process
25	Municipal Corporation Sahiwal	Raheem City Phase II / Haider Block	Chak No. 93/6-R Sahiwal	Under Process
26	Municipal Corporation Sahiwal	Elite Garden (Land Sub Division)	Chak No. 93/6-R Sahiwal	Under Process
27	Municipal Corporation Sahiwal	Al-Haram City Phase-II (Land Sub Division)	Chak No. 95/6-R Sahiwal	Under Process
28	Municipal Corporation Sahiwal	Montgomery Homes, (Shafe Block)	Chak No. 90/9-L Sahiwal	Under Process
29	Municipal Corporation Sahiwal	Zain Block (Land Sub Division)	Chak No. 93/6-R Sahiwal	Under Process

30	Municipal Corporation Sahiwal	Global Villas Phase-I (Housing Scheme)	Chak No. 86/6-R Noor Shah Road Sahiwal	Under Process
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**LIST OF ILLEGAL HOUSING SCHEMES/ LAND
SUBDIVISIONS**
OF MUNICIPAL CORPORATION SAHIWAL

Sr No.	Name of Local Government	Name of Housing Scheme / Land Sub Division	Location	Approved / Un approved
1	Municipal Corporation Sahiwal	Ashyana Block (Land Sub-Division)	Chak No. 85/6-R Sahiwal	Illegal
2	Municipal Corporation Sahiwal	Madina Town (Land Sub-Division)	Chak No. 85/6-R Sahiwal	Illegal
3	Municipal Corporation Sahiwal	Al-Hameed Block (Land Sub-Division)	Chak No. 85/6-R Sahiwal	Illegal
4	Municipal Corporation Sahiwal	Hassan Block (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
5	Municipal Corporation Sahiwal	Nazim Town (Land Sub-Division)	Chak No. 135-A/9-L Sahiwal	Illegal
6	Municipal Corporation Sahiwal	Khawaja Ghareeb Nawaz Block (Land Sub-Division)	Chak No. 82/6-R Sahiwal.	Illegal
7	Municipal Corporation Sahiwal	Gulshan-e-Nazeer (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
8	Municipal Corporation Sahiwal	Mian Sharif Block (Land Sub-Division)	Chak No.82/6-R Jhal Road Sahiwal	Illegal

9	Municipal Corporation Sahiwal	Faize Madina (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
10	Municipal Corporation Sahiwal	Haider Block (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
11	Municipal Corporation Sahiwal	Zam Zam Town Phase-II (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
12	Municipal Corporation Sahiwal	Lala G Block (Land Sub-Division)	Chak No. 82/6-R Sahiwal	Illegal
13	Municipal Corporation Sahiwal	Lasani Town (Land Sub-Division)	Chak No. 95/6-R Sahiwal	Illegal

2. List of Katchi Abadi, Sahiwal

DETAILS OF KATCHI ABADI SAHIWAL

Sr. No.	Name of District	Name of Katchi Abadi	Location	Concerned MNA/MPA
1	Municipal Corporation Sahiwal	Enayat Elahi Colony	Sahiwal	NA 147 PP 197
2	Municipal Corporation Sahiwal	Aqab Genral Buss Stand	Sahiwal	NA 147 PP 197
3	Municipal Corporation Sahiwal	Amaato Colony	Sahiwal	NA 147 PP 197
4	Municipal Corporation Sahiwal	Ghosia Colony	Sahiwal	NA 147 PP 197
5	Municipal Corporation Sahiwal	Essa Nagri Noor Shah Road	Sahiwal	NA 147 PP 197
6	Municipal Corporation Sahiwal	Bhutto Nagar	Sahiwal	NA 147 PP 197
7	Municipal Corporation Sahiwal	Karbala Road	Sahiwal	NA 147 PP 197
8	Municipal Corporation Sahiwal	People Colony	Sahiwal	NA 147 PP 197
9	Municipal Corporation Sahiwal	Imamia Colony	Sahiwal	NA 147 PP 197
10	Municipal Corporation Sahiwal	Wapda Colony	Sahiwal	NA 147 PP 197
11	Municipal Corporation Sahiwal	Sharif Colony	Sahiwal	NA 147 PP 197
12	Municipal Corporation Sahiwal	Dastgeer Colony	Sahiwal	NA 147 PP 197
13	Municipal Corporation Sahiwal	New Muhallah Farid Gunj	Sahiwal	NA 147 PP 197
14	Municipal Corporation Sahiwal	Gao Shala	Sahiwal	NA 147 PP 197
15	Municipal Corporation Sahiwal	Jahaz Ground	Sahiwal	NA 147 PP 197
16	Municipal Corporation Sahiwal	Ehata Bedian	Sahiwal	NA 147 PP 197
17	Municipal Corporation Sahiwal	Islam Nagar	Sahiwal	NA 147 PP 197
18	Municipal Corporation Sahiwal	Gujjar Ahata	Sahiwal	NA 147 PP 197

19	Municipal Corporation Sahiwal	Dosehra Ground	Sahiwal	NA 147 PP 197
20	Municipal Corporation Sahiwal	Boys Collage	Sahiwal	NA 147 PP 197
21	Municipal Corporation Sahiwal	SalamatPura	Sahiwal	NA 147 PP 197
22	Municipal Corporation Sahiwal	FatehShair Colony	Sahiwal	NA 147 PP 197
23	Municipal Corporation Sahiwal	GhallaMandi (West)	Sahiwal	NA 147 PP 197
24	Municipal Corporation Sahiwal	MohallahFrid Ganj	Sahiwal	NA 147 PP 197
25	Municipal Corporation Sahiwal	GahllaMandi (Sauth)	Sahiwal	NA 147 PP 197
26	Municipal Corporation Sahiwal	GhallaMandi (East)	Sahiwal	NA 147 PP 197
27	Municipal Corporation Sahiwal	Khilji Colony	Sahiwal	NA 147 PP 197
28	Municipal Corporation Sahiwal	Oad Colony	Sahiwal	NA 147 PP 197
29	Municipal Corporation Sahiwal	Janejo Colony	Sahiwal	NA 147 PP 197

**STATUS OF GRANT OF PROPRIETARY RIGHTS TO NOTIFIED
KITCHI ABADIES IN THE MUNICIPAL CORPORATION
SAHIWAL AS POLICY GOVERNMENT CUT DATE 23-03-1985.**

Sr. No.	Name of Katchi Abadi	Municipal Corporation	Concerned MNA/MPA	Date Of Notification	Dwelling Units	PRs already Granted	Pending PRs
1	Enayat Elahi Colony	Sahiwal	NA 147 PP 197	15-01-1987	529	526	3
2	Aqab Genral Buss Stand	Sahiwal	NA 147 PP 197	15-01-1987	60	60	0
3	Amaato Colony	Sahiwal	NA 147 PP 197	15-01-1987	186	186	0
4	Ghosia Colony	Sahiwal	NA 147 PP 197	05-11-2001	301	301	0
5	Essa Nagri Noor Shah Road	Sahiwal	NA 147 PP 197	15-01-1987	95	94	1
6	Bhutto Nagar	Sahiwal	NA 147 PP 197	18-10-1984	841	840	1
7	Karbala Road	Sahiwal	NA 147 PP 197	18-10-1984	202	202	0
8	People Colony	Sahiwal	NA 147 PP 197	18-10-1984	511	511	0
9	Imamia Colony	Sahiwal	NA 147 PP 197	18-10-1984	171	168	3
10	Wapda Colony	Sahiwal	NA 147 PP 197	26-06-1985	138	138	0
11	Sharif Colony	Sahiwal	NA 147 PP 197	18-10-1984	296	296	0
12	Dastgeer Colony	Sahiwal	NA 147 PP 197	15-01-1987	46	46	0
13	New Muhallah Farid Gunj	Sahiwal	NA 147 PP 197	15-01-1987	72	72	0
14	Gao Shala	Sahiwal	NA 147 PP 197	05-04-1988	71	71	0
15	Jahaz Ground	Sahiwal	NA 147 PP 197	18-10-1984	1256	1253	3
16	Ehata Bedian	Sahiwal	NA 147 PP 197	14-05-1985	215	214	1
17	Islam Nagar	Sahiwal	NA 147 PP 197	15-01-1987	76	72	4
18	Gujjar Ahata	Sahiwal	NA 147 PP 197	15-01-1987	123	123	0
19	Dosehra Ground	Sahiwal	NA 147 PP 197	15-01-1987	73	73	0
20	Boys Collage	Sahiwal	NA 147 PP 197	05-06-1991	65	63	0
21	Salamat Pura	Sahiwal	NA 147 PP 197	08-04-1989	296	296	0
22	Fateh Shair Colony	Sahiwal	NA 147 PP 197	18-10-1984	116	116	0
23	Ghalla Mandi (West)	Sahiwal	NA 147 PP 197	08-04-1989	949	943	6
24	Mohallah Frid Ganj	Sahiwal	NA 147 PP 197	18-10-1984	427	427	0
25	Gahlla Mandi (Sauth)	Sahiwal	NA 147 PP 197	08-04-1989	523	516	7
26	Ghalla Mandi (East)	Sahiwal	NA 147 PP 197	08-04-1989	785	776	9

27	Khilji Colony	Sahiwal	NA 147 PP 197	02-05-2001	73	73	0
28	Oad Colony	Sahiwal	NA 147 PP 197	27-01-2001	155	106	49
29	Janejo Colony	Sahiwal	NA 147 PP 197	27-01-2001	42	42	0
TOTAL					8697	8608	89

Total No. of Dwelling Units: 8697

PR Granted: 8608

Balance: 89

نوٹ :

کچی آبادی سکیم میں گورنمنٹ پنجاب کی جانب سے

Cut Date مورخہ 23-03-1985 EXTEND ہو کر 31-12-2006 اور

بعد میں 31-12-2011 مقرر ہو چکی ہے۔

میونسپل کاروریشن ساہیوال میں مذکورہ پالیسی کے تحت کوئی منظور شدہ
کچی آبادی نہ ہے۔



OFFICE OF THE
METROPOLITAN CORPORATION
SAHIWAL

No. 76 / CCO / MC / SWL
Dated 27 / 05 / 2021

NOTIFICATION

With consequence upon the minutes of the meeting of District Planning & Design Committee Sahiwal held on 23-02-2021 at 02:00-PM in the office of Deputy Commissioner Sahiwal. In pursuance of Section 12(7) of Punjab Local Governments Land Use Plan (Classification, Reclassification and Redevelopment) Rules 2020 Vide Notification No. SOR (LG) 8-18/2020 Dated 18-12-2020.

The following roads have been considered as for commercialization declared by the Metropolitan Corporation Sahiwal considering the with respect to the approval of DPDC.

List –A, Declared Roads / Segment of Roads for Commercialization.

SR. NO.	ROAD NAME	ROAD WIDTH	START POINT	END POINT	KM
1	JHAL ROAD	50	RAILWAY PHARAK	CANAL VIEW RESTURANT	1.6-KM
2	CANAL ROAD 82/6-R	60	GAAM BRIDGE	PULL 82/6-R	2.4-KM
3	BABA IBRAHIM DARBAR ROAD	40	KACHA PAKKA NOOR SHAH ROAD	CHAK 85/6-R	1.4-KM
4	GULF CITY ROAD	60	QUTAB SHAHANA ROAD	NOOR SHAH ROAD	2.64-KM
5	IQBAL ROAD	40	MISSION CHOWK	FARID TOWN ROAD	1-KM
6	GUNJ SHAKAR COLONY	40	FARID TOWN	MUHAMMAD PUR ROAD GUNJ SHAKAR COLONY	½-KM
7	NEW FARID TOWN ROAD	40	CHAK 93/6-R	ADDA CHAK 89/6-R	2.2-KM
8	MAIN ROAD 92/6-R	40	GRAVEYARD FARID TOWN	MCS LIMITS	3.2-KM
9	MAIN 95/6-R	40	KHOKHA DARY WALA	95/6-R	1-KM
10	MAIN CANAL ROAD 135/9-L	40	CANAL BRIDGE 135/9-L	BYPASS ROAD	1/2- KM
11	LAKAR MANDI / GHALLA MANDI	30/20/10	ALL ROAD WOOD MANDI AND GHALLA MANDI		
12	MAIN ROADS OF CHAKOOKS/ HOUSING SCHEMES ETC.	40/30/20	ALL MAIN ROADS OF CHAKOOKS / HOUSING SCHEMES / LAND SUB DIVISIONS AND COLOIES IN THE LIMITS OF METROPOLITAN CORPORATION SAHIWAL.		

Chief Corporation Officer
Metropolitan Corporation
Sahiwal



Notification

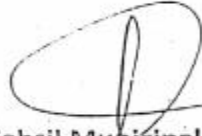
With Consequence upon the minutes of the meeting of District Planning & Design Committee Sahiwal held on 19-09-2012 at 10:00 am in the Office of DCO Sahiwal.

The following roads have been considered as an interim arrangement for commercialization declared by the TMA Sahiwal considering the Out line Development Plan as its benchmark with respect to the approval of DPDC.

List- A, Declared Roads / Segment of Roads for commercialization

Sr. No	Name
1	ADDA QADIRABAD TO NOOR SHAH
2	ADDA QADIRABAD TO BAGRI PULL
3	VIEW HOTEL TO CHAK NO.47/5-L.
4	HARAPPA TO MURAD KA KATHIA
5	MUHAMMAD PUR ROAD TO ADDA BOOTI-PAL
6	CHOWK COMPREHENSIVE HIGH SCHOOL TO ADDA MAI WALI MASJID.
7	CHARCH ROAD SADAR BAZAR CHOWK TO PUNJAB BANK.
8	GULISTAN ROAD TO RAILWAY ROAD KHOKA BAZAR COMPLETE MOHALLAH BADIAN.
9	RAILWAY ROAD COMPLETE.
10	SHADAB TOWN MAIN ROAD.
11	PAK AVENUE MAIN ROAD.
12	MAIN ROAD MUSLIMBINAKEEL COLONY.
13	MAIN ROAD JOHAP TOWN.
14	ARIF CHOWK TO BURLAB NAHIR FARID COLONY ROAD TO BYPASS.
15	AFC CHOWK TO KHOKHA BAZAR TO RAILWAY ROAD.
16	CHURCH ROAD ABI WALI GALI TO ISLAMIC CENTER RAILWAY ROAD.
17	CHURCH ROAD LINK GALI FAIZ BAKERS WALI.
18	HIGH STREET GALI MASJID MAI WALI TO DIPALPUL BAZAAR.
19	CITY BUND ROAD MAZDOOR PULI TO GIRLS COLLEGE ROAD GAIT BATALA SCHOOL.
20	MAZDOOR PULI TO MOHALLAH BILAL PURA ABADI GALI PIR IMRAN SHAH MNA WALI.
21	GALI FILTER PLANT TO RESIDENCE PIR IMRAN SHAH MNA.
22	GALI JAMIA RASHIDIA TO OLD DISPOSAL GHALAN MANDI BEHIND BAKAR MANDI.
23	GALI DISPENSARY ROAD DOCTOR NASEER MARHOOM GHALAN GODAM TO G.T ROAD.
24	ARIF PUL BAZRAYA GULSHAN-E-NOOR TO BYPASS ROAD.
25	PAKPTAN CHOWK ROAD BURLAB NAHAR CANAL VIEW TO BYPASS ROAD LAHORE ROAD.
26	PAKPTAN ROAD AT CHAK MORE TO LAHORE BYPASS.
27	CHOWK VIEW HOTEL TO COMSAT COLLEGE ROAD COMPLETE.
28	YOUSAF WALA TO CHAK BURJ WALA ROAD.
29	QADIR ABAD TO S... POWER PLANT WALA COMPLETE AREA.

30	FARID TOWN ROAD LINK PURANA SHANAKHTI CARD OFFICE ROAD.
31	NOOR SHAH ROAD TO PAK AVENUE, JAWAD TOWN TO MADHALI ROAD.
32	NOOR SHAH 86 CHOWK BABA MAST COLONY, MOSA BLOCK TO MADHALI ROAD.
33	GAM WALA PUL TO RAJBA CHAK NO. 82/6-R WALA TO MODEL CITY JHAL ROAD.
34	GIRLS COLLEGE ROAD TO STREET BEHIND MISSION HOSPITAL GALI DOCTOR MUNIR ARTHO PADIK WALL.
35	HIGH STREET TO FURNITURE BAZAR TO LIAQUEAT CHOWK.
36	COMPLETE MOHALLAH RAJ PURA.
37	COMPLETE MOHALLAH MUHAMMAD PURA.
38	COMPLETE MOHALLAH NOOR PARK.
39	COMPLETE GHALLAH MANDI.
40	COMPLETE FARID TOWN.
41	DIPALPUL BAZAAR TO GALI PERWAIZ TAHIR TO REHMAT ULLAH ROAD.
42	RAILWAY STATION TO JOGI CHOK.
43	JHAL ROAD TO RAJBA 82/6-R GALI NO. 4. BHOTTO NAGAR.
44	MALMANDI CHOWK TO DR. SADIQ SALEEM TO FATEH SHER COLONY TILL GULISTAN COLONY.
45	MAIN FARID TOWN ROAD TO CHOONGI 93/6-R.
46	MAIN FARID TOWN ROAD TO SCHEME NO. 3.
47	BILIAL COLONY KACHA PAKA NOOR SHAH ROAD TO SHER KHAN PARK.
48	Bilial Colony Jhal Road to Khilji Colony.
49	JHAL ROAD TO MAIN ROAD MUSLIMBIN AQEEL COLONY TO RAJBAH 82/6-R.
50	STREET GIRLS COLLEGE ROAD TO PRI ZAHID TO KARBLA ROAD.



 Tehsil Municipal Officer
 Tehsil Municipal Administration
 Sahiwal

No. 42/TMA/SWL

Dated 24-9-12

A Copy is forwarded for information to,

1. The Secretary LG & CD Department Govt. of the Punjab, Lahore.
2. The Commissioner Sahiwal Division Sahiwal.
3. The Administrator TMA Sahiwal.
4. Office File.


 Tehsil Municipal Officer
 Tehsil Municipal Administration
 Sahiwal



Notification

With consequence upon the minutes of the meeting of District Planning & Design Committee Sahiwal held on 09-06-2010 at 09: 30 am in the office of DCO Sahiwal.

The following roads have been considered as an interim arrangement for commercialization declared by the TMA Sahiwal considering the Out line Development Plan as its benchmark with respect to the approval of DPDC.

List – A, Declared Roads/Segment of Roads for Commercialization

Sr. No	Name
1	Chowk Mal Mandi near Caltex Pump to Burkat Town, Area of Tehsil Sahiwal at Faislabad Road
2	Puli Kot near Wali Sound to Gaam wala Pul To Kacha Noor Shah Road
3	Arshad Bhutta Petrol Pump, Kacha Noor Shah Road at Noor Shah
4	Tehsil Chowk to Halli Road, Goal Chaker to Jammia Farida Road to Jammia Farida Road at Kacha Noor Shah Road.
5	Tufail Shahid Road east side all streets:
6	Mission Hospital to Girls College Road to Grid Station at Kacha Noor Shah Road.
7	Bhandari Chowk Masjid, Goal Chaker to Liaquet Chowk.
8	End of Furniture Bazaar to Karbla Road at Kacha Noor Shah Road.
9	Dhobi Ghat near Urban Area School to Ghori Chowk to Shahin road at Dr. Ismail Chowk.
10	Mazdoor Puli Chowk to Jhal Road at view hotel.
11	Jogi Chowk to Pakputtan chowk
12	Friend Cinema CNG to Friend Cinema.
13	Near over Head Bridge Mohallah Farid Gunj at Mazdoor Puli.
14	Tanki Chowk High Street to Five ways Chowk Maternity Road.
15	Chowk AFC to at Iqbal Road.
16	Stadium Chowk to Five Ways Chowk, Five ways Chowk to Iqbal Road near District Council Hall.
17	Yadgar Ahmad Murad Road to Jinnah Hall , Colloge Choke To Muhammad Pur Road at river of Ravi
18	Circular Road to Police line gate.
19	Saudi Pak Bank to Dr. Shrafat Hospital, Dr Anjam Shahin Chowk To DPS Road, Scheme#3 to at Chak 92/6-R
20	Farid Town road to Western Side at Central jail gate and Gate to North Side at

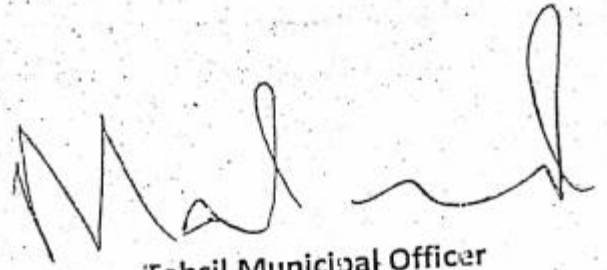
	Ahmad Murad Road.
21	High Street, Tehsil Road to East Gate Court.
22	Fateh Sher Road to Fathe Sher Colony Market at Garwi wala Pul.
23	Noor Shah Road to Junaijo Colony at Qutab Shahana Road.
24	Imamia College Chowk to T.T.C College to at Harppa City
25	Muhammadia Masjid Chowk Dare Wala Khokha , Higher Secondary School to at Jahaz Chowk DPS Road
26	Comprehensive School Chowk to Graveyard Madhali Road to Qutab Shahana road At River Ravi.
27	Complete Mohallah Bilal Ganj
28	Complete Mohallah Islamabad
29	Complete Mohallah Chishtian
30 ✓	Complete Mohallah Tulianwala ✓
31	Complete Mchallah Dhobi
32	Complete Mohallah Faizabad
33	Complete Nai Abadi
34	Bohar Wala Chowk, Insar Road at Girls College Road
35	Complete Kacha Noor Shah Road
36	Complete Gamber Noor Shah Road
37	Ghas mandi Bazaar , Faisal Bazaar Sori Galli surrounding Area Complete
38	Sori Galli Attached Market
39	Complete Yousaf wala Noor Shah Road
40	Insar Galli / Sadique Street Insar Road Complete
41	Sohial Khan Walli Galli at Bannat School
42	Sharin Wala Road to Nai Wala Bangla Complete
43	Rehmatullah Road and Shaheen Road Complete
44 ✓	Adda Shabil to at Malen Shah Chowk
45	Sharin Wala Road to at 9 Meal Pakpattan Road.
46	View Hotel. to Bonga Hayat Road at the area of Tehsil Sahiwal
47	Sahiwal to Multan Road at the area of TMA Sahiwal
48	Harppa Station to Harppa City.
49	Old Civil line / Civil Line Complete
50	Complete Mohallah Eid Gah
51	Chowk Pakputtan to G.T.Road Yousaf Block 96/9-L Road
52	Sahiwal to Lahore Road at the Area of Tehsil Sahiwal
53	Complete Pernami Mohallah
54	Dipalpur Bazar to Southern side of Pull Phattic and Both side of Overhead bridge.
55	Near Over Head Bridge Pul Bazaar Road Complete
56	Pul Bazzar to Phattic, Pakputtan Chowk
57	Complete Mohallah Farid Gunj.
58	Pul Bazzar To Sindhi Mohallah Complete
59	Pul Naher To Sharif Colony Road at the end of last Street.
60	Sharif Colony Gali No 1, at Railway Road
61	Galli No 1 Mohallah Noor Park graveyard to Pakputtan Chowk.
62	Abpara Town, Commercial Truck Stand Complete Streets.

63	By Pass Road, Lahore Road to Multan Road Complete.
64	Pakputtan Chowk to Pakputtan Road all Area of The Tehsil Sahiwal
65	Jahaz Chowk to Liaquet Road at the Khokha of Dara.
66	Graveyard jahaz Ground to Chand marri Liaquat Chowk.
67	Sadique Akbar Mohallah Insarian Main Road to at liaquat Chowk
68	Chok Yadgar to Kinan Park Gate.
69	Toll Tax Baher wala Adda, Tufail Shahid Road to PSO Dippo, Raj Purra Mohallah
70	Pul Dispensary Road Near Yaqoob CNG to Gallah Mandi Gate
71	Gate No 1 Near Din T Stall G.T Road to Kunda Road.
72	Shamsia Mohallah Complete
73	Thana Chowk Gallah Mandi to Tanga Stand to Farida Boring, and Sirky Bazaar to G.T Road Ghousia Shamsia Complete.
74	Sukhera Town Complete Commercial Shops
75	Sirky Bazaar near Govt Girls School G.T Road peer Bukhari Road Completes
76	Sirky Bazaar near tail walli Agency, Jamia Muhammdia janj Ghar.
77	Gongy Behray School to Ghousia Mohallah Complete, chowk fowara , to Mohallah Pehmani
78	Karyana Bazaar Gallah Mandi Gate No3 to Gallah Mandi
79	Sirky Bazaar Al Abbas General Store to Jammia Rashdia Madrassa.
80	Chowk Arifwala to Arif road, Kameer to at Area of Sahiwal.
81	Pul Manzor Colony to kanda By Pass.
82	Arif Road chongi No 3 Anayat illahi colony Galli No 10.
83	Madina Markeet, Complete Bahar Wala Adda.
84	Harppa Staticn, Nai Wala bangla Malen Shah to Chak # 150/9-L.
85	Faridia Park to Puli, Labor Colony.
86	Jhaz Chowk Main Gate to Jail
87	Chohan Flying Coach towards Northern side Dispensary Road to Ghousia Colony to Railway Crossing.
88	Fateh Sher Road Mission school to Girls College.
89	Pul Arif Wala Shadab town to at chowk Pakputtan
90	Jhal Road Acha Pakorian Wala to Gujjar Ahatta
91	Jhal Road to Husnain Atta Chaki to Chamman Zar to Nai Abadi
92	Solidger Board to Indus Hotel to Inside General Bus Stand.

List – B. Roads/ Segment of Roads Freezed for Commercialization

Sr. No	Name
01	Nil

The undersigned hereby notify the above listed Roads as an interim arrangement for commercialization under the rule 65 (1),(2) of Punjab Land Use (Classification & Redevelopment) Rules 2009 with effect from the approval of Minutes of Meeting of District Planning & Design Committee held on 09-06-2010 at 09 :30 am in the office of District Coordination Officer Sahiwal.



Tehsil Municipal Officer
Tehsil Municipal Administration
Sahiwal

Dated 9 / 6 / 2010

No 357

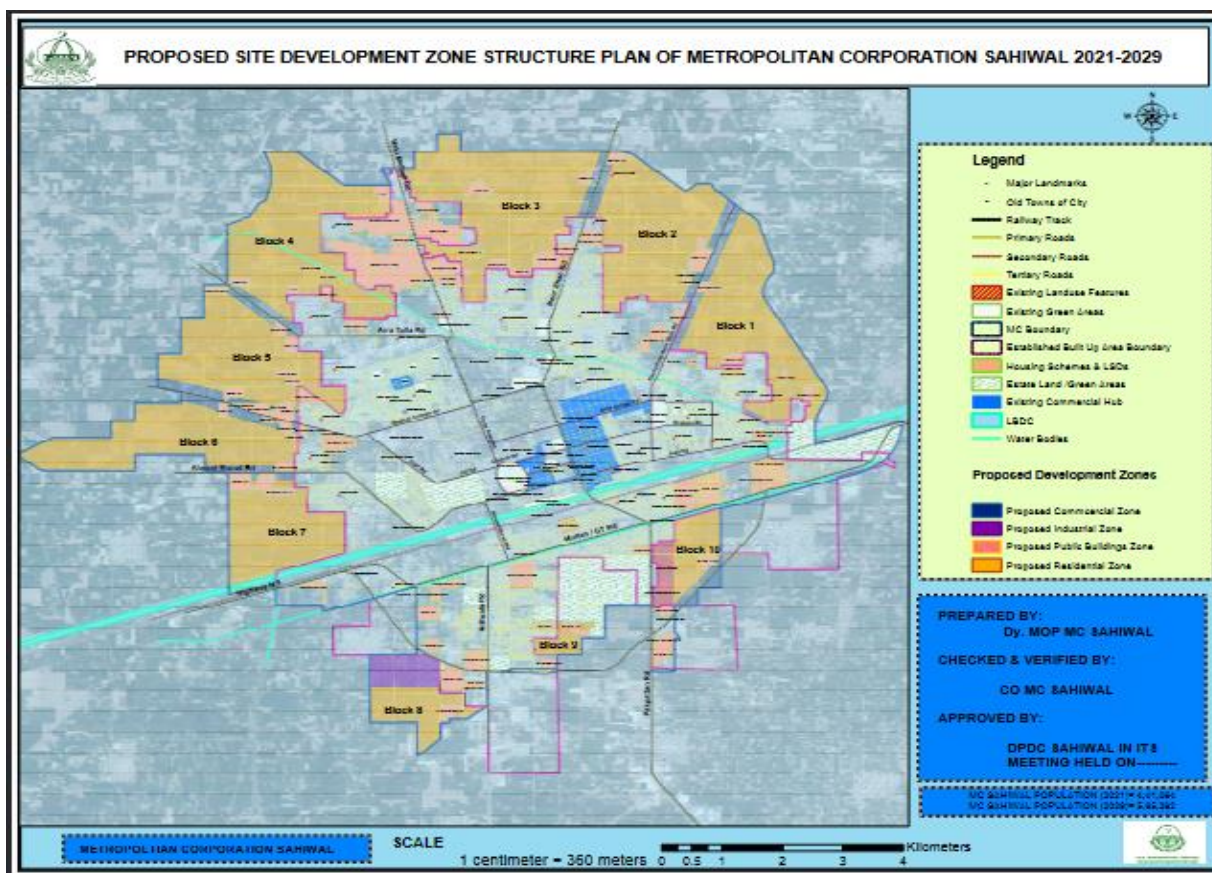
A Copy is forwarded for information to,

1. The Secretary LG & CD Department Govt. of the Punjab, Lahore.
2. The Commissioner Sahiwal Division Sahiwal.
3. The District Coordination Officer Sahiwal.
4. The Administrator TMA Sahiwal.
5. Office File.

Tehsil Municipal Officer
Tehsil Municipal Administration
Sahiwal



4. Site Development Zone Structure Plan, Sahiwal (2021-2029)



Map 1: Site Development Zone Structure Plan of MC Sahiwal (2021-2029)

(Source: Municipal Corporation Sahiwal)

Annexure B**1. Name of Scheme: A.D.S. No: I, Sahiwal.**

Sr. No.	Location.	
1.	Area	114 = Acres.
2.	Total Residential Plots.	1409 Nos.
3.	Total Commercial Plots.	218 Nos.
4.	Total Plots.	1627 Nos.
5.	Date of Start	12/1975
6.	Date of Completion	12/1980
7.	Land Cost.	23,09,013/89d @ Rs: 20,000/- per Acre.
8.	Original Administrative approval.	12.29 Million
9.	Last Revised Administrative approval.	-
10.	Original Technical Sanction.	9.578 Million.
11.	Last Revised Technical Sanction.	-
12.	Expenditure Up to date.	12.140 Million
13.	Projected Recovery.	80.998 Million
14.	Recovery up to date.	97.880 Million
15.	Per Marla cost	Rs: 1350/- per Marla.
16.	Mutation Status.	Under process with Revenue Department.
17.	Handing over position.	Handed over to M.C. Sahiwal vide Memo.No.1386 dated 3-1-1987.
18.	Cost finalization.	Rs: 2,000/- per Marla.
19.	Colonization (%).	98 %

Residential.						Commercial.			
Size	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	106	105	1	-	-	1-Kanal	-	-	-
10-Marla	176	176	-	-	-	10-Marla	-	-	-
7-Marla	217	217	-	-	-	7-Marla	-	-	-
5-Marla	332	330	2	-	-	5-Marla	54	52	2
3-Marla	578	573	5	-	-	3-Marla	-	-	-
Total.	1409	1401	8	-	-	1-Marla Shop	164	141	23
						Total.	218	193	23

Community Sites.					
Name.	Total Sites	Area	Allotted Sites	Balance	Balance Area

School	3 Nos.	Kanal Marla 50 8	3- Nos.	-	-
Dispensaries	3 Nos.	Kanal Marla 1 13	-	1 Nos.	Kanal Marla 0 9
Mosques	9 Nos.	Kanal Marla 9 9	9	-	-
Banks	-	-	-	-	-
Post office	-	-	-	-	-
Community Centre.	1 Nos.	Kanal Marla 3 18	-	1	Kanal Marla 3 18

2. Name of Scheme: A.D.S. No: II, Sahiwal.

Sr. No.	Location.	
1.	Area	50 Acre
2.	Total Residential Plots.	525 Nos.
3.	Total Commercial Plots.	24 Nos.
4.	Total Plots.	549 Nos.
5.	Date of Start	June, 1980
6.	Date of Completion	December, 1982
7.	Land Cost.	@ Rs: 20,000/- per Acre.
8.	Original Administrative approval.	Rs: 6.698 Million
9.	Last Revised Administrative approval.	-
10.	Original Technical Sanction.	Rs: 5.841 Million
11.	Last Revised Technical Sanction.	-
12.	Expenditure Upto date.	Rs: 8.195 Million
13.	Projected Recovery.	Rs: 36.266 Million
14.	Recovery upto date.	Rs; 40.178 Million
15.	Per Marla cost	Rs: 2400/-
16.	Mutation Status.	Under process with SMBR Lahore.
17.	Handing over position.	Handing over to M.C. Sahiwal dated 04-01-1990 in lieu of 29 Nos. of 10-Marla Commercial Plots in ADS-III, Sahiwal.
18.	Cost finalization.	Rs: 2400/-
19.	Colonization (%)	99 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	39	39	-	Auction		1-Kanal	--	-	-

10-Marla	79	78	1		journalist	10-Marla	15	15	-
7-Marla	83	83	-	-	-	7-Marla	-	-	-
5-Marla	324	324	-	-	-	5-Marla	9	9	
3-Marla	-	-	-	-	-	3-Marla	-	-	-
Total.	525	524	1	-	-	Total.	24	24	-

Community Sites.					
Name.	Total Sites	Area.	Allotted Sites	Balance	Balance Area
School	2	Kanal Marla 15 0	Yes	-	-
Dispensaries	-				-
Mosques	3	Kanal Marla 7 6.6	Yes	-	-
Banks	-	-	-	-	
Post office	-	-	-	-	-
Community Centre.	2	Kanal Marla 2 9.8	Yes	-	-

3. Name of Scheme: **A.D.S. No: III, Sahiwal.**

Sr. No.	Location.	
1.	Area.	96.25 Acre
2.	Total Residential Plots.	1131 Nos.
3.	Total Commercial Plots.	177 No.
4.	Total Plots.	1308 Nos.
5.	Date of Start	April 1983
6.	Date of Completion	1988-89
7.	Land Cost.	Rs: 20,000/- per Acre.
8.	Original Administrative approval.	14.349 Million
9.	Last Revised Administrative approval.	
10.	Original Technical Sanction.	16.483 Million
11.	Last Revised Technical Sanction.	
12.	Expenditure Upto date.	17.457 Million
13.	Projected Recovery.	
14.	Recovery upto date.	180.300 Million
15.	Per Marla cost	Rs: 3000/-
16.	Mutation Status.	Under process with Revenue Department.
17.	Handing over position.	Handing over to M.C. Sahiwal dated, 04-01-1990 in lieu of 29 Nos. of 10-Marla Commercial Plots in ADS-III, Sahiwal.
18.	Cost finalization.	Rs: 3000/-
19.	Colonization (%).	97 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	99	99	-	Auction	-	1-Kanal	-	-	-
10-Marla	245	245	-	Different	-	10-Marla	29		Handed over to MC. Sahiwal
7-Marla	282	282	-	-do-	-	7-Marla	-	-	-
5-Marla	505	502	3	-do-	-	5-Marla	-	-	-
3-Marla	-	-	-	-	-	3-Marla	-	-	-
						1-Marla Shops	148	148	-
Total.	1131	1128	3	-	-	Total.	177	148	-

Community Sites.					
Name.	Total Sites.	Area.	Allotted Sites	Balance	Balance Area
School	2	Kanal Marla 13 0	1	1	Kanal Marla 6 0
Dispensaries	3	Kanal Marla 0 18	-	-	Kanal Marla 0 18
Mosques	4	Kanal Marla 3 7	Unallotted/ encroached	-	Un-allotted / encroached
Banks	1	Kanal Marla 1 0	-	1	Kanal Marla 1 0
Post office	1	Kanal Marla 0 16	-	1	Kanal Marla 0 16
Community Centre.	1	Kanal Marla 1 5	-	1	Kanal Marla 1 5

4. Name of Scheme: 3-MARLA HOUSING SCHEME SAHIWAL.

Sr. No.	Location.	
1.	Area.	39.385 Acre
2.	Total Residential Plots.	959 Nos.
3.	Total Commercial Plots.	93 Nos.
4.	Total Plots.	1052 Nos.
5.	Date of Start	April 1992
6.	Date of Completion	30-6-1995
7.	Land Cost.	0.787 Million paid.

8.	Original Administrative approval.	16.680 Million
9.	Last Revised Administrative approval.	36.33 Million
10.	Original Technical Sanction.	17.161 Million
11.	Last Revised Technical Sanction.	30.53 Million
12.	Expenditure Upto date.	36.266 Million
13.	Projected Recovery.	40.200 Million.
14.	Recovery upto date.	40.200 Million.
15.	Per Marla cost.	Rs: 8,000/- per Marla.
16.	Mutation Status.	Under process with Revenue Department.
17.	Handing over position.	Handing over to M.C. Sahiwal Memo.No.287 dated 20-03-2002 in lieu of 25.00 lacs paid for maintenance of services. The M.C, Sahiwal has never maintain the utility services like as Water Supply, Sewerage System & maintenance of Roads up till now due to this reason the Department has lost the Million Rupees in connection with late construction Charges.
18.	Cost finalization.	Still awaited.
19.	Colonization (%).	45 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	-	-	-	-	-	1-Kanal	-	-	-
10-Marla	-	-	-	-	-	10-Marla	-	-	-
7-Marla	-	-	-	-	-	7-Marla	-	-	-
5-Marla	-	-	-	-	-	5-Marla	-	-	-
3-Marla	959					3-Marla	-	-	-
						1-Marla Shops	93	39	54
Total.	959					Total.	93	39	54

Community Sites.					
Name.	Total Sites	Area.	Allotted Sites	Balance	Balance Area
School	2	10.50 Kanal	Un-allotted	-	10.50 Kanal
Dispensaries	-	-	-	-	-
Mosques	2	Kanal Marla 2 1	Un-allotted	2	Kanal Marla 2 1
Banks	-	-	-	-	-
Post office	-	-	-	-	-
Community Centre.	1	4.56 Kanal	Un-allotted	1	4.56 Kanal

5. Name of Scheme: FARID TOWN SAHIWAL.

Sr. No.	Location.	
1.	Area	200 Acre.
2.	Total Residential Plots.	1819 Nos.
3.	Total Commercial Plots.	165 Nos.
4.	Total Plots.	1984 Nos.
5.	Date of Start.	The said scheme was developed by the PWD Department.
6.	Date of Completion	1953
7.	Land Cost.	N/A
8.	Original Administrative approval.	N/A
9.	Last Revised Administrative approval.	N/A
10.	Original Technical Sanction.	N/A
11.	Last Revised Technical Sanction.	N/A
12.	Expenditure Upto date.	N/A
13.	Projected Recovery.	N/A
14.	Recovery upto date.	N/A
15.	Per Marla Cost.	N/A
16.	Mutation Status.	Mutated in favour of H&PP Department.
17.	Handing over position.	Handing over to concerned M.C. Sahiwal.
18.	Cost finalization.	Rs: 84/- per marla
19.	Colonization (%).	100 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
8-Kanal	16	Yes	-	-	-	1-Kanal	-	-	--
4-Kanal	33	Yes	-	-	-				
2-Kanal	27	Yes	-	-	-				
1-Kanal	155	Yes	-	-	-	1-Kanal	-	-	--
15-Marla	64	Yes	-	-	-	10-Marla	52	52	-
10-Marla	245	Yes	-	-	-				
7-Marla	1144	Yes	-	-	-	7-Marla	68	68	-
5-Marla	67	67	-	-	-	5-Marla	29	29	-
						3-Marla	16	16	
3-Marla	68	68	-	-	-				
Total.	1819		12			Total.	165	165	-

Community Sites.					
Name.	Total Sites	Area.	Allotted Sites	Balance	Balance Area
School	1	Kanal Marla 65 4	-	-	-
Dispensaries	1	Kanal Marla 20 7	-	-	-
Mosques	5	Kanal Marla 14 13	-	-	-
Banks	-	-	-	-	-
Post office	1	Kanal Marla 0 10	-	-	-
Community Centre.	1	Kanal Marla 9 6	-	1	<u>Kanal Marla</u> 9 6
Police Station.	1	Kanal Marla 4 9	-	-	-

6. Name of Scheme: 3-MARLA HOUSING SCHEME CHICHAWATNI.

Sr. No.	Location.	
1.	Area	11.875 Acre
2.	Total Residential Plots.	251 Nos.
3.	Total Commercial Plots.	20 Nos.
4.	Total Plots.	271 Nos.
5.	Date of Start	January, 1995
6.	Date of Completion	1997-98
7.	Land Cost.	
8.	Original Administrative approval.	10.424 Million
9.	Last Revised Administrative approval.	10.504 Million
10.	Original Technical Sanction.	10.915 Million
11.	Last Revised Technical Sanction.	
12.	Expenditure Upto date.	10.877 Million
13.	Projected Recovery.	
14.	Recovery upto date.	Rs: 20.199 Million
15.	Per Marla cost.	Rs: 10000/- per marla
16.	Mutation Status.	Mutated in favour of PHATA Sahiwal.
17.	Handing over position.	Handing over to M.C. Chichawatni.
18.	Cost finalization.	Not finalized
19.	Colonization (%).	80 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	-	-	-	-	-	1-Kanal	-	-	-

10-Marla	-	-	-	-	-	10-Marla	-	-	-
7-Marla	-	-	-	-	-	7-Marla	-	-	-
5-Marla	32	20	12	Differe nt	Differe ntquot a.	5-Marla	-	-	
3-Marla	219	219	-	-	-	3-Marla	-	-	-
						1-Marla shop	20	20	-
Total.	251	239	12	-	-	Total.	20	20	-

Community Sites.						
Name.	Total Sites	Area.		Allotted Sites	Balance	Balance Area
School	1	Kanal	Marla	-	1	Kanal Marla 2 18
Dispensaries	-	-	-	-	-	-
Mosques	1	Kanal	Marla	-	1	Kanal Marla 1 1
Banks	-	-	-	-	-	-
Post office	-	-	-	-	-	-
Community Centre.	1	Kanal	Marla	-	1	Kanal Marla 1 16

7. Name of Scheme: A.D.S. CHICHAWATNI.

Sr. No.	Location.	
1.	Area	40- Acre
2.	Total Residential Plots.	400 Nos.
3.	Total Commercial Plots.	12 Nos.
4.	Total Plots.	412 Nos.
5.	Date of Start	January 1981
6.	Date of Completion	June 1983
7.	Land Cost.	Rs: 20,000/- per Acre.
8.	Original Administrative approval.	6.184 Million
9.	Last Revised Administrative approval.	
10.	Original Technical Sanction.	5.320 Million
11.	Last Revised Technical Sanction.	
12.	Expenditure Upto date.	6.755 Million
13.	Projected Recovery.	
14.	Recovery upto date.	35.728 Million
15.	Per marla cost	Rs: 3200/-
16.	Mutation Status.	Under process with Revenue Department.
17.	Handing over position.	Handing over to concerned M.C. Sahiwal.
18.	Cost finalization.	Rs: 3200/- per marla
19.	Colonization (%).	99 %

Residential.						Commercial.			
Size.	Total	Allotted	Balance	Plots (Quota)	Balance Plots (Quota)	Size	Total	Allotted	Balance
1-Kanal	36	36	-	Different Quota		1-Kanal	-	-	-
10-Marla	109	109	-	-do-	-	10-Marla	-	-	-
7-Marla	99	99	-	-do-	-	7-Marla	-	-	-
5-Marla	156	156	-	-do-	-	5-Marla	12	12	-
3-Marla	-	-	-	-	-	3-Marla	-	-	-
Total.	400	400	-	-	-	Total.	12	12	-

Community Sites.					
Name.	Total Sites	Area	Allotted Sites	Balance	Balance Area
School	1	Kanal Marla 10 0	Yes	-	-
Dispensaries	1	Kanal Marla 1 4	Unallotted	1	Kanal Marla 1 4
Mosques	2	Kanal Marla 3 4	Unallotted/ encroached	-	Un-allotted / encroached
Banks	-	-	-	-	-
Post office	1	Kanal Marla 2 1	Allotted	-	-

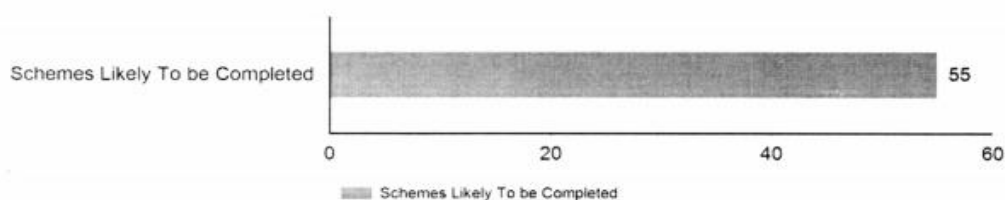
Annexure C

1. Annual Development Plan Management Report of Sahiwal Division

ADP 2023-24(Nov-Feb)
MANAGEMENT REPORT (11th December, 2023)
BUDGET OVERVIEW

	ADP Schemes (Nos.)	Budgeted Allocation	Revised Allocation	P&D Release	Controlling Release	Spending Release	Utilization (PKR Billion)
Ongoing	119	6	6	3	2	2	1
New	146	1	1	0	0	0	0
Total :	265	7	8	3	3	2	1

Schemes Completion Status



Approval Status

New & Ongoing Schemes

1

146

Approved

On Hold

Balance

Financial Review

(PKR Billion)

• P&D Releases	3	Time	10%
• FD Releases (Contr. level)	3	Progress On FD Rel	39%
• AD Releases (Spend. Level)	2	Progress On Allocation	13%
• Utilization	1		

Foreign Funded Projects

(PKR Billion)

No. of Projects	Cost	Exp. Upto Oct, 2023	Allocation (F.C)	Withdrawal	Utilization
0	0	0	0	0	0

ADP 2023-24(Nov-Feb)**Sector / Department wise Funds Utilization**

(PKR Million)

Department / Sector	Original Allocation	Revised Allocation	Releases			Utilization	% Util. on Cont. Rel.
			P&DD	Controlling (FD)	Spending (AD)		
Roads	2,586	2,786	1,203	902	859	775	86
Specialized Health Care & Medical Education	1,621	1,621	200	405	198	0	0
Public Buildings	730	730	498	456	412	162	36
Primary & Secondary Healthcare	582	582	291	178	143	32	18
LG&CD	322	322	34	17	5	0	0
Auqaf & Religious Affairs	265	315	283	254	52	0	0
Water Supply & Sanitation	296	296	69	48	34	13	27
Sports & Youth Affairs	184	184	78	46	46	0	0
Emergency Service (1122)	145	145	49	37	35	1	3
Irrigation	131	131	66	33	33	0	0
Environment & Climate Change	129	129	64	32	18	0	0
Higher Education	99	99	50	25	20	0	0
Livestock & Dairy Development	87	87	43	22	22	4	18
Wildlife	63	63	32	16	16	0	0
Agriculture	40	40	20	10	10	0	0
Human Rights & Minority Affairs	34	34	0	9	9	1	11
Information & Culture	26	26	0	0	0	0	0
Social Welfare	22	22	4	5	2	0	0
Special Education	20	20	0	10	5	5	50
Forestry	18	18	9	5	2	0	0
School Education	17	17	9	4	0	0	0
Archaeology	13	13	7	3	3	0	0
	7,430	7,680	3,009	2,517	1,924	993	39

ADP 2023-24(Nov-Feb)**District wise Funds Utilization**

(PKR Million)

District	Original Allocation	Revised Allocation	Releases			Utilization	% Util. on Cont. Rel.
			P&DD	Controlling (FD)	Spending (AD)		
Okara	1,737	1,737	876	703	610	235	33
Pakpattan	1,748	1,798	959	789	557	360	46
Sahiwal	3,947	4,147	1,172	1,027	757	397	39
	7,431	7,682	3,007	2,518	1,923	993	39

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Annexure D**1. Lists of Approved, Under Process, and Illegal Housing Schemes**

Sr. No.	Name of Housing Scheme/ Land Sub Division	Address	Area of Scheme	Status
1	Chuhdary Colony	Chak No. 1/4-L Okara	62K-8M	Approved
2	Gulrez Colony	Chak No. 1/4-L Okara	98K-0M	Approved
3	Fateh Town	Chak No. 1/4-L Okara	200K-0M	Approved
4	Nawab Colony	Chak No. 1/4-L Okara	46K-6.8M	Approved
5	Khan Colony	Chak No. 1/4-L Okara	98K-10M	Approved
6	Raouf Abad	Chak No. 1A/4-L Okara	58K-13M	Approved
7	Faisal Colony 2	Chak No. 1A/4-L Okara	200K-0M	Approved
8	Waris Colony	Chak No. 1/4-L Okara	47K-19.2M	Approved
9	Sharif Pura Colony	Chak No. 1/4-L Okara	48K-0M	Approved
10	Qadir Colony	Chak No. 1A/4-L Okara	46K-12.6M	Approved
11	Zafar Colony	Chak No. 1A/4-L Okara	40K-0M	Approved
12	Faisal Colony 1	Chak No. 1/4-L Okara	147K-0M	Approved
13	Rehmat Ullah Town	Chak No. 1/4-L Okara	81K-11M	Approved
14	Noor Colony	Chak No. 1/4-L Okara	8K-4M	Approved
15	Gulshan Fatima Colony	Chak No. 1/4-L Okara	88K-9.2M	Approved
16	Nadeem Park	Chak No. 1A/4-L Okara	48K-0M	Approved
17	Iqbal Park	Chak No. 1A/4-L Okara	4K-3.6M	Approved

18	Sher Rabani Town	Chak No. 1A/4-L Okara	40K-0M	Approved
19	Latif Abad	Chak No. 1/4-L Okara	22K-0M	Approved
20	Amir Colony	Chak No. 1/4-L Okara	45K-0M	Approved
21	Bajwa Colony	Chak No. 1/4-L Okara	48K-0M	Approved
22	Kosar Town	Chak No. 2/4-L Okara	65K-0M	Approved
23	Sardar Town	Chak No. 2/4-L Okara	36K-0M	Approved
24	Model Town	Chak No. 1/4-L Okara	23K-8.4M	Approved
25	Peoples Colony	Chak No. 53/2-L Okara	30K-6M	Approved
26	Farid Town	Chak No. 2/4-L Okara	69K-4M	Approved
27	Chaman Zar Colony	Chak No. 1/4-L Okara	62K-14M	Approved
28	Firdos Town	Chak No. 53/2-L Okara	79K-12M	Approved
29	Farid Abad	Chak No. 2/4-L Okara	52K-11M	Approved
30	Saith Colony I, II	Chak No. 1/4-L Okara	214K-8M	Approved
31	Sadiq Colony	Chak No. 5/4-L Okara	54K-16M	Approved
32	Christine Colony	Chak No. 5/4-L Okara	12K-5M	Approved
33	Qari Colony	Chak No. 2/4-L Okara	40K-0M	Approved
34	Anwar Colony	Chak No. 1/4-L Okara	7K-8.3M	Approved
35	Shora Kothe	Chak No. 1/4-L Okara	35K-0M	Approved
36	Abdullah Block	Chak No. 1/4-L Okara	31K-18.4M	Approved
37	Haq Town	Chak No. 1/4-L Okara	50K-0M	Approved
38	Master Park	Chak No. 2/4-L Okara	93K-12M	Approved

39	Kareem Town	Chak No. 1/4-L Okara	98K-3.6M	Approved
40	Aziz Yaqoob Town	Chak No. 1/4-L Okara	99K-19M	Approved
41	Raheem Kareem Town	Chak No. 2/4-L Okara	24K-0M	Approved
42	Shalimar Town	Chak No. 1/4-L Okara	19K-8M	Approved
43	Hameed Town	Chak No. 1A/4-L Okara	22K-11.7M	Approved
44	Rehman Pura	Chak No. 1A/4-L Okara	27K-5M	Approved
45	Ameer Colony	Chak No. 2/4-L Okara	200K-0M	Approved
46	Mehar Colony	Chak No. 1A/4-L Okara	72K-17.7M	Approved
47	Shah Din Town	Chak No. 1/4-L Okara	15K-16M	Approved
48	Bisharat Park	Chak No. 1A/4-L Okara	78K-16M	Approved
49	Baba Farid	G.T Road Okara	61K-0M	Approved
50	Aziz Housing Scheme	Chak No. 1A/4-L Okar	38K-8.4M	Approved
51	Sher Muhammad Town	Chak No. 2/4-L Okara	220K-0S	Approved
52	Umar Din Town	Chak No. 2/4-L Okara	34K-02M	Approved
53	Sindho Colony	Chak No. 1A/4-L Okara	44k-16.1M	Approved
54	Kosar Colony	Chak No. 5/4-L Okara	24K-0M	Approved
55	Basti Master Shah Moh	Chak No. 2/4-L Okara	21K-0M	Approved
56	Shafqat Colony	Chak No. 1A/4-L Okara	6K-15.6M	Approved
57	Sahara City	Chak No. 2/4-L Okara	52K-0M	Approved
58	Saad City	Chak No. 1/4-L Okara	58K-10M	Approved
59	Green City Executive Block	Chak No. 1/4-L Okara	81K-02M	Approved

60	Al-Rehman City	Chak No. 1/4-L Okara	78K-4M	Approved
61	Al-Kher City	Chak No. 1/4-L Okara	95K-11M	Approved
62	Al-Raheem City	Chak No. 1/4-L Okara	64K-0M	Approved
63	Canal Homes	Chak No. 2/4-L Okara	13K-0M	Approved
64	Royal Palm Villas	Chak No. 2/4-L Okara	24K-5M	Approved
65	Al-Murad Block	Chak No. 1/4-L Okara	40K-0M	Approved
66	Hassan Block	Chak No. 1/4-L Okara	79K-10M	Approved
67	New Society Homes	Chak No. 2/4-L Okara	23K-10M	Approved
68	Shahid Villas	Chak No. 1/4-L Okara	35K-12M	Approved
69	Azhar Town	Chak No. 5/4-L Okara	419K-2.7M	Approved
70	Gold Villas	Chak No. 2/4-L Okara	11K-6.7M	Approved
71	Sahara City,Usman Block	Chak No. 2/4-L Okara	40K-0M	Approved
72	Ameer Hamza Block	Chak No. 1/4-L Okara	8K-0M	Approved
73	Mohallah Ali Pur	Chak No. 1/4-L Okara	6K-12.2M	Approved
74	Pak Villas	Chak No. 2/4-L Okara	38K-15M	Approved
75	Safari City	Chak No. 2/4-L Okara	98K-0M	Approved
76	Ali Orchard	Chak No. 1/4-L Okara	79K-4.3M	Approved
77	Safari Villas	Chak No. 1/4-L Okara	66K-0M	Approved
78	Umer Society	Chak No. 1/4-L Okara	67K-15M	Approved
79	Crown City	Chak No. 1/4-L Okara	69K-1M	Approved
80	Fawad Villas	Chak No. 1/4-L Okara	73K-0.6M	Approved

81	Green City Tulip Block	Chak No. 1/4-L Okara	80K-0M	Approved
82	Sidra Ghafoor Town II	Chak No. 2/4-L Okara	54K-16M	Under Process
83	Imran Akram Villas	Chak No. 1A/4-L Okara	86K-11.1M	Under Process
84	Maryam Ghafoor Town	Chak No. 2/4-L Okara	20K-14M	Under Process
85	Jalal Town	Chak No. 5/4-L Okara	80K-0M	Under Process
86	Haroon Town	Chak No. 1/4-L Okara	16K-0M	Under Process
87	Sukh Chain Town	Chak No. 5/4-L Okara	144K-8M	Under Process
88	Gulberg City	Chak No. 2/4-L Okara	43K-0M	Under Process
89	Shah Ali Town	Chak No. 2/4-L Okara	19K-0M	Under Process
90	Sahara City Mujahid Block	Chak No. 1/4-L Okara	32K-8M	Under Process
91	Babar Block	Chak No. 2/4-L Okara	33K-6.6M	Under Process
92	Ali Villas	Chak No. 2/4-L Okara	56K-0M	Under Process
93	Sadiq Garden	Chak No. 1/4-L Okara	31K-6.4M	Under Process
94	Rafiq Villas	Chak No. 2/4-L Okara	8K-0M	Under Process
95	Faisal Villas (Azeem Block)	Chak No. 1/4-L Okara	29K-0M	Under Process
96	Palm City	Chak No. 1/4L, Okara.	66K-0M	Under Process
97	Al- Barkat Homes	Chak No. 1/4L, Okara.	22K-14M	Under Process
98	Nemat City	Chak No. 1/4L, Okara	86K-19.8M	Under Process
99	Nemat Block	Chak No. 1/4L, Okara	24K-0M	Under Process
100	Tufail City	Chak No 2/4-L, Okara.	35K-6.7M	Under Process

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101	Al- Raheem Villas P-I	Chak No. 1/4-L Okara	96K-13M	Under Process
102	Al- Raheem Villas P-2	Chak No. 1/4-L Okara	99K-07M	Under Process
103	AL- Damam Model Homes	Chak No. 2/4-L Okara	32K-15M	Under Process
104	Moosa Garden P-II	Chak No. 2/4-L, Okara	27K-11M	Under Process
105	Gulberg Homes	Chak No. 2/4-L, Okara	39K-15M	Under Process
106	Umair Block	Chak No. 2/4-L, Okara	38K-0M	Under Process
107	Afzal Villas	Chak N. 1/4-L, Okara	68K-0M	Under Process
108	Hassan Villas	Chak No. 1/4-l, Okara	31k-0M-0S	Under Process
109	Green City	Chak No. 1/4-L Okara	136K	Illegal
110	Canal View	Chak No. 2/4-L Okara	160K	Illegal
111	Johar Town	Chak No. 1/4-L Okara	64K	Illegal

2. List of Katchi Abadi, Okara

PROGRESS REPORT REGARDING GRANT OF PROPRIETARY RIGHTS TO THE DWELLERS OF KATCHI ABADIES IN URBEN AREAS UNDER REDULARIZATION SCHEME 1978,1985,2006&2012

S:#	Name Of Notified Katchi Adadi	Mutation No.&Date	Total No.of Dwelling units	No. of demand notices issued	Proprietary Rights Granted	P.Rs yet to be granted	Amount deposited in the relevant head of Account	No.of case approved by the DIC/TIC	Remarks
1	Ahmad abad	28.02.1984	443	443	423	20	P-1	Nil	98
2	Basti Bohar	22.09.1986	61	61	55	6	P-1	Nil	11
3	Mustafa Park	22.09.1986	52	52	51	1	P-1	Nil	1
4	Shamra Mandi	01.10.1986	80	80	80	Nil	P-1	Nil	61
5	Cristian Colony	28.02.1984	188	188	157	31	P-1	Nil	60
6	Faiz abad	28.02.1984	449	449	437	12	P-1	Nil	16
7	Ghazi abad	28.02.1984	452	452	433	19	P-1	Nil	52
8	Kot Fatah Jamal	28.02.1984	163	163	153	10	P-1	Nil	21
9	Kot Amir Ali Shah	28.02.1984	151	151	142	09	P-1	Nil	13
10	Kumhar Mohallah	05.09.1985	113	113	110	03	P-1	Nil	2
11	Mansoor Abad	01.10.1986	353	353	318	35	P-1	Nil	80
12	Muhammad Pura	28.02.1984	162	162	158	04	P-1	Nil	18
13	Muzaffar Colony	28.02.1984	393	393	382	11	P-1	Nil	57
14	Nai Abadi	22.09.1986	113	113	110	03	P-1	Nil	17
15	Niaz Market	22.09.1986	147	147	147	Nil	P-1	Nil	8
16	Qaim Pura	22.09.1986	40	40	40	Nil	P-1	Nil	29
17	Samad Pura	28.02.1984	1243	1243	1209	34	P-1	Nil	291
18	Sindhi Mohallah	28.02.1984	599	599	564	35	P-1	Nil	61
19	Sirki Mohallah	22.09.1986	59	59	55	04	P-1	Nil	9

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	Road		towards Faisalabad			
3.	Depalpur Road	Islamia City Chowk	Sarwar Chowk	66'	Already notified by defunct TMA, Okara vide notification No. 1752-61/TMO dated 18-08-2008 under PLUR, 2008 and vide Notification No. 10131/TMO dated 30-06-2011 under PLUR, 2009.	Approved
4.	Benazir Road	Phatak 1A/4L	Jinnah Park	66'		Approved
5.	Ghalla Mandi Road	Mehboob Alam Chowk	Benazir Road	66'		Approved
6.	Tehsil Road	Mehboob Alam Chowk	Over head Bridge Faisalabad Road	66'		Approved
7.	College Road	Depalpur Road (Free Hospital)	Press Club Chowk	66'		Approved
8.	Katchery Bazar	Goal Chowk	Church Road	66'		Approved
9.	Rail Bazar	Goal Chowk	Depalpur Road	60'		Approved
10.	Sadar Bazar	Goal Chowk	MCB Chowk	60'		Approved
11.	Haq Bazar	Tehsil Road	Benazir Road	30'		Approved With the restriction that road of ROW of 30' and below a 10' setback on both sides and 1.5 time ROW Height.
12.	Ravi Road	MCB Chowk	Harnia Wala Chowk	60'		Approved
13.	Lakkar/Ghalla Mandi Road	Harniya Wala Chowk	Power House (Benazir Road)	60'		Approved
14.	Gur Bazar/Cheri Gali C Block	College Road	Ghalla Mandi Road	60'		Approved
15.	M. A Jinnah Road	Harnia wala Chowk	Canal 4/L	220'		Approved
16. ✓	Wazeer Colony Main Road	G.T Road Chungi No. 6	Disposal Chungi No. 6	33'		Approved
17.	Hospital Bazar	Goal Chowk	Tehsil Road	60'		Approved
18.	G.T Road	Canal Bridge 4/L	Okara Lahere By-Pass/Boundary MC, Okara	220'		Approved
19.	Chak No.53/2L	Chak No. 53/2L	Main Deolpur	60'		Approved

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Singh
Municipal Officer (Planning)
M.C. Okara
[Signature]
Chief Officer
Municipal Corporation
Okara

2.	Gogera /Faisalbad	Deolpur Chowk	Up to M.C Limit	140'	Approved With the restriction that road of ROW of 30' and below 10' setback on both sides and 1.5 time ROW Height.
	A to F Block	Ali Bazar	All Street	60', 20', 40'	Approved

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[Signature]
Municipal Officer (Planning)
M.C. Okara
[Signature]
Chief Officer
Municipal Corporation
Okara



SAHIWAL REGIONAL PLAN – URBAN PLANNING SECTOR REPORT

46.	Chak 1/4L	Phatak 1/4L	Canal LBDC	40'	Approved
47.	Sarwar Colony Road	Madina Flying Coach	Crescent Cotton Factory	40'	Approved
48.	Allama Iqbal Road	Over Head Bridge	Phatak District Katchery	40'	Approved OK
49.	Street Hameed Sweet	Haq Bazar	Church Road	40'	Approved
50.	Street Purani Committee Wali	College Road	Ghalla Mandi Road	25'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
51.	36 Jore Road	Chungi No.7	Up to M.C limit	110'	Approved OK
52.	Chak No. 1/4LRoad	Al-khair City	Faisalabad Road	33'	Approved
53.	Chak 54/2L	School Chak 54/2L	Chak 55/2L Stop G.T Road (Suzuki Showroom)	30'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
54.	Girls College Road	Markazi Ghore Shah Qabrastan	Delhi Sweet Shop Faisalabad Road	60'	Approved
55.	Chak 2/4L Road	Chungi Stop Akbar Road	Chowk Chak 2/4L (Gate Gulberg City)	36'	Approved
56.	Chak 2/4L Road	Chowk Chak 2/4L (Gate Gulberg City)	Faisalabad Road (Stop Chaman Zaar Colony)	33'	Approved OK
57.	Commercial Area Androone Sher Rabani Town	Railway Road	Aatish Bazz Road	40'	Approved
58.	Commercial Road (Aatish Baaz Road)	Pull Depalpur Tanki Chowk	Samad Pura Road	34'	Approved
59.	Ali eye Trust Road	Govt. Colony (Fateh Town Stop)	1/4L Road Okara	40'	Approved
60.	Main Faiz Abad Road	Akbar Road	Farid Abad	27'	Approved With the restriction that a

Municipal Officer (Planning)
M.C. Okara.

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Okara

		Stop	Near South City Hospital		
20.	54/2L Road	Depalpur Road	Chak No.54/2L Okara	30'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
21.	Astabal Road (Govt. colony Road)	Faisalabad Purani Katchery Stop	Govt. Colony Tanki Wala Chowk	33'	Approved
22.	Goal Chowk	Katchery Bazar	Church Road	60'	Approved
23.	Akbar Road	Harniya Wala Chowk	Canal 4/L (Zaman Park)	110'	Approved
24.	Lalazar Colony Main Road	Sarwar Soda Water Chowk	Over Head Bridge Faisalabad Road	60'	Approved
25.	Alam Market				Approved
26.	Ameer Colony Road	Markazi Qabrastan	LBDC 2/4-L	25'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
27.	Khalid Town Road	G.T Road	Aziz Latif Town	30'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
28.	Church Road	Sikandar Chowk	Chowk Markazi Ghory Shah Qabrastan	60'	Approved
29.	Eid Ghah Road	Akbar Road	Faisalabad Road (Building Rest House)	60'	Approved
30.	Stadium Road/ Shamsia Colony Road	Church New Christian Colony	Akbar Road	60'	Approved
31.	Shah Din Road 2/4-L	Baba G Hotel	Chak 2/4L Akbar Road	25'	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.

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Already notified by defunct TMA, Okara vide notification No. 1752-61/TMO dated 18-08-2008 under PLUR, 2008 and vide Notification No. 10131/TMO dated 30-06-2011 under PLUR, 2009.



SAHIWAL REGIONAL PLAN – URBAN PLANNING SECTOR REPORT

46.	Chak 1/4L	Phatak 1/4L	Canal LBDC	40'		Approved
47.	Sarwar Colony Road	Madina Flying Coach	Crescent Cotton Factory	40'		Approved
48.	Allama Iqbal Road	Over Head Bridge	Phatak District Katchery	40'		Approved OK
49.	Street Hameed Sweet	Haq Bazar	Church Road	40'		Approved
50.	Street Purani Committee Wali	College Road	Ghalla Mandi Road	25'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
51.	36 Jore Road	Chungi No.7	Up to M.C limit	110'		Approved OK
52.	Chak No. 1/4L Road	Al-khair City	Faisalabad Road	33'		Approved
53.	Chak 54/2L	School Chak 54/2L	Chak 55/2L Stop G.T Road (Suzuki Showroom)	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
54.	Girls College Road	Markazi Ghore Shah Qabrastan	Delhi Sweet Shop Faisalabad	60'		Approved
55.	Chak 2/4L Road	Chungi Stop Akbar Road	Chowk Chak 2/4L (Gate Gulberg City)	36'		Approved
56.	Chak 2/4L Road	Chowk Chak 2/4L (Gate Gulberg City)	Faisalabad Road (Stop Chaman Zaar Colony)	33'		Approved OK
57.	Commercial Area Androone Sher Rabani Town	Railway Road	Aatish Bazz Road	40'		Approved
58.	Commercial Road (Aatish Bazz Road)	Pull Depalpur Tanki Chowk	Samad Pura Road	34'		Approved
59.	All eye Trust Road	Govt. Colony (Fateh Town Stop)	1/4L Road Okara	40'		Approved
60.	Main Faiz Abad Road	Akbar Road	Farid Abad	27'		Approved With the restriction that a

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Okara

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32.	Amin Akram Trade Center					Approved
33.	Sikandar Road					Approved
34.	Khushi Trade Center					Approved
35.	Samad Pura Road	Railway Road	Chungi No.6 G.T Road To Disposal Sukh Chain Town	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
36.	Sirki Mohallah Road	Palace cinema	G.T Road	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
37.	Depalpur Road	Chowk Depalpur towards Depalpur	Up to M.C Limit	110'		Approved
38.	Chamra Mandi Road	G.T Road Corner Satluj School	Up to Allama Iqbal Road	40'-30'		Approved OK
39.	Sindhi Mohallah Road (All Links Street Depalpur Road)	Tanga Stand	Zilla Council Plaza	20'	Already notified by defunct TMA, Okara vide notification No. 1752-61/TMO dated 18-08-2008 under PLUR, 2008 and vide Notification No. 10131/TMO dated 30-06-2011 under PLUR, 2009.	Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
40.	Khayaban-e-Habib					Approved
41.	27/2L Road	G.T Road	By-Pass (Under Pass)	33'		Approved
42.	Adda Road	Madina Flying Coach (Railway Road)	Over Head Bridge	60'		Approved
43.	Ahmad Trade Center					Approved
44.	Main Road Of All Colonies			30' - 40'		Approved With the restriction that road of ROW of 30' and below a 10' setback on both sides and 1.5 time ROW Height.
45.	Sarafa Bazar	Tehsil Road	Depalpur Road	60'		Approved

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FORM B2
See rule 12

ROADS OR SEGMENT OF ROADS FREEZED AND NOT ALLOWED FOR ANY FUTURE COMMERCIAL USE

Sr. #	Name of Roads	Starting point	Ending Point	Total Width	Total Plots		
					Legally Converted	Illegally Converted	Not Converted
01	Nil	Nil	Nil	Nil	Nil	Nil	

(Rana Naveed Ahmad)
Chief Officer,
Municipal Corporation
Okara

No. & date Even:-

A copy for information is forwarded to:-

1. The Secretary, L.G & CD, Department, Lahore
2. The Commissioner, Sahiwal Division, Sahiwal
3. The Deputy Commissioner/Chairman DPDC, Okara.
4. The Administrator, Municipal Corporation, Okara.
5. The Dy. Municipal Officer Planning, Municipal Corporation, Okara.
6. Office Copy.

(Rana Naveed Ahmad)
Chief Officer,
Municipal Corporation
Okara

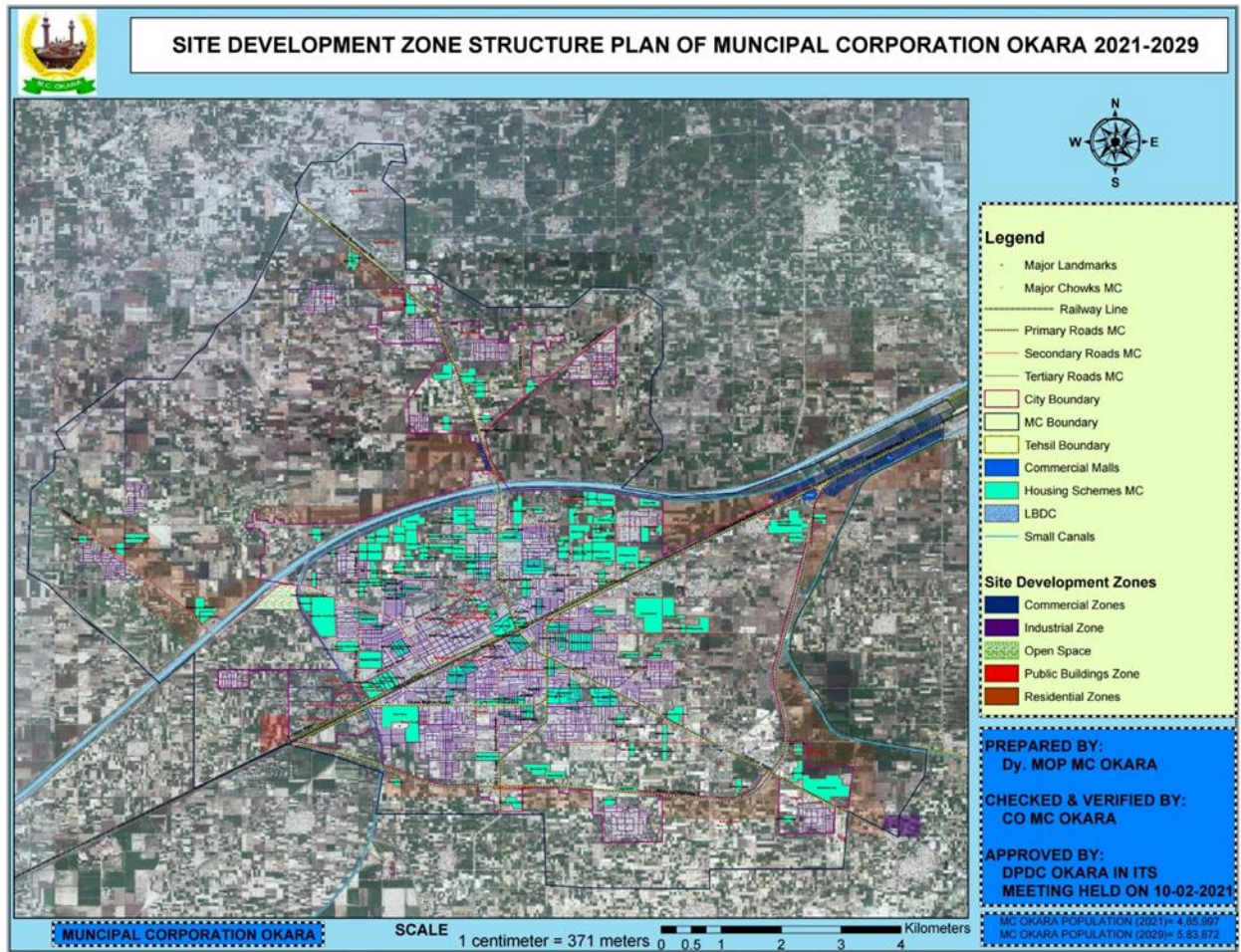
61.	Street Qamar Plaza	Tehsil Road	Depalpur Road	30'		10' setback on both sides and 1.5 time ROW Height.
62.	Street Ghani Plaza	Saddar Bazar	Depalpur Road	25'		
63.	Masjid Wali Gali	Mandi Road	Goal Chowk	30'		
64.	Chiragh Sindhu Colony	Corner Meezan Bank M.A Jinnah Road	Govt. School Chiragh Sindhu Colony	27'		
65.	Khan Colony Faisalabad Road	Khan Colony Stop	Ali Trust Hospital	30'		
66.	Chak 1/4L	Canal Link Road 4/L (Chak 1/4L) Crown City	Faisalabad LBDC Pull	60'		Approved
67.	Chak 2/4L	Canal Link Road 4/L (Chak 2/4L)	Akbar Road (Zaman Park) Pull	90'		Approved
68.	Potato Society Road	Akbar Road (Zaman Park) Pull	Pull District Complex 4/L	44'		Approved
69.	Chak No. 50/2-L Road	Depalpur Road	Up to M.C Limit	46'		Approved
70.	Satghara Road	Satghara Chowk	Up to Municipal Limit	110'		Approved
71.	Depalpur Road	Basti Baba Mehar Din Road	Alam Market Road	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
	M.A Jinnah Road	Imran Akram Villas	Benazir Road	50'		Approved
73.	Akbar Road	Sabari Colony Main Road	Sidra Ghafoor Town 2/4-L Road	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
74.	Fateh Town Road	Faisalabad Road	Faisal Colony (Falcon School)	30'		Approved With the restriction that a 10' setback on both sides and 1.5 time ROW Height.
72.	All Chak's Main Bazar / Roads / Chowks			30' - 40' - 20'		Approved

Chief Officer
Municipal Corporation
Okara





4. Site Development Zone Structure Plan, Okara (2021-2029)



Map 2: Site Development Zone Structure Plan of MC Okara (2021-2029)

(Source: Municipal Committee Office, Okara.)

Annexure E

Please see the data below.

1. Lists of Approved, Under Process, and Illegal Housing Schemes

MINUTES OF MEETING OF DISTRICT PLANNING AND DESIGN COMMITTEE MEETING TO BE HELD ON 30.06.2011 AT 11.30 AM IN THE COMMITTEE ROOM UNDER THE CHAIRMANSHIP OF DISTRICT COORDINATION OFFICER PAKPATTAN.

AGENDA ITEM NO.1

DECLARATION AS COMMERCIAL ROADS IN THE LIGHT OF RULE 62 OF PUNJAB LAND USE (CLASSIFICATION, RE-CLASSIFICATION & REDEVELOPMENT) RULES, 2009. (List Attached).

Meeting was started with recitation of Holy Quran. Following attended the meeting.

- | | |
|---------------------------|---|
| 1. Sayed Haider Iqbal | DCO, Pakpattan / Chairman. |
| 2. Nadeem Abbas Bhangu | Administrator /Additional District Collector, Pakpattan |
| 3. Sardar Naseer Ahmad | TMO, Pakpattan |
| 4. Muhammad Ashraf | DO(Building),Pakpattan. |
| 5. Mr. Ijaz Qamar | Deputy Director Housing, Okara. |
| 6. Mr. Bashir Ahmad Joyia | ASDO Provincial Highway Pakpattan. |
| 7. Miss. Shahida | DSP Traffic Pakpattan. |
| 8. Ch. Abdul Razzaq | TO(P&C)/DO(SP),Pakpattan/Secretary |

Opening Discussion the District Officer Special Planning explained about the declaration as commercial Roads as per agenda item No.1.

He further stated that as per Government Notification No.SOR(LG)38-18/2009 dated 20.05.2011, read with Government letter No. SO. Estate (LG)2-26/09 dated 8th of June, wherein Government has substituted Rule 62 of Punjab Land Use 2009 and by virtue of an amendment, it is mandatory for TMA to declare roads for commercial use by 30th of June 2011.

TMA Pakpattan has forwarded a list of roads which has already been declared commercial in the ODP in Pakpattan which is still in tact. In addition to that TMA has also submitted a list of roads which by usage have become predominately commercial. The committee examined all the proposed roads for declaration as Commercial Roads under 62 of Punjab Land Use (Classification, Re-Classification & Re-Development) Rules, 2009.

The following roads were discussed and decided for declaration as Commercial Roads as interim arrangement till the preparation of Land Use Map.

Sr. #	Name of Road	Start Point	End point	Road width	Commercial activity	Decision
1	Sahiwal Road	Old Town Hall	General Bus Stand	39'-6" 50',60"	100%	Approved
2	Railway Road	Bujli Chowk	Old Sabzi Mandi	30'-0"	100%	Approved

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Sr. #	Name of Road	Start Point	End point	Road width	Commercial activity	Decision
3	Circular Road	Old Sabzi Mandi Chowk	Via Meeran Shah Chowk, Matchli Chowk, Fawara Chowk, Chitti Qabar, Old Town Hall to Old Sabzi Mandi Chowk	35'-0" 35'-0" 55'-0" 39'-6" 36'-0"	65%	Approved
4	Shaheedi Bazar			20',16'	100%	Approved
5	Rail Bazar	Bujli Chowk	Chungi Ghallah Mandi	30',35'	100%	Approved
6	Old Tehsil Road	Matchli Chowk	Pir Ghani Road	33'-0"	100%	Approved
7	Dhakki Area					Approved
8	Katchehry Road	Bukhtiar Kaki Chowk	Mezayl Chowk	77',50',64'	35%	Approved
9	Depal Pur Road	Pull Rakh	Bijli Chwok	46',50',44'	50%	Approved
10	Eid Gah Road	Nagina Chowk	Chowk Arayan	44',50'	50%	Approved
11	Pir Karyan Road	Railway Road	Pir Karyan	25',27'	40%	Approved
12	College Road	Nagina Chowk	Bijli Chowk	30',40',34'	100%	Approved
13	Dispensary Road	College Road	Post Office	30'	85%	Approved
14	Railway Road Bypass	General Bus Stand	Grain Market(1 side)	50',45'	85%	Approved
15	Church Road	Al-Hamra Hottel	Mondi Morr	39',52'	40%	Approved
16	Nursery Road	Rajbah Pull Basti Chiragh	Sahiwal Road	30'	10%	deferred
17	Gali Dr. Tanveer Wali	College Road	Circular Road	23',30',25'	15%	Deferred
18	Kameer Road	Chowk Chitti Qabar	Kameer Chungi	40',35',60'	90%	Approved
19	Khawaje Aziz Makki Road	Old Town Hall	Khawaja Aziz Makki	30',28'	55%	Approved
20	Hospital Road	College Road	Chowk 19/sp	40',30'	50%	Approved
21	Bypass Road	General Bus Stand	Hotta Road	40',45'	50%	Approved
22	Hotta Road	City Thanā Pakpattan	Upto limit TMA Pakpattan Sharif	45'	40%	Approved
23	Pir Ghani Road	City Thana Pakpattan	Upto limit TMA Pakpattan Sharif	55'	40%	Approved
24	Dipal Pur Road	Baba Farid Chowk	Upto limit TMA Pakpattan Sharif	80'		Approved
25	Haveli Road	Adda Bunga Hayat	Upto limit TMA Pakpattan Sharif	80'		Deferred
26	Gugara Road	Pull 19/Sp	Upto limit TMA Pakpattan Sharif	66'		Deferred
27	Kamir Road	Byepass,Kameer Chungi,	Upto limit TMA Pakpattan Sharif	66',70'		Approved
28	Sahiwal Road (II)	Al-Hamra Hottel	Upto limit TMA Pakpattan Sharif	60'		Approved

Scanned with CamScanner

Sr #	Name of Road	Start Point	End point	Road width	Commercial activity	Decision
29	Arif Wala Road	Baba Farid chowk	Upto limit TMA Pakpattan Sharif	118',105'		Approved
30	Chan Pir Road	Thana Sadar	Malik Bahawal	27', 60',70'		Approved
31	Noora Ahloo Ka Road(Via Hafiz Saddique)	Chan Pir	Noora Ahlooka	30'		Deferred
32	Sham Lat Road	Darbar Baba Sheikh Jamal	Chowk Shabir	30'		Deferred
33	Chowk Skindar Noor Pur Road(Via 55/sp Chowk)	Bonga Hayat	Noor Pur	40',60'		Deferred
34	Chak Noor Muhammad Road	Pul Bahmani	Pir Ghani Road	30',40'		Deferred

AGENDA ITEM NO.2

CLEARANCE OF AL-FARID GARDEN HOUSING SCHEME KATCHERY ROAD PAKPATTAN.

The committee was briefed by the D.O(S.P) about the background of Al-Farid Housing Scheme. He further stated with reference to the Government letter No.SOR(LG) 38-2/2004-P dated 06.06.2011 vide which amendment in Punjab Private Housing Scheme Land Sub-Division Rules 2010 was made. According to the amendment refer above the sites Development Scheme whose scrutiny fee has been deposited under site Development Rules, 2005 should be considered in the light of previous Rules.(to the extend of planning standard).

The case has been examined minutely, scrutiny fees of the scheme has been deposited vide receipt dated 03.10.2007. The scheme comprises of an area measuring 90 Kanals, 15 Marlas. The ownership documents have been examined and found correct. Public objection has already been invited and finalized. The L.O.P fulfills the planning standard of site Dev. Rules, 2005.

On a query from Deputy Director Housing Pakpattan, about provision of copies of Mutation / Ownership Certificate from Al-Farid Garden Housing Scheme. It was explained that the ownership documents has already been verified by EDO (R) vide letter No. 290-M/HC(G) dated: 08.07.2008.

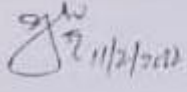

However, the Chair Directed Additional District Collector/Administrator TMA Pakpattan to re-examine the title documents of Al-Farid Garden Housing Scheme before further proceeding.

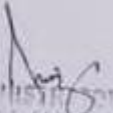

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LIST "A"

SR. NO.	Name Of Roads
1.	Lorry Adda Chowk to Sahiwal Road upto limit TMA, Arifwala
2.	Lorry Adda Chowk to Burewala Road upto limit TMA, Arifwala
3.	Lorry Adda Chowk to Pakpattan Road upto limit TMA, Arifwala
4.	Kumarahwala Chowk to Qaboola Bahawalnagar Road upto limit TMA, Arifwala (Including Qaboola Bye-Pass & Mettled Links Roads), Tehsil Arifwala
5.	Sahiwal Road Via Shehzad Palace Road to Burewala Road & Base line north, south road, Arifwala
6.	Lorry Adda Chowk to City Road upto Railway Phatic Arifwala
7.	Chowk Marley to Jamman Shah Bani Delawar Road upto Chowk Adda, 34/KB, Tehsil Arifwala
8.	Chowk Marley to Pakpattan Road upto Purana Thana, Tehsil Arifwala
9.	Qaboola Gola Chowk to Pakpattan Road upto Adda Chamb, Tehsil Arifwala
10.	Fatima Jinnah Lady Park to Purana Thana Road upto Adda Purana Thana, Tehsil Arifwala
11.	Qaboola Bye-Pass to Thana Ahmad Yar Road via Chak Mehadi Khan, Islam Nagar, 131/EB upto Thana Ahmad Yar Road, Tehsil Arifwala
12.	Qaboola Bahawalnagar Road to Tehsil Road upto Insari Chowk, Railway Phatic Arifwala (included mettled links road)
13.	Insari Chowk towards Muhammadi Road, Muzafabad Road upto Shakargarij High School to 65/EB Road Arifwala (included mettled links road)
14.	Lakar Mandi Chowk to Shafi Shadi Chowk & Furniture Bazar, Arifwala
15.	Karkhana Bazar, Jinnah Chowk to Old disposal Muhammad Pura Arifwala
16.	Thana Bazar, Jinnah Chowk to Qaboola Bahawalnagar Road Arifwala
17.	Rail Bazar, Jinnah Chowk to Old Sabazi Mandi (Al-Falah Market) & East West Road to Tehsil Road, Arifwala
18.	Qaboola Bazar Jinnah Chowk to Fountain TMA Arifwala
19.	Karkhana Bazar To Machli Bazar upto Tehsil Road Arifwala
20.	School Road Towards North road Habib Bank and College poto State WAPDA Road upto Tehsil Road, Arifwala
21.	Girja Ghar to Mosque C-Block and around the road of mosque C-Block, Arifwala
22.	Ghaia Mandi Arifwala
23.	Jinnah Chowk to Sadar Bazar upto Old Sabazi Mandi Arifwala (included mettled links road)
24.	Mazhar Sweets towards East upto WAPDA Road Arifwala (Back Side Thana Bazar North Site)
25.	Jinnah Chowk Rashim Gali upto Alzam Milk Shop Arifwala (Including Mettled Links Road)
26.	Karkhana Bazar Mandar A-Block to Lakar Mandi Road (Allah Ditta Road) Arifwala
27.	Karkhana Bazar towards Gali Shaukat Musafar Wali upto Nawaz Sharif Market (Har Bazar), Arifwala
28.	Jinnah Chowk towards Amer plaza Backside Thana Bazaar site upto via (House Mehdi Hassan Shah) (included mettled links road)
29.	Karkhana Bazaar South Gate Ghala Mandi towards South School Road upto School Road, Arifwala
30.	School Road towards Gali Office tulshor upto Jinnah chowk (Backside Qaboola Bazaar East Site), Arifwala
31.	School Road towards North Gali Doctor Jameel Ahmad Wali upto Jinnah Chowk, Arifwala
32.	Pakpattan Road towards 59/EB upto Gifos U.C 59/EB Mettled Road Arifwala
33.	Machli Bazaar towards east Har Bazar upto WAPDA Road, Arifwala (included mettled links road)

ADMINISTRATION
 The District Administration
 SAHIWAL

35	Muhammadi Town Road, Arifwala
35	Pakpattan Road to Rest House Road upto Railway Station Arifwala
36	Qaboola Bahwalnagar Road to main M-Block Road upto Rest House Road, Arifwala (included metalled links road)
37	Akram Milk Shop towards south upto Housing Colony Arifwala (included metalled links road)
38	Karkhana Bazar, Deputy Chowk towards south upto Housing Colony, Arifwala
39	Karkhana Bazar east corner muhammadi Town towards south upto Muzafabad 50ft road, Arifwala (included metalled links road)
40	Muzafabad School Boys towards 50ft road upto new disposal works Arifwala. (included metalled links road)
41	Girja Ghar towards Jinnah Drug Shop road upto Muhammadi Town, Arifwala (included metalled links road)
42	Main Bazar Qaboola towards Eid Gah Road upto Qaboola Bye-Pass, Tehsil Arifwala
43	Main Bazar Qaboola Gola Chowk towards west upto Qaboola Bye-Pass, Tehsil Arifwala
44	Burewala road towards Thana Ahmad Yar road upto Baili Delawar, Chowk Adda 34/KB, Tehsil Arifwala
45	Trikhni Chowk towards Trikhni road upto Trikhni Adda to limit TMA, Arifwala

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 SUB-DIVISIONAL ENGINEER
 TEHSIL MUNICIPAL ADMINISTRATION
 ARIFWALA

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 ARIFWALA

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 ARIFWALA

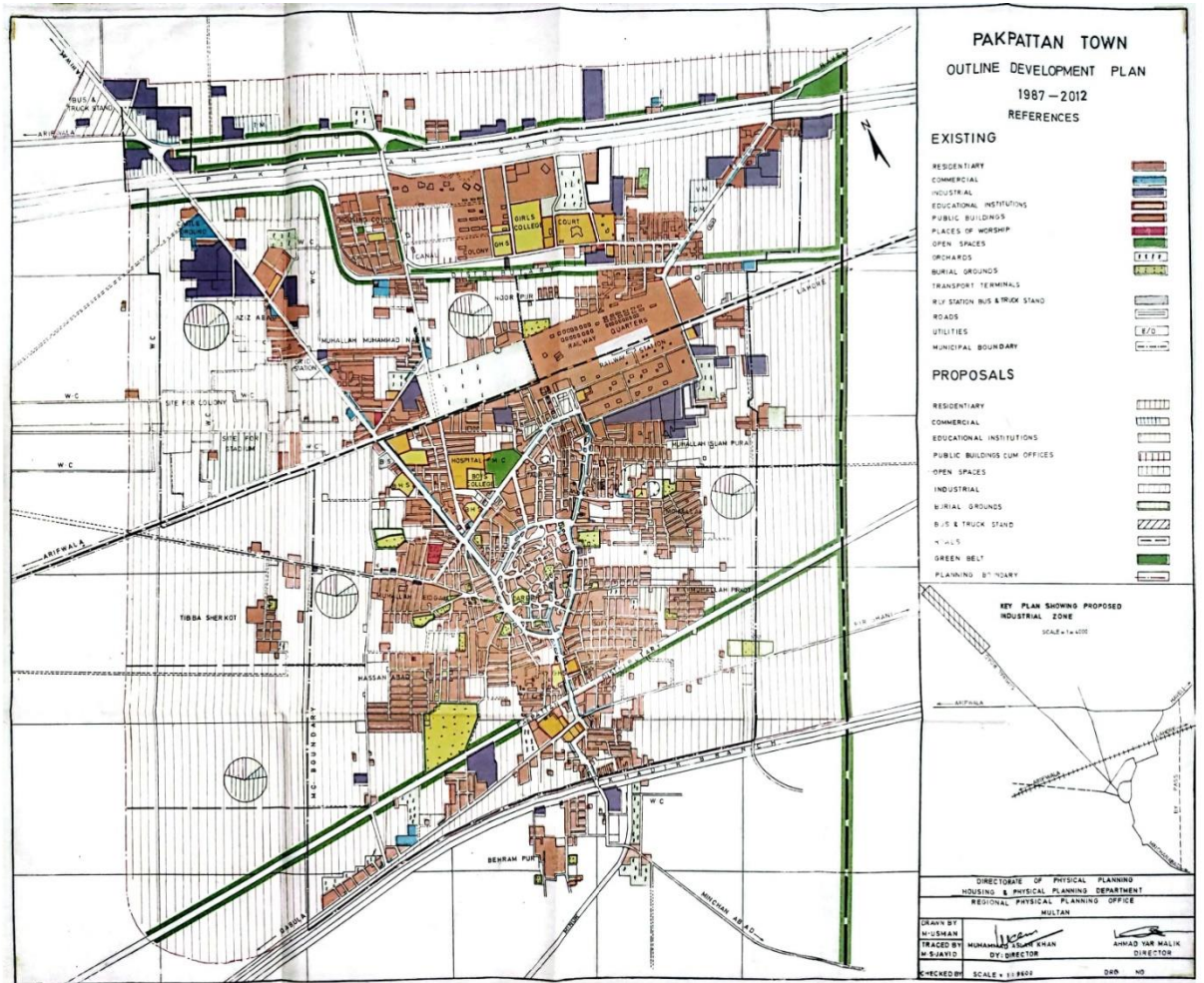
3. Details of Filth Depots

DETAIL OF FILTH DEPOTS

- 1. Street Hanjranwan Wali
- 2. New Railway Phathic
- 3. Old Railway Phatic
- 4. Plot near Jafri House
- 5. Mohallah Said Jalal
- 6. Near Hakeem Ahmad Yar Chungi
- 7. Basti Aslam Noi Farid Nagar.
- 8. Jamal Chowk
- 9. Islam colony Street No. 6
- 10. Juma Bazar Chowk
- 11. Plot near Food Godown
- 12. Behind Girls School Mohallah Bisharit
- 13. Slaughter House
- 14. Pir Karyan Street No.5
- 15. Inam Wattoo Road
- 16. Dogar Mosuque Katchery Road
- 17. Near Chiragh Shah Garveyard
- 18. Kameer Road Chungi
- 19. Mohallah zafarabad Abid PCO Street.
- 20. Gulshan Farid Colony chowk

Note : Landfill site situated at near 16/SP is 3.5 Km away from city.

4. Outline Development Plan



Map 3: Outline Development Plan Pakpattan (1987-2012)

Source: Municipal Committee Pakpattan